

**CITY-COUNTY PLANNING BOARD  
DRAFT STAFF REPORT**

<b>PETITION INFORMATION</b>			
<b>Docket #</b>	W-2936		
<b>Staff</b>	<a href="#">Gary Roberts, Jr. AICP</a>		
<b>Petitioner(s)</b>	Brookstown Development Partners, LLC		
<b>Owner(s)</b>	Same		
<b>Subject Property</b>	PINs 6825-95-2491, 6825-95-3490, 6825-95-4562, 6825-95-5393, 6825-95-5480, 6825-95-5558, 6825-95-5747, 6825-95-6417, 6825-95-6575, 6825-95-6679, 6825-95-6766, 6825-95-6841, 6825-95-7344, and 6825-95-7424		
<b>Address</b>	100 and 128 North Broad Street, 800 Brookstown Avenue, 141 North Green Street, and 817 West First Street		
<b>Type of Request</b>	Final Development Plan and Master Plan Amendment for a 277-unit multifamily development in a PB-S (Two Phase) zoning district		
<b>Neighborhood Contact/Meeting</b>	A summary of the petitioner’s neighborhood outreach is attached.		
<b>GENERAL SITE INFORMATION</b>			
<b>Location</b>	West side of North Broad Street, north side of West First Street and east side of West Second Street		
<b>Jurisdiction</b>	City of Winston-Salem		
<b>Ward(s)</b>	Northwest		
<b>Site Acreage</b>	± 4.7 acres		
<b>Current Land Use</b>	The site is developed with multiple modest-sized commercial buildings and surface parking areas.		
<b>Surrounding Property Zoning and Use</b>	<b>Direction</b>	<b>Zoning District</b>	<b>Use</b>
	North	PB and HB	Apartments and a bar
	East	HB, PB-S, and PB	Car sales and unoccupied commercial buildings
	South	HB and PB-S	Self-storage facility (under construction) and the BB&T Ballpark
	West	PB-S	Undeveloped property and a multi-tenant commercial building
<b>Physical Characteristics</b>	The developed site has a gentle slope from the northern edge of the site downward toward the southeast and southwest.		
<b>Proximity to Water and Sewer</b>	The site is served by multiple water and sewer lines within the street right-of-ways and internal to the site.		
<b>Stormwater/ Drainage</b>	This development is exempt from the City of Winston-Salem’s Post Construction Stormwater Management Ordinance because it is included within a prior stormwater management master plan for the entire ball park development approved in 2008.		
<b>Watershed and Overlay Districts</b>	The site is not located within a water supply watershed.		

<b>Historic, Natural Heritage and/or Farmland Inventories</b>	<p>This site is located across North Broad Street from the Holly Avenue National Register Historic District, which was listed in the National Register in 2002.</p> <p>Brookstown Avenue follows the general route of an 18<sup>th</sup> Century road that connected Salem to the northwest parts of Forsyth County. The name of the road has changed over several centuries, and maps label it as Baumgarten Weg, Fries Old Plank Road, and New Shallowford, among other variations.</p>					
<b>Analysis of General Site Information</b>	<p>The site is located within an urban, mixed-use setting and is bounded on all sides by public streets. The majority of the site is improved with surface parking areas and several one- and two-story commercial buildings. A portion of North Green Street (which has been closed) still traverses the site, along with Brookstown Avenue and multiple above and below ground utility lines. The site has generally favorable topography and good views of downtown Winston-Salem and the BB&amp;T Ballpark.</p>					
<b>RELEVANT ZONING HISTORIES</b>						
Case	Request	Decision & Date	Direction from Site	Acreage	Recommendation	
					Staff	CCPB
W-2936	PB-S Two Phase Final Development Plan	Approved 8/1/2016	Directly south	5.3	Approval	Approval
W-3139	PB-S Two Phase Site Plan Amendment and Final Development Plan	Approved 4/2/2012	Directly southwest	2.76	Approval	Approval
W-2936	RSQ, LO, PB, HB, LB-S, & PB-S to PB-S Two Phase	Approved 8/6/2007	Included subject property	28.35	Approval	Approval
<b>SITE ACCESS AND TRANSPORTATION INFORMATION</b>						
Street Name	Classification	Frontage	Average Daily Trip Count	Capacity at Level of Service D		
West First Street	Minor Thoroughfare	556 feet	5,700	15,800		
West Second Street	Boulevard	590 feet	6,600	15,800		
North Broad Street	Minor Thoroughfare	527 feet	15,500	27,500		
Brookstown Avenue	Collector Street	642 feet	N/A	N/A		
North Green Street	Private Street	730 feet	N/A	N/A		

<b>Proposed Access Point(s)</b>	The site will have right-in/right-out access from West Second Street.
<b>Planned Road Improvements</b>	The City of Winston-Salem (in conjunction with the Winston-Salem Chamber of Commerce Business 40 Task Force and the recommendations of the Downtown Street Study) plans to convert many Downtown one-way street segments into two-way streets. Design plans to convert the sections of West First Street and West Second Street adjacent to the subject property are in the final stages. WSDOT anticipates that the conversion of these two segments will be completed during the latter half of 2020.
<b>Trip Generation - Existing/Proposed</b>	According to the Transportation Impact Analysis (TIA), the estimated trip generation from the proposed development would be 1,633 trips over a 24- hour day (see additional comments in the TIA section below).
<b>Sidewalks</b>	Sidewalks are currently located along all adjacent street frontages, with the exception of West Second Street. The developer has agreed to replace and widen the sidewalks bordering the site and provide a public easement for a multimodal facility which will traverse the site with an alignment similar to the existing Brookstown Avenue.
<b>Transit</b>	Route 83 Express and Route 84 serve the site along West First Street, West Second Street and North Broad Street. Routes 80, 83, 95 and 103 serve the subject property along West First Street and West Second Street. Route 107 serves the site along West First Street, and Route 85 serves the site along North Broad Street.
<b>Connectivity</b>	The proposed site plan includes the closure of the portion of Brookstown Avenue which traverses the site. WSDOT is supportive of this closure request for multiple reasons, including the very low traffic volumes on Brookstown Avenue and the poor site distance given the location on the inside of a curve. Also, because the intersections of Brookstown Avenue at Broad Street and West Second Street are un-signalized, drivers have to make high-risk decisions to enter or cross the adjacent roadways.
<b>Transportation Impact Analysis (TIA)</b>	<p>This proposed apartment site is slated to have 277 dwelling units. Currently, one access location from West Second Street is proposed that would enter to and exit from an on-site parking structure with approximately 400 spaces. WSDOT will review the final interior parking deck design. The proposed site access will be approximately 220 feet north of West First Street and will service all entering and exiting site traffic. In accordance with the recommendations of the TIA, the developer will be required to modify the existing roadway by installing a northbound right-turn lane with 100 feet of storage. This is due to the amount of right turns into the proposed site, accompanied by the heavy northbound through movements into Downtown. In addition to the right-turn lane, WSDOT will require a three-foot concrete median from the West First Street/West Second Street/Peters Creek Parkway intersection to 20 feet past the center of the proposed driveway location. This right-in/right-out configuration was recommended by the TIA.</p> <p>The TIA estimated the trip generation from the proposed development to be 1,633 trips over a 24-hour day. This resulted in a peak hour trip</p>

generation of 128 in the PM. It should be noted that both the peak hour and 24-hour trip generation numbers represent two-way trips. For example, leaving the building in the morning and returning in the evening count as two separate trips. Furthermore, the TIA assumed a worst case scenario and modeled an apartment total of 300 units. The trip generation numbers above reflect the worst case scenario.

The Level of Service (LOS) was analyzed to ensure adequate capacity and minimal delay could be expected with the proposed development. Currently, WSDOT has a contract to design portions of First Street and Second Street with a two-way configuration. That information was known by the TIA consultant and incorporated into their analysis. All intersections within the study limits are expected to operate at a satisfactory level of service. This was modeled with the understanding that the sections of these two streets adjacent to the subject property will be reconfigured to allow two-way traffic. The table below represents the LOS results for the proposed development:

**Table A - Level of Service Summary**

Intersections	AM 2022 Build Conditions	AM 2022 Build Conditions + Improvements	PM 2022 Build Conditions	PM 2022 Build Conditions + Improvements
Peters Creek Parkway at Business 40 Eastbound Ramps	B (11.1)		B (12.2)	
Peters Creek Parkway at Business 40 Westbound Ramps	C (22.0)		C (23.0)	
Peters Creek Parkway at Park Circle	A (9.1) EB Approach		B (10.5) EB Approach	
Peters Creek Parkway / Second Street at First Street	C (28.1)		C (28.3)	
Second Street at Brookstown Avenue	A (3.2) NB Approach		A (1.6) NB Approach	
Second Street at Broad Street	B (13.9)		B (17.5)	
First Street at Broad Street	C (30.1)		C (22.2)	
Broad Street at Ballpark Access	C (19.3) EB Approach		C (21.6) EB Approach	
Second Street at Parking Deck Access	B (10.6) WB Approach	B (10.5) WB Approach	A (9.3) WB Approach	A (9.2) WB Approach

LOS (delay in seconds)  
Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay

This development should not have a significant impact on the adjacent transportation network. The proposed northbound right-turn lane should provide adequate storage so as not to impede the through-movements on West Second Street. In addition, the traffic signal at the West First Street/West Second Street/Peters Creek Parkway intersection should provide adequate gaps for traffic exiting the site.

<b>Analysis of Site Access and Transportation Information</b>	The entire perimeter of the site is bordered by multi-lane streets which have ample capacity. The subject property is also well served by WSTA transit lines and extensive sidewalks.		
	As noted previously, the request would include petitioning for closure of the portion of Brookstown Avenue which now runs through the site. Staff is typically cautious in supporting the closure of the City’s historic and fine-grained network of streets; however, the alignment of this street results in intersection angles with both North Broad Street and West Second Street which are unsafe.		
	Right-in/right-out access to the development will be from West Second Street. With the recommended improvements and the scheduled two-way conversion of West First Street and West Second Street, this development should not have a significant impact on the adjacent transportation network. The developer has agreed to replace and widen the existing sidewalks bordering the site and provide a ten-foot multimodal facility which will provide a continued bike route through the site in the current Brookstown Avenue vicinity.		
<b>SITE PLAN COMPLIANCE WITH UDO REQUIREMENTS</b>			
<b>Building Square Footage</b>	<b>Square Footage</b>		<b>Placement on Site</b>
	541,608		Primarily located on the entire site except for the northern portion shown for a park
<b>Units (by type) and Density</b>	277 apartment units on 4.7 acres = 59 dwelling units per acre		
<b>Parking</b>	<b>Required</b>	<b>Proposed</b>	<b>Layout</b>
	308 spaces	400 spaces	Located within a five-story parking deck
<b>Building Height</b>	<b>Maximum</b>		<b>Proposed</b>
	60 to 150 feet		Five stories
<b>Impervious Coverage</b>	<b>Maximum</b>		<b>Proposed</b>
	N/A		69.08 percent
<b>UDO Sections Relevant to Subject Request</b>	<ul style="list-style-type: none"> <li>• Chapter B, Article II, Section 2-1.3 (F) Pedestrian Business District</li> <li>• Chapter B, Article II, Section 2-5.64 Residential Building, Multifamily Use Conditions</li> </ul>		
<b>Complies with Chapter B, Article VII, Section 7-5.3</b>	<b>(A) Legacy 2030 policies:</b>	Yes	
	<b>(B) Environmental Ord.</b>	N/A	
	<b>(C) Subdivision Regulations</b>	N/A	
<b>Analysis of Site Plan Compliance with UDO Requirements</b>	The site plan consists of two, five-story multifamily residential buildings with a five-level parking deck connecting them. Also included are multiple courtyards, including a pool courtyard along the West First Street frontage. These areas are also used to meet the required Common Recreation Area calculation for multifamily development. The northern portion at the intersection of North Broad Street and West Second Street is shown as proposed public parkland.		

CONFORMITY TO PLANS AND PLANNING ISSUES	
<b>Legacy 2030 Growth Management Area</b>	Growth Management Area 1 - City Center
<b>Relevant Legacy 2030 Recommendations</b>	<ul style="list-style-type: none"> <li>• Promote quality design so that infill does not negatively impact surrounding development.</li> <li>• Encourage more residential development at higher densities in GMA 1.</li> <li>• Attract more retail and entertainment in GMA 1.</li> <li>• Encourage reuse of vacant and underutilized commercial and industrial sites.</li> <li>• Encourage attractive parking design and more efficient use of parking.</li> <li>• Promote a pedestrian-friendly orientation for new development and redevelopment and reduce the visual dominance of parking areas.</li> <li>• Connect greenway trails to existing and proposed sidewalks and bike paths to facilitate access to community facilities.</li> </ul>
<b>Relevant Area Plan(s)</b>	<i>South Central Winston-Salem Area Plan Update (2014)</i>
<b>Area Plan Recommendations</b>	<ul style="list-style-type: none"> <li>• The subject property is within a Special Land Use Conditions area; the area plan recommends mixed-use development.</li> </ul>
<b>Site Located Along Growth Corridor?</b>	The site is located along the Peters Creek Parkway/West Second Street Growth Corridor.
<b>Site Located within Activity Center?</b>	The site is not located within an activity center.
<b>Other Applicable Plans and Planning Issues</b>	<p>In 2007, when the entire PB-S Two Phase site was rezoned, one of the conditions required the developer to submit a Master Plan for the second phase prior to the approval of any Final Development Plan. The condition stated, “The Master Plan should include proposed building locations/placements, proposed land uses, parking areas, and should incorporate the elements of an urban mixed-use project. The approval authority for the Master Plan shall be the City Council.” Phase One only included the development of BB&amp;T Ballpark. The remaining parcels of the two-phase site plan were left blank with the intent of having market demand(s) dictate the build-out time frame. However, at that time, the developer introduced some renderings to show the intent to develop the remaining parcels in a well-designed, pedestrian-friendly, mixed-use urban development that would serve to “anchor” the western edge of Downtown.</p> <p>In 2016, a Final Development Plan for the 5.3-acre site located directly south across West First Street was approved. This request included a mixture of uses, including a hotel, anchor retail, and five stories of residential surrounding a six-level parking deck. To date, no permits have</p>

been issued for this project. In conjunction with this Final Development Plan, a Master Plan was approved by the City Council. This plan illustrated approximately 57,000 square feet of retail space on the subject property, including a grocery store. The remaining block of PB-S Two Phase property located across West Second Street from the subject property was shown primarily for surface parking with a small retail building.

The following criteria were used in evaluating the initial Master Plan and the proposed amendment: the above wording of the approved condition; the location of approximately half of the area being located within the City Center Growth Management Area; the recommendations of the *South Central Winston-Salem Area Plan Update*; and the purpose statement and requirements of the PB zoning district.

For the subject property, the *proposed* Master Plan shows the multifamily residential building(s) included in the current request. Staff commends the use of structured parking and the removal of surface parking areas (particularly along North Broad Street) which were shown on the approved Master Plan. The northern portion of the subject property is shown as dedicated public parkland (see additional comments below in this section), per a condition of the original zoning approval. The plan recommendation for the property located across West Second Street remains predominantly surface parking along with a modest expansion of future building area. Staff recognizes the long-term, speculative nature of such a master plan and the difficulty in predicting what particular land use or tenant mix may occur over time.

Another matter connected to the Master Plan relates to a condition attached to the original PB-S Two Phase zoning intended to mitigate the loss of public parkland (Watkins Street Park) which occurred when the ballpark was constructed. This condition states that .60 acre of public parkland be dedicated to the City of Winston-Salem within the second phase area as approved by the Recreation and Parks Director. The previously approved master plan included five separate portions of the second phase property to be dedicated to the City as public parkland. The current request consolidates these multiple sites into one contiguous location at the northern end of the subject property, the intersection of South Broad Street and West Second Street.

According to the Recreation and Parks Director for the City of Winston-Salem, while one contiguous site is more desirable than a more fragmented approach, more ideal scenarios would involve a payment in lieu of dedication or moving the park dedication area to the northwestern edge of the master plan area. This is based on the close proximity of the site (less than 500 feet) to the recently completed park on West Second Street, the difficulty for pedestrians in accessing this particular site, and the current lack of funds for improvements or maintenance. Therefore,

	<p>after further discussions with the developer, staff is agreeable that this space will be dedicated to the City of Winston-Salem yet be developed and maintained by the developer. This space will be open for public use. Specific improvements and programming will be coordinated between the developer and the City of Winston-Salem Recreation and Parks staff.</p>
<b>Addressing</b>	Addresses will be assigned when building floor plans are submitted.
<b>Applicable Rezoning Consideration from Chapter B, Article VI, Section 6-2.1(R)</b>	<b>(R)(3) - Have changing conditions substantially affected the area in the petition?</b>
	Yes. The West End Station apartments located directly north of the site have recently been completed, and in 2016, a Final Development Plan for the site located directly south across West First Street was approved.
	<b>(R)(4) - Is the requested action in conformance with <i>Legacy 2030</i>?</b>
	Yes
<b>Analysis of Conformity to Plans and Planning Issues</b>	<p>The site is part of a larger PB-S Two Phase site which was rezoned in 2007. This rezoning included multiple blocks on the western edge of Downtown and showed the first phase of the BB&amp;T Ballpark. In 2012, a Site Plan Amendment was approved by City Council which allowed the construction of the Link Apartments. In 2016, a Final Development Plan for the site located across West First Street was approved, along with the Master Plan. The current request represents the next phase of development for the overall PB-S Two Phase area.</p> <p>The site is located in the City Center (GMA 1), where increased residential densities and mixed-use, pedestrian-oriented development is encouraged. The <i>South Central Winston-Salem Area Plan Update</i> similarly recommends an urban, mixed-use project for the subject property that would complement the ballpark and be consistent with the original design concept. The site is also served by multiple transit lines and is located along the Peters Creek Parkway/West Second Street Growth Corridor where higher residential densities are encouraged.</p> <p>The proposed site plan and revised building elevations comply with the recommendations of both <i>Legacy 2030</i> and the area plan. The request is consistent with the requirements of the PB district with regard to building placement, orientation, and pedestrian-oriented architectural features. The purpose statement for the PB district identifies several important streetscape details, such as “wide sidewalks, street trees, and on-street parking,” all of which help to achieve a vibrant, walkable experience for the pedestrian. Considering the site’s location within GMA 1 and the current and anticipated levels of foot traffic within the general area, staff recommends that great care be taken along the three street frontages of this proposed development. The end result should be a careful and seamless blending of the public and private realms.</p> <p>The site is prominently positioned as a gateway property into Downtown. Because of this – and in consideration of the PB district requirements – staff has focused attention on the building appearance and streetscape</p>



elements. Specifically, this has included the parking deck entrance and elevation from West Second Street and the sidewalks and street tree plantings along the three adjacent public streets. The revised building elevations (in addition to the street trees) work to soften and blend this portion of the building façade with the residential portions. With regard to the streetscape within the public right-of-way, the site plan includes replacing the existing five-foot sidewalks with eight-foot sidewalks. Along West First Street and the majority of West Second Street, large variety street trees, spaced fifty (50) feet apart, will be located within four-foot by eight-foot tree wells within the sidewalk. Due to overhead utility constraints along South Broad Street and a portion of West Second Street, understory trees will be installed within a six-foot planting strip located between the sidewalk and the back of curb.

Staff recommends approval of both the Master Plan and the Final Development Plan. However, in order for the overall development to remain consistent with the intent for an “urban mixed-use project,” future installations within the master plan area will need to include nonresidential components.

NOTE: Procedurally, both the Final Development Plan and the Master Plan Amendment require final approval from the Winston-Salem City Council.

**CONCLUSIONS TO ASSIST WITH RECOMMENDATION**

<b>Positive Aspects of Proposal</b>	<b>Negative Aspects of Proposal</b>
The site is a good location for high-density residential development because it is located along a growth corridor, is served by multiple transit routes, is within the Center City GMA, and is not located adjacent to a single-family residential area.	The request does not include a mixture of uses.
The request represents a significant addition to the tax base on an underutilized site with access to a number of urban services.	The request will increase traffic in the general area.
The proposed development is adjacent to other urban multifamily developments.	
Through the closure of Brookstown Avenue, the request would remove existing traffic hazards at its intersections with North Broad Street and West Second Street.	
The request would provide a significant improvement to the urban streetscape at a critical location.	
The plan would retain the existing public bicycle route which now runs along Brookstown Avenue.	

Along with the amended Master Plan, the request makes provision for the originally approved condition pertaining to the loss of Watkins Street Park.

**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.

**Note: The conditions listed below are only applicable to the subject property of this request and its Final Development Plan. All conditions previously approved by the City Council remain in effect for the remainder of the PB-S Two-Phase zoning (W-2936).**

- **PRIOR TO THE ISSUANCE OF ANY PERMITS:**
  - a. Prior to approval of the Final Development Plan by the City Council, the City Council shall approve a master plan for the remaining second phase of the overall PB-S Two Phase development. The master plan should include proposed building locations/placements, proposed land uses, parking areas, and should incorporate the elements of an urban mixed-use project.
  - b. The developer shall petition for and obtain closure of the section of Brookstown Avenue which currently traverses the site.
  
- **PRIOR TO THE ISSUANCE OF GRADING PERMITS:**
  - a. The developer shall obtain a driveway permit from the City of Winston-Salem. Required improvements include:
    - Dedication of right-of-way to the specifications of WSDOT;
    - Closure of all unused curb cuts with similar materials;
    - All improvements recommended by the approved TIA;
    - Installation of all public sidewalks as shown on the site plan; and
    - Installation of ADA detectable dome mats at all intersections where they are not currently present.
  
- **PRIOR TO THE ISSUANCE OF BUILDING PERMITS:**
  - a. The proposed building plans shall be in substantial conformance with the submitted elevations, as verified by Planning staff.
  - b. The developer shall demonstrate that the 1,026 parking spaces required for the ballpark are reserved for that purpose in substantial conformity with the approved parking study. Any parking lease agreements used to satisfy this requirement shall be in conformance with UDO requirements.
  - c. The developer shall record a plat that includes a public access easement at least thirty (30) feet in width to the City of Winston-Salem as shown on the site plan.
  - d. The developer shall dedicate the .60-acre green space as a public park to the City of Winston-Salem.
  - e. Improvements to and programing for the public park, including a public park signage plan, shall be approved by the City of Winston-Salem.

- **PRIOR TO THE ISSUANCE OF OCCUPANCY PERMITS:**
  - a. All required improvements of the driveway permit shall be completed.
  - b. Any damage to City maintained streets, sidewalk, or curb shall be replaced or repaired to the requirements of the Public Works Department.
  - c. Buildings shall be constructed in substantial conformance with the approved building elevations as verified by Planning staff.
  - d. All existing buildings and any underground contamination shall be removed from any parkland dedicated to the City of Winston-Salem.
  - e. All street trees as shown on the site plan shall be installed.
  - f. The developer shall record a Public Access and Perpetual Maintenance Agreement to be reviewed and approved by the City Attorney, for the 0.60-acre tract shown on the site plan as “proposed City park space”. The Agreement shall designate the tract to be maintained by the developer, shall indicate the parties responsible for insurance of the tract, and shall include provisions establishing its public use. Violations of the Agreement shall constitute a violation of the approved conditions of zoning, and violations of the conditions of zoning shall constitute a violation of the Agreement. Any changes to the provisions of the Agreement must be approved by the City Council. Improvements shall be developed and installed consistent with the approved park plan.
  
- **OTHER REQUIREMENTS:**
  - a. The use Services, A shall be further restricted not to allow tattoo parlors.
  - b. No freestanding signage shall be permitted.

**STAFF RECOMMENDATION FOR THE AMENDED MASTER PLAN: Approval**

**STAFF RECOMMENDATION FOR THE FINAL DEVELOPMENT PLAN: 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.**

---

---

**CITY-COUNTY PLANNING BOARD  
PUBLIC HEARING  
MINUTES FOR W-2936  
SEPTEMBER 12, 2019**

Desmond Corley presented the staff report.

**PUBLIC HEARING**

FOR: None

AGAINST: None

**WORK SESSION**

There was discussion about the size and location of the park proposed for the ballpark area, and the possibility of expanding that green space. Chris Murphy explained that the entity that proposed to develop the portion of the ballpark property across First Street back in 2016/2017 has walked away from the project, and whoever comes in and decides to develop in that location, should they have a different plan, would have to go back through the approval process, and then there may be negotiation for more park space at that time. But the requirement that was a condition of approval for the original ballpark back in 2007 specified 0.6 acres to make up for the land that was lost, so there is no requirement beyond the 0.6 acres. It would not preclude the Planning Board and City Council from asking for more land, but it would be outside the scope of the current agreement.

George Bryan stated that if land is going to be turned into public areas, keeping pockets of parkland should be made a priority. Melynda Dunigan stated that the earlier version of the master plan was that the courtyard could potentially be used for events where there would be food trucks and the like, and should be useable by the whole community and not just the apartment dwellers. Melynda strongly encouraged whole community development moving forward.

In response to a question by Melynda Dunigan regarding the Broad Street Connector project and whether that would impact traffic in this area, Jeff Fansler (WSDOT) stated that the City was not pursuing the Broad Street Connector but looking at alternative designs. Jeff stated that if this Final Development Plan were approved, it would likely be that both of the roadway options that were included with the staff report would be problematic for this project. George asked how the flow of traffic would be coming in from Peters Creek Parkway. Jeff stated that there will be changes for this downtown area that will include two-way conversions for First and Second Streets, which will directly affect the circulation of traffic in this area. Melynda asked Jeff if

they were expecting significant traffic impact in the future from this proposal. Jeff stated that they were not.

Jack Steelman made reference to the three-foot wide concrete median and asked whether that concrete median could be a natural landscaped environment in lieu of all concrete. Jeff stated that would not be an option due to lack of room to accommodate vegetation.

MOTION: Clarence Lambe recommended approval of the Final Development Plan and Master Plan Amendment.

SECOND: Jason Grubbs

VOTE:

FOR: George Bryan, Melynda Dunigan, Jason Grubbs, Clarence Lambe, Chris Leak, Brenda Smith, Jack Steelman

AGAINST: None

EXCUSED: None

---

Aaron King  
Director of Planning and Development Services