

Beltline SAP comments WRT Advance Auto Parts:

- (1) **Use:**
 - a. An auto parts store is intrinsically auto-related, whereas the intent of the Beltline overlay is to promote transit related uses. The proposed use is therefore a poor fit for the vision of this area.
 - b. Auto-oriented businesses (tire, fuel, and repair shops) are already heavily over represented on this segment of Howell Mill Rd. The intent of the Beltline plan is to promote mixed rather than homogenous use. The proposed use is therefore a poor fit for the vision of this area.
 - c. At many auto parts stores, cars are worked on in the parking lots. Measures should be taken to prevent this in the proposed location as it is a violation of the C-1 prohibition of outdoor commerce.
- (2) **Transitional yard:** Care should be taken in the configuration of the transitional yard between this business and the residential lot that adjoins it to the east. The opaque fencing in this yard, which is not shown on the site plan, should be located toward the parking lot side, perhaps 3 to 5 feet from the pavement so that it will not be tempting to throw trash there and so that the landscaping in this area can be used to mask the appearance of the fence from the home next door. This would also allow the business owners to partially shift the responsibilities for maintenance in this area to the homeowners, which would be mutually beneficial.
- (3) **Existing alley:** Once this site has been developed, the existing alley will become exclusively the driveway of the home on its eastern side rather than a shared drive as it is now. Since zoning restrictions will not allow a return to shared use, some sort of codification of the homeowners' exclusive claim to this would be beneficial as its maintenance and eventual repaving will obviously be the homeowner's responsibility.
- (4) **Holmes Street curb cut:** The curb cut on Holmes Street should be marked in the same way as the similar curb cut onto Verner from the Flip restaurant parking lot is. i.e. Signage should be installed prohibiting right turns out of the parking lot into the adjoining residential neighborhood.
- (5) **Street furniture:** The site plan does not indicate any benches or trash cans, but the site would benefit from both. In particular: a bench and trash can at the corner close to the light pole and at least two trash cans in the parking lot. If possible, the bench should be of the Victor Stanley RB-28 style, the trash cans should be of the Victor Stanley T-24 style, and both these and the bike rack should be burgundy in color. In this way, these amenities will match those that the Berkeley Park Neighborhood Association (BPNA) is installing at several nearby sites and add to the sense of place that these will create.
- (6) **Existing mature trees:** There are currently three large healthy hardwood trees on this site. The site plan implies that all of these will be destroyed in the redevelopment. Efforts should be made to save some of these trees. It is likely that the community would support a reduction in parking to accommodate this.
- (7) **Existing streetscape along Holmes Street:** The three cypress trees and surrounding stonework on the north side of this site were installed by BPNA about seven years ago. If possible, these trees should be preserved as part of the new

planting zone. If they cannot, then BPNA should be given the opportunity to transplant them elsewhere in the neighborhood. Similarly, the existing stonework will be replaced with curbing in the new streetscape plan, and BPNA should be given the opportunity to reuse these stones elsewhere in the neighborhood.

- (8) **Exterior lighting:** The current lighting in the parking lot on this site spills a lot of light into the neighborhood to the east. The new lights, which are not indicated on the site plan, should be closer to the ground, more numerous, less luminous, and downwardly directed.
- (9) **Storm water detention:** The site plan indicates that detention of storm water will be underground. A thorough review by site development should reveal that the southern portion of this site was illegally paved by the current owner, and thus the detention requirements are dictated by the legally permissible condition of the site rather than its current condition (i.e. the amount of impervious surface will substantially increase over the appropriate baseline, although it may not increase in comparison with the current condition of the site). As underground detention is fairly expensive, these requirements along with the desire to preserve mature trees might justify assembling the small lot to the south of this site into the development and detaining the storm water at the surface in a dry pond or bio-swale. The lot to the south, which has been vacant for several years, is small enough that it is not likely to be commercially viable unless it is made part of a larger assemblage.
- (10) **BPNA neighborhood sign:** BPNA is currently planning to install a neighborhood identification sign, similar to the one that is in front of fire station 23, on the eastern edge of the alley adjoining this site. The view of this would be obstructed by the screening fence in the transitional yard. It would make sense for the new owners of this site to permit the sign to be located inside the transitional yard on the western side of the fence. This layout has already been endorsed by the owner of the Flip restaurant site, which is similarly configured.
- (11) **Landscaping opportunity at light post:** The public right-of-way widens considerably around the existing signal light post in the corner of this site. This would be an excellent location for a landscape feature such as a raised planting bed or a large planter.