	COMMENT
1	I attended the recent meeting to discuss the future of this very busy intersection that is pretty much smack dab in the middle of a large residential area. The pictures we were shown were nice looking...for another place and other circumstances. I have lived in this area since Jan. 1970...almost 45 years. In that time I have seen many changes and been involved in many rezoning cases. Heddingham Subdivison was once a proposed shopping center as was the south/east corner of New Hope and Buffalo Rds. The neighbors were successful in persuading the city planners and council members then that any new development should be on the OUTSKIRTS of the residential area and NOT inside it. As a result, the area along New Hope Road and Buffalo Road has seen the addition of several new residential developments which REALLY ARE assets to our area. That's what is needed on that corner...more residential development of some sort...or maybe a church, NOT COMMERCIAL DEVELOPMENT! Because of the agreement to place any new commercial developments on the outside of our large residential area, we got Beacon Plaza Shopping Center, Wilder's Grove Shopping Center, the Wal-Mart Center on New Bern Ave, and Mini-City shopping centers on both sides of Capital Blvd., just to name the closest ones to the New Hope/Buffalo Rds. intersection. At the time each of these centers were built, we were assured they would be different, fully leased and assets to our community. HOWEVER, As each new one was built on New Bern, the one closest to Raleigh lost tenants. The center that was already there, Tower, has slowly died. I think the only thing left in the original center is a cafeteria. The same thing has happened to each of the other shopping centers, leaving many large empty buildings on New Bern Ave. and in the Mini-City area. On the south/east edge/New Hope Road side of the Mini-City there is a large empty grassy lot surrounded by a chain link fence. That was supposed to have been developed some time ago...but it still hasn't been. So WHY haven't the MANY existing empty spaces on the outskirts of our residential area been filled? The last thing we need is to have some sort of commercial development dropped into the middle of our neighborhood that, if it follows history, will die in a few years leaving empty buildings not on the outskirts of our neighborhoods but PRETTY MUCH RIGHT IN THE MIDDLE!!!! The idea of some sort of commercial development at New Hope/Buffalo Roads may look good on paper, but after nearly 45 years of being sold the same bill of goods...I now know differently.
2	It is likely that the Mixed Use Community Center at Buffaloe and New Hope will be developed before completion of the Action Items in the Area Plan. I request the following text additions to the Area Plan: **POLICIES** • NEIGHBORHOOD TRANSITIONS: Zone B Use Restricted Buffer shall be required. • MITIGATING LIGHT, NOISE <u>AND AIR QUALITY</u>** IMPACTS: No 24 hour gas fueling station shall be permitted; No 24 hour drive through shall be permitted; No overnight deliveries between 9pm and 5am shall be permitted; No gas fueling station shall be permitted within 300 feet of residential property line; No dumpster shall be permitted within 100 feet of residential property line. The following shall not be permitted within 200 feet of residential property line: 24 hour business entry; Loading dock; Drive through • IMPROVING SAFETY AND ACCESSIBILITY FOR ALL TRANSPORTATION MODES: Intersection should be provided with pedestrian signals and crosswalks; Streetscapes should be designed to enhance the pedestrian environment with street trees, pedestrian level lighting, wide sidewalks, and sitting areas. Convenient pedestrian connections from the parking lots to the street and building entries should be provided. • <u>CONNECTIVITY TO TRANSIT, BICYCLE FACILITIES, AND PARKS</u> ** Provide pedestrian and bike access to Neuse River Greenway Trail, less than 2 miles east of the Mixed Use Community Center, a walkable distance. Provide non-car access to Buffaloe Road Athletic Park, 2 miles east. Provide pedestrian and bike access across Capital Boulevard, to the future Rail Station at Atlantic Avenue and New Hope Church (Buffaloe) Road, 2 miles west. **ACTION ITEMS** • BICYCLE INFRASTRUCTURE Coordinate pedestrian and bike access to Neuse River Greenway Trail, less than 2 miles east of the Mixed Use Community Center, a walkable distance, on the following plans: Bicycle Facilities; Parks & Greenways • <u>TRANSIT FACILITIES & MULTI MODAL CORRIDOR CONNECTIVITY</u> ** Coordinate pedestrian, bike, and non-car access across Capital Boulevard, to the future Rail Station at Atlantic Avenue and New Hope Church (Buffaloe) Road, 2 miles west of the Mixed Use Community Center, a walkable distance, on the following plans: Bicycle Facilities; Planned Transit Facilities; Parks & Greenways Coordinate non-car access to Buffaloe Road Athletic Park, 2 miles east, on these plans: Bicycle Facilities; Planned Transit Facilities; Parks and Greenways ** Underlined text is an addition to an existing heading, or a new heading.
3	Transportation preferences are changing from car dependency to walking/bicycling to a "Place" and the Buffaloe/New Hope area planning will give opportunity for these preferences. The second set of the Action Matrix addresses this. Hopefully, these plans will make it possible to walk/bicycle to the Buffaloe Road Athletic Park and connecting city greenway. Also, residents of nearby communities would be able to walk/bicycle to the Buffaloe/New Hope intersection for connection with public transportation or interaction with any supporting development. Buffaloe Road east toward I540 seems an ideal location for implementation of a bicycle route, which would not be a useless route but one that would take bicyclists to a "Place" of interest, i.e Buffaloe Road Athletic Park. The Buffaloe/New Hope intersection is still in the process of deciding what will be allowed on those corners and I guess you can tell, as a long-time resident in the area, my hope is that it will be something that will benefit the surrounding residential neighborhoods and provide easy and safe access by walking or bicycling. Note: I am not in favor of gasoline sales or 24-hour business.
4	After reading an article in the Midtown Raleigh News about the above mentioned intersection & possible plans; I wanted to "weigh in". My family moved to New Hope Rd up the street from Buffaloe Rd in 1952. Except for two years in Vietnam, I've been in the general area my whole life. Obviously I've seen many changes in the area in those 52 years. Most have been for the better. The two corners in question are prime locations for both commercial & residential development & I believe the city is wise to explore all options, along with the "locals" before rendering any permits, etc. I would like for the city & it's planners to review, for the short term, adding a dedicated turn lane from North on New Hope to go East on Buffaloe. It was very shortsighted several times when expansions of both roads were made not to have this dedicated turn lane. Upon review, you & others will find that any turning option from either road has a dedicated turn lane.....except the one detailed previous. This creates substantial gridlock during any rush hour volume. Therefore, I believe any developer should include this change in their plans of infrastructure; & if all development plans are put on hold for one or more years, the city should seriously consider this addition as soon as possible to greatly reduce gridlock on North bound New Hope Rd.
5	As you may know, I represent the owners of the undeveloped area of approximately 16 acres in the southeast quadrant of the intersection of New Hope and Buffaloe Roads. My clients and I attended the Workshop which, as matters have transpired, has formed the basis for the draft of the Buffaloe-New Hope Small Area Plan. I understand there was quite a bit of discussion with respect to the Small Area Plan at last night's meeting of the Northeast CAC. As we continue to discuss with some of the residents of the area, we envision the possible development of the 16-acre parcel for a neighborhood scale shopping center anchored by a food store that will be significantly smaller than stores now routinely developed by national grocery chains. We are contemplating a rezoning case related to this proposal and have scheduled additional meetings with neighbors, which will include the meeting with adjacent property owners required by the UDO. We request that as the draft of the Small Area Plan evolves, a statement be incorporated into the Plan that acknowledges the possible development of our client's property for a neighborhood scale shopping center with a site plan that provides effective buffering of adjoining properties , appropriately limits height, and incorporates measures to mitigate noise and light. The Plan could also note that the 16 acres in the SE corner of the intersection affords sufficient area for these measures to be adequately addressed.

6	I was unsuccessful submitting feedback on the Buffaloe and New Hope Roads area plan through the link on the website. So, I decided to write instead. I attended the presentation about a week ago. My main concern is complete lack of definition for “neighborhood-scale” as well as concern about the allowed uses. It appears to me that the area plan is setting things up to allow a rezoning to NX. I live in North Raleigh and our experience is that NX will allow unlimited square footage, allow gas stations, allow drive-ins and drive-thrus (e.g. fast food restaurants). The Planning Department has already issued an opinion that a 50,000 square foot anchor store and 150,000 square feet of total retail is appropriate for NX. We, in North Raleigh and elsewhere in the City, completely disagree with this opinion. Such development is NOT “neighborhood-scale.” It isn’t fair to surrounding property owners to face such out of scale development. It isn’t fair to surrounding property owner to not explain to them that such out of scale development is what they will be facing when this area plan is adopted. I recommend that you need to be absolutely clear and transparent about the scope and scale and uses that people can expect if the area plan is adopted.
7	Not sure I see any significant differences from other feedback provided by the City's Planning Dept. in the most recent recommendation document. Perhaps I don't understand the purpose of this back and forth mode of meetings with residents and the Planning Dept. In your opinion, what do you think has been accomplished to date by these meetings? I'm not be cynical. I just don't get what's being accomplished. Thank you in advance for your consideration.
8	I have been keeping up with the crime in the area for 16 months now through Spotcrime.com. I have been shocked at the number of crime incidents that have taken place in a half mile radius of Ivy Hall since moving to Raleigh 7/29/13. (Sidebar,on 3/29/2014 my wife and I were hit by a "hit and run driver" at the intersection of Buffaloe Rd. and Valley Stream waiting for the light to turn green,) Please make sure that a "Stop and Rob" does not go up in this area of the intersection of B-NH. This intersection is a very high traffic area using Buffaloe Rd. for commuters daily traveling from this side of Wake Co. into Raleigh. This area under review is already congested with heavy traffic daily and has not been kept cleaned up by the Public Works Division. (Ex. Sidewalks, Gutters,Curbing, Pavement, Lighting.) Looking at the area you would almost think we had been forgotten about on this side of Raleigh! If building is to take place I think that Professional Office Space would be preferred with the building set back from the road and parking closer to the street. The reason I suggest this configuration is that in the winter a office building of two or three stories would block sunlight to the street making snow and ice melting more difficult. Very little sunlight would actually be on the surface of the roadway during daylight hours. This might be a subject that some planners or engineers might would overlook. Also, the idea of a "Turn Lane" from New Hope onto Buffaloe is a great idea! Thank you for taking time to read my email.
9	I just reviewed the draft plan. I noticed under the action items section page 19 an item “evaluate existing landscape for side walk obstructions” assigned to our Department. We only have vegetation maintenance responsibility for the side walk along New Hope Road on City lots , abandoned ROW. We do not maintain the side walk vegetation on Buffaloe Rd. This will be the responsibility of the property owner by City ordinance or NCDOT. Please call me if you have any questions. **(From Parks, Recreation and Cultural Resources employee)**
10	I feel like the restrictions for the development of the intersection of New Hope Church Road and Buffaloe Road are wise. Peacefulness and privacy are important for a pleasant community. Personally, I dislike seeing a quiet, rural area become commercialized—overrun by desperate companies trying to out-advertise their opponents. So hopefully these limitations will ensure that no large, loud developments will be built at that intersection. On a different note, I love how involved and concerned the residents are. Too many times people avoid involvement in important changes and decisions in their communities. Later, once changes and decisions have been made, the people complain and protest. I commend the neighborhood for standing up for themselves and voicing their opinion.
11	I attended the Plan workshop on Sept. 30th and the Jan. 8 NE CAC meeting and left with the impression that those citizens that were present offered a very clear unanimous message that we all wanted to see the basic rural character of the area maintained and developed in such a manner as to preserve what was the original intent of the Comprehensive Plan. For the purpose of my comments here, I am focusing specifically on the 15 acre parcel on the SE corner of Buffaloe Rd. and New Hope Rd. (the Site) for my comments although the broader plan would encompass all four corners of the above referenced intersection. With respect to Top Of the Pines Townhomes, this 44 unit (2 stories) residential community that shares the entire eastern property line with the adjacdent 15 acre site. The sole street in the community is only accessible from Buffaloe Rd. We own five rental homes in the community and my son and daughter-in law also own a home there. We are concerned about the usual nuisances that typically accompany commercial development that include, but not limited to, adjacent building height, noise from store deliveries, after hours activities,increased trash, traffic, bright lights on all night. It is inevitable that one or more of these corners will come before City Council for rezoning and I appreciate the City Planning Staff affording residents the opportunity to submit comments relative to their concerns for any commercial development in the area. The adoption of the UDO by Council has, in my opinion, added additional layers of complexity to permitted uses. On the surface NX zoning limits building height to 3 stories Or 50 ft! The 50 ft. appears to be a loop hole or catch all addition to the text. In addition, NX allows drive through and possibly gas stations. I think the citizens in this area are clear that a potential NX is NOT what we want in an area plan at this location. It is my understanding that RX and OX limit commercial to 4,000 sq. ft. and do not permit gas stations or drive through operations. I believe the Future Land Use Map designates the area in question as a future commercial location. A potential NX does not afford the adjacent residents adequate and reasonable protection from the various nuisances that come from NX zoning. From a traffic perspective, it should be noted that Buffaloe Rd. runs in an eastward and westward direction near the intersection. The sun is near the horizon during morning and afternoon commutes at this location and has the ability to blind motorists to changing traffic lights or vehicles turning into traffic from intersecting streets or driveways. Although a future developer will be required by the City to install a turn lane and sidewalks proximate to the 15 acre site, the only tangible benefit for motorists will be to expeditiously enter the site. Exiting the site for left turns on both Bufflaoe and New Hope will be another matter, particularly with big rigs and tanker trucks making deliveries. Traffic attempting to turn left (south) onto New Hope Rd. from Wedgewood Drive face a major challenge during commuting hours as they inevitably are having to ride the middle turn lane until traffic clears allowing them to move to a standard travel lane. In the event commercial development was permitted on the 15 acre site, A traffic light should be installed at the Wedgewood Dr. and New Hope Rd. intersection. In closing, I would like to thank the Planning Staff for the opportunity to be a part of the process and I hope, as do we all, that the comments provided by all concerned citizens will be considered and utilized to develop an Area Plan that we can all be proud of.
12	Two things I have observed thus far that are troubling to me about the overall process: 1. The distribution of the document went out citywide giving the option of anyone anywhere to have input into 'OUR' area planning feedback. Proof of this was my reception of a forwarded email from an associate who lives in Knightdale, with a business in Raleigh. How can this feedback be truly reliable? 2. The interpretive language by the planning department, from the meeting, seemed non descriptive to attending participants, therefore, perceived as having no real teeth in reflecting strong wishes of the community. This raised a number of concerns about 'authenticity' and interactive engagement with the final document. 3. The draft presentation, at the last NECAC meeting, seemed to raise more questions, rather then being an endorsement of what was understood from the original meeting. Has this requested draft presentation been offered as a handout? 4. Have the interested developers conferred with staff about their interpretations of our 'two' hour community meeting? If so, how would this action give validity to community (plus citywide distribution list) feedback and input requested by February 6th? Will staff be able to make visible all feedback? We will be meeting tonight to discuss rezoning. The developer process is clear and documented. They know what to expect. The community process on the other hand is suspect. This will only raise suspicion of fairness. I hope this gets corrected as soon as possible. Giving legitimacy to the community process via 'Small Area Plan' or other designations is critical to our perception and expectation of the planning department. The effective management of the Comprehensive Plan 2030, Land Use Plan, and proper application the UDO documents must be at most transparent to everyone !

13	I recall graphic documents during a small area planning process on Garner Road. Would this text language be translated into drawings reflecting community ideas such as 'what would a pedestrian corner look like along with bike traffic at that intersection?'; citizens do better with graphics than just written documents i.e., the land use plan. Of developers' site plans. Are graphic depictions of findings reflecting majority points of views available? If not, how can John Q. Citizen achieve such graphics from a professional? I am concerned about deliverables. Thanks.
14	I am a neighbor to the area that is to be developed. I've seen what I believe to be the City Planning Committee's guidelines. The guidelines are so vague and without real strength, they can hardly be considered guidelines, more like hopeful suggestions. I can't understand why they would allow anything that operates 24 hours a day (or even close to those hours) into a residential neighborhood. Neighbors will see an increase of night activity in an area not meant to handle "night-life". I also think that Top of The Pines town homes will inevitably suffer from traffic congestion. I have heard that the DOT will not put in a traffic light at their 1 exit from the Top of the Pines community. This is not good planning. An additional entrance from the new shopping center will increase their neighborhood traffic while not allowing an adequate exit.
15	I have commented on the "Planning for Raleigh" site regarding the referenced proposal and want to take the opportunity to reiterate my thoughts and beliefs to you. It is evident the vacant lots at Buffaloe and New Hope Roads will be developed. It is my conviction that now is the perfect time to consider plans that include traffic studies based on increased use of these two roads. So many new homes are popping out of the ground in northeast Raleigh. With greater population density, greater traffic increase will also occur. Any land use plans should be carefully studied based on proper traffic accommodation. As a resident in the area, I am strongly opposed to any proposals that include gas stations or gas pumps in the plan. They cause traffic problems, are unsightly, and environmentally hazardous. Besides, numerous filling stations are within a 2 mi. radius of New Hope and Buffaloe Rds. Living in a residential community with several churches in the area, in my view, calls for development that is functional, attractive, provides space for walking, safe ingress and egress, and is scaled to a residential environment. Please let me know if you have any questions about my comments. I will be thrilled for the chance to discuss ideas with you.
16	Since I don't do Facebook, here's a quick concern. The definition of commercial residential is too broad. Need a more detail to size. Feel like we will not get anywhere with definition as it stands. Please keep it low traffic, no 24 hrs, or create a hangout for undesirable activities
17	I reside Jane Lane next to the proposed site for the business . I am concerned about declining property value, increased traffic, and bright lights infringing on my privacy. During the construction period there will be construction noise that impacts my quality of life negatively. To maintain my property value I also want to restrict the construction to one level. Currently our community is a quiet neighborhood that is extremely difficult to enter and exit. I do not want the traffic congestion that is sure to result from the proposed business unless they put a traffic light at Jane Lane and New Hope Road. I also need the company to install a privacy fence made out of maintenance free materials- not wood or plastic. I also do not want the fence on my property. If you have additional questions regarding our concerns, please feel free to contact us
18	**Traffic:** No entry cuts on Buffaloe. The traffic would impact Top of The Pines only entry point. The eastbond traffic on Buffaloe is a drag race from New Hope to Southall to be in the left lane when Buffaloe narrows from 4 lanes to 2 lanes. There have been many serious accidents at the intersection and on eastbound Buffaloe. Entry to and exit from the property would only compound the traffic problems on Buffaloe. A single entry point to the property near its southern edge on New Hope. There should be a dedicated left turn lane on southbound New Hope for entry to the property so as to not impede southbound New Hope traffic. **Building layout and design:** The small business units should be facing Buffaloe and New Hope streets and set back far enough to allow adequate distance from the street for the sidewalk and pedestrian traffic. It would be desirable to have a space between the sidewalk and the business to allow for outside seating. The design of the units should be compatible with residential buildings so as to better fit in with the neighborhood, If there is a large business unit it should be toward the rear of the property no more than 30 feet in height with adquate noise and light buffering to shield the residential property ajoining the planned property. There should also be a security fence along the sides of the property to prevent unwanted foot traffic across private property. There should not be 24/7 hours of operation, closure time should be 10:00 pm. This would help reduce noise and prevent having people hanging around at all hours. This would provide a better feeling of peace and quiet for the residental properties adjoining this property. Parking would be provided between the different units in the middle of the property providing a better visual fit for the surrounding residential areas. **Example layout:** Colonnade Center at Six Forks and Colonnade Center Drive. Small business units face the streets with Panera Bread having space for outside eating in good weather. Whole Foods is to the rear with parking in the middle. There is only a single entry point from Colonnade Center Drive.
19	In my reading of this plan, there are several items I believe need to be better defined and made more specific. 1) On page 13, please specifically define "neighborhood scale". Is this the type of business allowed? A specific limit on square footage? No greater than 30,000 square feet per retail store and a specific limit of total square footage on the property depending on the acreage of the property to be developed. 2) Also on page 13. Please define "higher-intensity uses". Would anything designated "higher-intensity" be appropriate adjacent to single family established neighborhoods? 3) On page 14. Any use of the wording "should" or "could" will be changed to the more definitive "shall" and "will". The vague nature of the words should and could do not instill confidence that this plan will, in fact, protect our community. 4) On page 14 "Neighborhood Transitions". If any redevelopment occurs at this intersection, buffering and transition areas between these areas and adjacent residential areas shall exceed standards in Article 3.5 of the Unified Development Ordinance. 5) On page 14. If redevelopment occurs at this intersection, uses associated with late night activity will be prohibited. Business hours will be limited to 6AM through 11PM including deliveries. 6) Gas sales will be PROHIBITED at any corner of this intersection. That said, it is, and has been, my belief that anything commercial at this intersection is a mistake. We have every amenity we could want within 3 miles. I do not want to lose the semi-rural character of this area. I would prefer to have more neighbors than another concrete jungle that is in jeopardy of being vacant like so many other strip malls in the area. I believe the City’s time and efforts would be better spent trying to revitalize those areas before building more where they are not wanted or needed.

20	I attended the meeting last month on the Buffaloe-New Hope Road area plan. I was not part of the workshop in the fall. However, over the course of the past year-plus, many of my neighbors and I have been involved in a contentious rezoning case for Falls of Neuse and Dunn Road. Because of that, I've come to meet neighbors who are from NE Raleigh and were part of the Z-4-13 case. It was therefore instructive to attend the meeting and here the neighbors' concerns over their area plan. The concerns expressed are similar to what our community has voiced in our rezoning. Neighbors in other parts of the city have stated these things as well in their own rezoning cases. You're probably familiar with the Grow Raleigh Great initiative that aims to fix the failures of the UDO to implement the vision of the 2030 Comprehensive Plan. While that has put citizens and planning staff at opposing views in some instances, I also hope the discussion can be productive for all Raleigh (including property owners and developers). Because of the the 1,000 character limit, my online submission is more narrow than it might otherwise have been, but I have pasted it below. With additional context here, I hope it makes sense. **My idea: Neighborhood Viability Scale:** I suggest in development cases that impact residential neighborhoods, that there should be a Neighborhood Viability Scale of some sort. After all, if most of these proposals are characterized as "Neighborhood Mixed Use" the development should serve the neighborhoods, not harm them. Unfortunately, because the UDO strips away the vision of the Comprehensive Plan, homeowners/neighborhoods find that the process is weighed against them even more than already. I.e., developers have the money and resources to crush communities, where legitimate opposition can be silenced pretty easily as it is. When the city's own ordinance makes it even harder for neighborhoods to stand up, it's even more suppressing. SO my idea is to implement a process that incorporates input from residents who are impacted by development proposals. When the planning staff, planning commission and city council weigh development proposals, including rezonings, they must at least acknowledge if there are issues that could hurt neighborhoods. A viability scale would quantify the information, including developers' input to reach some numerical rating. I understand this is "easier said than done" but hope if nothing else, additional thought can be put into capturing real people's input that's in addition to public hearings. As it is, under the UDO, developers are practically unlimited in what they can put in neighborhoods. We believe that's counter to the city's commitments to balance growth with protecting neighborhoods. I hope the planning department will consider the input from folks at New Hope/Buffaloe, and help craft an area plan that provides more specificity as to what might happen there, and that they can feel the department is working for their neighborhoods' best interests. Thank you for leading the area plan discussion, and for making the online feedback tool available. That is a service to the community. Again, below is my online comment posted earlier this evening. **Comment submitted online:** Area plans should reflect the area's best interest, w/input from residents/neighborhoods most impacted. I attended a meeting on this plan & a subsequent mtg for a potential rezoning. People don't feel the area plan discussion has accomplished anything yet. Residents are concerned that a shopping center will generate too much traffic at an already very congested road. The topic that generated most concern is that there's not much clarity from the planning dept as to what could be built at B/NH (size/scope/use). That uncertainty seems counter to the process. In the end, I believe it would be most fair for the city to include a Neighborhood Viability scale for any rezoning or development proposal that reflects the impact on the community. Further, residents' input should be included in determining the result to gauge the viability of the dev proposal. Most important, we must fix the UDO. The UDO's failure to define (limit) Neighborhood Mixed Use hurts neighborhoods.
21	I am sending this message to restate some of my issues for the development at New Hope and Buffaloe roads. 1. I think that Gasoline should be removed from the mix of stores because of all the wells on Jane Lane. If our wells become contaminated what will happen? Can the developer assure us that this will not happen? 2. The height of the buildings should be limited to 25-50 feet and all development should have these limits. This includes the partial of land across Buffaloe road. 3. Any limits put on this development should be placed on the partial of land across Buffaloe road. 4. Traffic is now a problem at this intersection and will get worse with the development. In my opinion the only way to relieve this is the slow the traffic down. This road is now considered an expressway by the traffic. 5. The type of business that is allow should be limited to neighbor friendly business.
22	I own 2 properties by that intersection. I just want to make clear that I do not want a building higher than 2 stories high, I do not want a gas station, I do not want a building bigger than 12,000 sq. ft. has anything bigger would make the traffic horrible. It already is horrible during rush hours. I would accept single family houses, day care, park, organic food market, fitness center, coffee shop. I hope my comment counts for 2, since I will be affected with both properties.
23	enter and leaving sue/jane is a real problem hopefully there is at least a 70 ft buffer distance from jane lane property line to entrance to property in question currently plans call for a 160 ft distance between jane centerline and ingress/egress of property in question that s only 30 ft distance original plan only asked for ten ft anyway whatevers done a waiver from ncdot has to be obtained so ask for 200 ft from jane center no gas distribution a chainlink fence should be installed jane lane is county the proposed property is city fences make good neighbors(seven ft height) city mouses versus county mouses vagrants slip in and out of several locations along new hope and were squatters on property beside current wal-mart on new hope before some construction with proposed barriers berms along with deer and other creators staying in woods that is slated to be buffer area(southeast corner) my neighbors need to feel confident and safe that s why the fence is requested
24	I added comments via the mindmixer but do not see them listed. So will try and repeat concerns here. I have owned 2 properties on Jane Lane over the past 38 years. My son currently owns property there now. My concerns: 1) No gas pumps should be allowed on developed property. Jane Lane property owners have wells and septic tanks and are not city residents. Nothing should be allowed that might affect their drinking water. Blasting with dynamite on that site could also create damage since there is so much rock in that area. 2) Masonry fencing should be added as a buffer behind the 1st 3 houses on Jane Lane for noise reduction. Heavy trees/plants landscaping should also added. 3) No left-hand turns should be allowed out of developed property. Right hand turns only!! Jane Lane is a dead-end street. It's hard enough making left-hand turns onto New Hope Rd during peak hours. WIth additional traffic coming out/going in on south end of property, Jane Lane residents will NEVER be able to get out. There are many senior citizens that live on this street. You have to pick your time when leaving Jane Lane. 4) No drive through type business should be allowed on south end of developed property!! This would allow too much noise, lighting, and trash for Jane Lane neighbors. 5) hours of operation should be limited for the property with no late night or early morning deliveries. Thank you for your time and consideration.
25	I am writing with concerns for the plans at the intersection of New Hope and Buffalo. I live in this neighborhood and know the great need for the area to be pedestrian-friendly and family-friendly. Any buildings need to be 1-2 stories to stay in character with the area. Certain adult-oriented businesses would be very inappropriate and detrimental to this neighborhood. Appropriate use would be a small business or public park area that could be frequented by our family. There are many children getting on and off of buses in the mornings and afternoons in this area. Also, there are walkers and bike riders who frequently use New Hope and Buffalo, as well as surrounding streets. Anything in this area needs to be safe for walkers and bikers, particularly children from the neighborhood. Sidewalks in good-condition are a must. Also, only day time and early evening hours would be appropriate in this location. Capital Blvd and New been Ave are just a bit farther for late-night business hours. Thank you very much.
26	I wrote earlier with concerns about how broad a definition commercial/residential has. I am also concerned if we don't have restrictions on the land use, that by process of the definition, all we are doing will be for nothing. I really do not want anything open late hours or overnight I really do not want any adult establishments I really do not want any sweepstake establishments I really do not want anything with bright lights I really do not want anything over 2-3 stories. I really want something neighborhood friendly (nothing that belongs on capital or new bern needs to be in our walking friendly neighborhood). (Example: townhomes with green spaces, doctor offices, senior recreation center, trader joes type grocery(small) I really want specific language on this parcel and the upcoming parcel. This is a neighborhood and I want it to continue to be a neighborhood. We do walk and bike in this neighborhood and traffic must also be addressed. There are also several churches in our neighborhood friendly community. I also want the same restrictions on the parcel across the street (another new hope and buffalo land) Why should we have to fight the same battle twice. It takes up our time and energy as it does yours.

27	I commented on the mindmixer site regarding the Buffaloe-New Hope Draft Area Plan, but my account had not been validated at the time that I made my comments so I am uncertain if they will be posted to the discussion or not. I wanted to reach out to you with those comments just in case, and a few additional ones. I will try to be concise as I'm sure you're a busy person: 1. The phrase in Policies that buffering areas "should exceed standards in Article 3.5 of the Unified Development Ordinance" relies on the generosity of a developer. It seems to me that adding one inch to the standard would satisfy this policy. I would like for the Neighborhood Transitions section to be meaningful. I also firmly believe that the generosity of a developer is a mythical concept. 2. The phrase in Policies that "light and noise impacts should be mitigated" also seems to rely on that same generosity. I would like to see the MITIGATING LIGHT AND NOISE IMPACTS section use words like "must" and "will," instead of "should" and "could." 3. It has been stated many times on mindmixer that we don't need another gas station. We don't, and I would like that called out in the plan. 4. I am EXTREMELY concerned about traffic congestion in the area. I live in Top of the Pines, and we only have one way out of our neighborhood. There is a developer currently planning a substantial commercial strip with an entrance/exit between our street and the intersection in question. There's not a lot of room there to start with, and I'm fairly confident that this development will end our ability to safely turn in towards town on Buffaloe. Furthermore, this development is proposed on the southeast corner of that intersection and it isn't enough to hope that a development there won't create heavy traffic congestion in the area. The northeast corner is also vacant and the owner desperately wants to sell it to a commercial developer. 5. I would like to specify allowable hours of operation in the plan. 8am-10pm would be appropriate in my opinion. I live about a mile from Capital Blvd. I hope that you can empathize with me when I say that I don't want Capital Blvd. to land in my backyard. It's close enough already. I thank you for your time.
28	Thank you for working with the residents near New Hope and Buffaloe. My husband and I grew up on New Hope and Jane Lane our entire lives and are excited about possible new development. After reading the plan and attending meetings with residents in the area, we'd love to share some thoughts: 1. The building should not be higher than two stories to keep the image of the neighborhood. 2. No government-owned businesses (eg. ABC Store) In fact, not alcohol sales at all. There is a drug problem in the area and alcohol sales will not help. 3. No Adult establishments/entertainment (eg. Gambling, lottery, sweepstakes, billiards, etc.) These kinds of businesses in the Starmount shopping center and the Burlington Coat factory shopping center. Both centers have many vacancies and high crime. 4. No gas pumps in this corner. Residents on Jane lane are concerned that their well water will be contaminated because Jane Lane property owners have wells and septic tanks and are not city residents. Blasting with dynamite on that site could create damage since there is so much rock in that area and affect our drinking water. 5. No 24/7 business. No more than one business allowed within 0.5 mile of the intersection that operates after the hours of 11pm and before 6 am. 6. Lighting like Lafaytte Village's would fit the image of our surrounding neighborhoods. Not Beacon Plaza's. 7. A masonry buffer for Jane Lane residents is preferred. Heavy trees/plants landscaping should also added. However, keep in mind that homeless people have been found living in nearby landscaping. 8. Currently, New Hope/Buffloe does not have any cross walks. People drive 45mph-55mph in a 35 mph on Buffaloe and 55mph-65mph in a 45mph on New Hope. It is a dangerous intersection and lacks walk and bike-ability. Putting businesses on this corner without a traffic, pedestrian, and bike study will make this corner a death trap. 9. Residents on Sue Lane, Jane Lane, and Top of Pines live on dead end streets. Even on non-peak hours, it is a challenge to turn onto Buffaloe/New Hope. Having left turn options out of the new development may trap residents on their streets longer if trying to get onto New Hope/Buffaloe. 10. There are hardly any sidewalks now on New Hope/Buffaloe. If they are going to be upgraded, a crosswalk is recommended to avoid more fatalities. 11. There should be some element of cohesiveness between any future development on the NE and SE corners of New Hope/Buffaloe. 12. The types of businesses what will help our neighborhood and local economy are locally owned businesses. As a member of Shop Local Raleigh I think that a national chain as the anchor store should be the only national chain on New Hope/Buffaloe. The other stores should be locally-owned businesses.Why Shop Local? 13. Most of us on or near New Hope Road come home to a lot of trash from nearby fast food places. No drive through type business should be allowed on south end of developed property because the amount of trash will increase. 14. As a board member for the Raleigh Little Theatre, I like the Raleigh Arts Plan and hope that the New Hope/Buffaloe area plan shall have public art.
29	I understand from my neighbors that today is the deadline for sharing my comments about the proposed area plan in my neighborhood. Thank you for taking the time to receive them. My family lives close to this intersection and we are very interested in the careful development of the area as it is in walking distance for my two small children. There are many technical aspects to city planning with which I am unfamiliar, so please forgive what I am lacking in specific language. I have neighbors who are very good at it, like the comments shared online. When I read others' comments I see a lot of hopes and dreams about what our neighborhood could be like, some of which is not practical from a threshold & range perspective. I just read an article in the Washington Post that says having a Starbucks nearby is good for land prices. We should be so lucky! What we all hope is that the spirit of development on this corner will support the best practices of New Urbanism--pedestrian-friendly, bike-friendly, public transportation-friendly development that capitalizes on existing traffic and neighbors willing to interact with retail and office space that stays in line with the neighborhood feel. We all recognize Capital Blvd. as a failure of urban planning and none of would like to see that sort of development extending into our neck of the woods. We feel reasonably buffered from it and would like to keep it that way. It is noisy, unattractive, and potentially dangerous. Who invites that sort of nonsense into their own backyards? My greatest hopes for the development of this intersection are that the hours of operation will be limited. Please do not allow any sort of 24-hour services to be located at this intersection! Capital, New Bern, and Louisburg are all close enough for those who need such services without putting them at this intersection. I hope that pedestrian-friendly improvements will be made in the surrounding area that will encourage the type of walkable development that the city planners speak of so frequently. Development just for the sake of development does not always work out so well for those in the surrounding area, but not all development is bad for neighborhoods. We are all well aware of the fact that the city feels this intersection is prime for development. We simply ask that the neighborhood sense of place be preserved so that we continue to want to live there. Thank you again for your time.

30	I am a property owner nearly adjacent to the area covered under this plan. I attended the workshop held at St. James Church, though I neglected to sign the attendance sheet that day so wasn't officially recorded. I would like to submit my comments. I liked having the visuals of different alternatives regarding sidewalks, store fronts, etc. But I was a bit concerned that there was a subtle underlying suggestion that retail use was a foregone conclusion, and that we were being forced to settle for choosing the lesser of some evils, given that the majority of the RESIDENTIAL community surrounding the site would prefer not to have the commercial retail development that reigns over the urban/suburban/rural fringe these days. I'll not hash over the well documented and well founded concerns regarding traffic impacts- especially for the Top of the Pines development- but with those concerns in mind, having retail businesses that would specifically attract more vehicle-centric traffic- such as a gas station, fast food joint, etc.- would be the worst of both worlds for the community- a community that neither wants nor needs their property values lowered by unwanted and unnecessary intrusions. As stated by so many over the past few years, such destinations are already in overabundance on Capital Blvd. What a great chance this is to come up with a plan that truly would serve the citizens of Raleigh, and this community in particular, with a truly USEFUL plan, rather than simply a PROFITABLE plan for the developer that doesn't benefit the community. While I completely respect private property rights and the owners right to divest of the properties in question, the fact remains that it is not yet zoned for commercial use, and this is our last chance as a community to protect what we've collectively invested in over the years. My biggest overriding concern with the submitted plan following that workshop is the overly suggestive tone- the "would likes", "shoulds", etc.that indicate those choices would be appreciated by those involved, but not required for the rezoning. If this plan is to serve as the definitive language guiding the future use of that land, said language simply must be firm and solid, leaving no room for "skirting the rules". The suggestions in this plan do nothing to prevent the sort of development proposed last year by the Sheetz proponents. That, to me, is unacceptable and a waste of our public involvement, both at that workshop and numerous meetings where our voices have been heard. Those suggestions need to be formed into resolutions that have teeth. Simple rephrasing of "should" to "shall" would help provide those teeth. In that vein, some concrete requirements that are crucial to safeguarding the current semi-rural character of the community are: --No 24 hour businesses of any kind. Operating hours between 7am and 9pm. --Local businesses that would provide a unique service to the area, such as a hardware store, or office buildings preferable to ubiquitous big box stores. --Max building height of 30 feet. --Single point of entry off New Hope Road, with perhaps a separate entrance for foot or bicycle access. --Shielded lights that will not impact neighboring houses with light pollution. --Native, non- invasive species for landscaping. --No gas sales, Laundromats, or other businesses that could potentially pollute groundwater. --Parking facilities designed to minimize rainfall runoff. --Security fences that will buffer noise as well as being a visual buffer, whether that is best accomplished by fencing or earthen mounds. Thank you for taking my thoughts into consideration.
31	BROAD, OVERARCHING COMMENTS: A. Whole Foods there at Colonnade, someone just reported, is 40,000sqft and change (so a touch smaller than the proposed Wal-Mart). But to the point, there does not need to be anything that big at that intersection. So no individual retail unit greater than 20, - 30,000 sqft (I'm not good with these numbers), and nothing greater than (perhaps) 40,000 sqft total on the NE corner, and something like limiting the SE corner to 70,000. This is retail, or mixed retail and office. There might need to be a different, similarly protective limit if ALL office, and different for residential. B. The votes and businesses that people talked about are NOT necessarily ones that people WANT; they are ones that people prefer OVER other uses. Saying that I voted for a hardware store over a nude dance club does NOT mean that I think a hardware store should be there. C. As I told city planning staff at our table in September, and as was mentioned at the January CAC meeting by a man I don't know (don't think I've ever spoken to him), the only options given were HEAVILY biased toward a fully-developed site. They didn't really have anything open, or a park, or anything along those lines. (This may be a holdover from the downtown planning process, but clearly these are two totally different areas of town and deserve to be treated as such.) D. The wording needs to be prescriptive and firm -- hard to abuse/ easy for City to enforce. (Look at the Hillsborough Street case, where the limit was 5 stories and 75' in height. The SPIRIT of the law says no more than 5 stories and not to exceed 75', but the lawyers finagled 7 stories "since it's still less than 75 feet"!) E. Again, I am concerned that the less than 2 hour workshop on 30 September is considered a half-day workshop and also that this ONLY ONE ITERATION is considered enough feedback to call this an Area Study. (I and others didn't even enter the building until around 5:40, 10 min late, --SEE? TRAFFIC is AN ISSUE AT THAT INTERSECTION! Therefore the meeting didn't really start until say 5.45; the meeting was wrapped up well before 7.45pm.) F. Social media comments should not get come at the expense of mailed or emailed or phoned-in comments. They all should be equal, even if social media is more visible.
32	G. I also mentioned to city planning staff in September: This would compete with Capital Blvd places, such as Tarrymore, Ashton Square, Mini-City, or New Bern Avenue: Either it would get the "good ones" for a while, leaving even junkier stuff on Capital, or else only the junkier, cheap ones would leave the main drag. Either way, the neighborhood would suffer. SLIGHTLY MORE SPECIFIC COMMENTS: 1. maximum square footage 2. Maximum height of buildings: should be limited to 2 stories, or a total of 25', WHICHEVER IS MORE RESTRICTIVE. (See Hillsborough street comment, D, above.) 3. Minimum Set backs from property lines/residences/roadways must be prescribed (not just suggested, and be more protective than UDO. 4. Types of operations? Retail or commercial if allowed, must be neighborhood friendly (no adult establishments, no loud music, no liquor sales, no businesses open between hours of 10 pm and 6 am,...) a. if residences: single family vs apartments, low income housing like east of the church on Sue Ellen, etc 5. if retail: a. Write text to encourage local /discourage big chains and box stores, etc. b. Adult establishments (dance clubs, topless bars, adult videos, etc) WELL NOT BE ALLOWED. c. ALCOHOL i. liquor sales (ABC store) - no ii. beer or wine sales? d. Drive-thru restaurants- NOT ALLOWED (there are enough on capital). i. other drive-thru facilities (pharmacy, coffee, etc.) - not preferred, of allowed strictly limited number e. Fast food - NO f. Other restaurants - potentially if local (don't know how to define that; I'm sure planning does though) g. Gas sales? PROHIBITED h. hrs of operation of future businesses if retail, closed from 10pm - 7am. If office, regular office hours H. Delivery hours same at operating hours j. fuel sales not allowed k. size / types of lighting (height) shall be limited with specific, prescriptive detail. l. size / types of signs (height, size, lightng, color, etc.) same as above, K. 6. FACADE -- (the visible sides of the buildings -- WalMart notoriously ugly; offices sometimes so, too) need to be barre varied, pleasing, etc - use specific language to define. 7. BUFFERS (trees /shrubs / walls between development and homes) , ESPECIALLY THAT THE SPECIES USED ARE NON-INVASIVE, EVEN NATIVE. 8. TRANSIT: public transportation availability/ options /shelters shall be accommodated and maintained. 9. WALKABILITY and bike-ability /access by non-motorized-vehicles 10. aesthetics 11. way the proposed developments would fit info the existing community 12. TRAFFIC issues, including lighting (especially since you already have that restricted hours on the left turn off New Hope) a. TRAFFIC also in terms of how one-entrce communities (Sue Lane, Jane Lane, Top of Pines, etc.) will be affected and the plan must address. 13. sidewalks must be built and maintained. 14. curb-and-gutter vs grass swales, runoff control, etc) It was pointed out to me that the way it is currently worded would not prevent a Sheetz gas station as was proposed in 2013; it might discourage it but would not exclude it. That, to me, is unacceptable, and makes this "area plan useless . 15. COHESION: There should be some element of cohesiveness between any future development on any of the corners (primarily the NE and SE corners). 16. PUBLIC ART: Related: A space should be dedicated on each corner for some sort of public art. This is "The Gateway to (North)East Raleigh", and while I'd LOVE a huge, overarching ARCH spanning Buffaloe Road stating so (like at Pullen Park but bigger!), at LEAST some matching sculpture on each corner should be allowed for. (The wording in the area plan needs to say "shall", though.) INTRODUCTION: CItizens' petition (not to be picky, but it is a collective effort from MANY citizens, not just one, as you acknowledge) PROCESS AND PARTICIPATION: Not all the participants live /own property in the area. (At least 2 don't, though one is the lawyer for the potential development.)

33	To the City Council of Raleigh and the Planning and Development Committees: I have lived in the same home and area since January 1966. It was located on New Hope Rd and then New Hope Road was moved over behind St. James Church and through the Haitchcock Farm and on the edge of the Buffaloe Property to aline the "new road" with the Millbrook Road that had been cut through Mini City and connected with the stop light at Louisburg Road and did away with the "dog-leg" that drivers had to take to go to Millbrook Road or Green Road. The new portion did away with the curve at the intersection of Buffaloe Rd. This created a problem of renaming the 1/2 mile of "old New Hope Road" and along the road that was cut away or off from the "now" New Hope Road. I personally met with all those that lived on "old" New Hope Road and we decided that we should rename it to include the name of St. James Church since the entrances and frontage of the church was on this street. All of the neighbors who were able and not working came down town to the City Council and then to a planning committee meeting and presented our suggested names and ask that the name be clear so that the Fire Department, EMS, UPS, FEDEX and our visitors could find us. There were too many "Old" New Hope Roads and New Hope "Church" Roads in the area. We were most happy when the planning committee members agreed with us and allowed the name to be changed to St. James Church Road. No one has complained and I feel that over the years it has been a benefit to the Church and to those who live on the 1/2 mile Road. As a side note here, the church does not have a drive way or access to New Hope Road nor does the fairly new retirement facility have access. The only drive ways entering into New Hope Road from HWY #401 to Buffaloe Road are a few homes that faced a street that was taken for the new road and one street that was cut into a housing areas. The City Water Tank and an entrance down near Hwy#401. Now, I'm asking for you to take into consideration the changes of the vacant Buffaloe land adjoining New Hope Road and Buffaloe Road. Why would any engineer think of putting more accesses onto this busy road? This is at best a very busy intersection. Thousands of cars, hundreds of Schools Buses, Police Cars, Firetrucks, EMS vehicles and "lost" moving, freight, etc Trucks, go though the intersection every day. It is NOT a peoples intersection for walkers, or maybe a few bikers. Yes. there are a few who do use this going home or for local visitation, but not for recreation because it is too dangerous. I would drive to the other side of the street before I would take a chance crossing on foot or allowing a child to ride a bike through this intersection. It is not a user friendly place for pedestrians. So the question is, why would you even consider putting a commercial enterprise at such a location? This is not a place that has been a safe and sound intersection for a long time. As I said, I moved there in 1966 and over the years, when it was only a 2 lane road in both directions there were many deaths and accidents by cars, bicycles, walkers, and on the old road there were people who drove too fast and couldn't make the curve and ended up in my yard and my neighbors' yard or behind the St. James Church in the Buffaloe's soybean or corn field. Only until Governor James Holeshouser and his family moved into a home in Foxcroft, while the Governor's Mansion downtown was being renovated, did we get a stoplight at this intersection. [this can be checked for dates, etc, by the highway patrol]. [I did try to get the traffic reports for this intersection, but was told that the city's planning committee could secure this information faster than I could and they would probably get this before any changes were made.] I am still working with both the Highway Patrol, County Sheriff's Department, and the City Police.
34	At the meetings I have attended it seems that everyone thinks this is a "done deal" as several said that the Council had gone out to help in the rezoning a year ago and this time it would not do this. I have hear this remark made several times in conversation and to be honest just could not believe that a group of people who had been voted in to look after the safety of it's citizens would even think something like this, much less say it openly to someone. I am not going to use the names of those quoted as it would be hearsay. Therefore I would like to address who your citizens are in this area: 1. Many are older, like myself, who have lived here for 50 plus years. They chose this part of Raleigh because they could have affordable large yards, free range, and peace and safety for their children. 2. Today many of these older citizens/homeowners have died, moved to rest homes or to other places to be near their grown children. These homes are being purchased by younger couples with children just like we did 50 years ago. No it is not the most expensive property in Raleigh, but it is still a safe community. These people work, enjoy their families and are not a problem to the city or the neighborhood. 3. Some of the home owners are in the city, some are still in the county which is a strange thing as Jane Lane is a county property, not city and is a long boundary with the Buffaloe property in question. Most everyone has well water in the area, not city water. The city does not offer all the privileges to the city dwellers that the city provides closer inside the belt line. We are truly 1/2 and 1/2 when it comes to those kinds of things. 4. We have several business close by that are for shopping, so it's not a community isolated away from conveniences. We have many doctors and dentist offices, grocery stores, hardware stores and 2 very large Wal Marts not far away either. There are many vacant stores near by also. We certainly don't need another gasoline station as we have two within 1/2 mile on New Hope Road and 1 at the end of Ole Buffaloe Road at Capitol Blvd. For a place to spend money, there are many businesses in the area and a person could walk to them if they didn't have a working car. So, this is not a real need for this area. 5. Most of the people who live in this area are now young working parents who are trying to get ahead. They are a mixed group, but all seem to get along and are kind to each other. They obey the laws and don't cause trouble. I'm sure your police reports show this trend. They do not need to be taken advantage of because someone sees a new idea and feels that this neighborhood will not be hurt and someone can make a lot of money on this. The people who live here, including us older retired ones, are good citizens who try to live the American way and not be taken advantage of by a group of people who are not thinking about the home owners. It will not help the property values, it will cause more traffic and it will be in the way of your own utility vehicles who must travel through this intersection as it's the only way to get there. We don't need vacant buildings, large parking lots for people to sit and trade drugs or sex and causes for robbers to run into near by neighborhoods to hide. If you really want to help this area of Raleigh, clean up Capital Blvd. and get shops in those vacant buildings. Then think about building new buildings that will not just sit and cause excess water run off into the side ditches as we do not have storm drains to carry away the water. I will be happy to sit down and discuss this with the council members or planning people. But I do not want to hear again at a meeting that it is a "done deal" so be happy as we helped you with the "Sheetz deal" so we have to go along with this deal. That is not what I think true honest government is.

35	I am a long term resident of this neighborhood (3909 St James Church Rd - across from Saint James Church on OLD New Hope Rd). My greatest concerns are that we (1) do not need a 24 hour retail business center in this neighborhood, (2) we do not need a retail alcoholic menu establishment here, (3) we do do not need a Drive Thru business here, (4) nor an ABC Store. We do not really need a gas station as there are 3 within 0.6 miles now which are 24 hour operations. I do not have major problems with a scaled down, limited hours, WalMart type store if it is placed properly and does not inhibit vehicle traffic flow. You have to remember that most of then residents around here are on well water and septic tank systems and do not want to spend approx $20,000.00 to change for the benefit of a merchant next door. They do not want parking lot lights shining into their yards and windows either. Nor do they want to make an appointment to access their driveways (coming or going). Now we are down to my greatest concern which is highway safety. I have not been able to get statistics on the traffic flow through this 5 by 5 intersection. I can tell you that it is fairly safe today - even with the City fire trucks from Buffaloe road, the New Hope fire trucks from St James Church Rd, the EMS vehicles from US401 going to Wake Med, the Raleigh Police cars, a few NC SHP cars and out of town EMS vehicles. The Raleigh fire trucks come from the fire station East of this area on Buffaloe Road and go toward Capital Blvd, left turn onto New Hope Road Southbound, or handle wrecks at this intersection with Lights & Sirens. The New Hope fire department trucks come south on St James Church Rd, left on Sue Ellen Drive, and right on New Hope Road - then left on Buffaloe Road toward Foxcroft, or right on Buffaloe Rd toward Starmount and Capital Blvd, or straight on New Hope Rd toward New Bern Ave, with Lights and Sirens.There are Wake EMS vehicles answering calls going North and South bound on New Hope Road, and Wake and other ambulances transporting to Wake Med on New Bern Ave - usually with Lights and Sirens, usually in a hurry. Now we come to Raleigh Police cars. North bound with Lights and Sirens under 55 mph, a few well over 60+ mph and South bound with Lights and Sirens under 55 mph. There are occasional SHP and Wake Sheriff's vehicles also with Lights and Sirens. I have tried to obtain info on the traffic flow through this intersection to no avail. I then started watching the flow of emergency vehicles after I retired from Johnston County and noted the following data during daylight and early evening hours: RPD : 1-3 vehicles N to S, w/ Blue Light & Siren; 1-4 vehicles S to N, w/ Blue Light & Siren; 1-2 vehicles S to N, w/ Blue Light & Siren, @ >55 MPH NHFD : 2-7 Trucks N to S, w/ Red Light & Siren RFD : 2-5 Trucks E to W, w/ Red Light & Siren; 1-2 Trucks E to S, w/ Red Light & Siren; EMS : 2-5 Vehicles N to S, w/ Red Light & Siren; 1-3 Vehicles E to W, w/Red Light & Siren; 1-2 Vehicles E to S, W/Red Light & Siren Any delay at this intersection could be a life or death situation. If you put the parking lot entrances too close to the intersection the cars cannot get out of the lot so they need to be away from the intersection and lanes need to be added to the streets to handle the added vehicles at the intersection. Then consider the added pedestrian traffic with the added vehicles and you will probably find the need for a pedestrian only cycle on the stoplight or an overhead crosswalk (although this would not help disabled local residents and wheel chair shoppers). I believe that the Jane Lane residents adjoining the back of the proposed development may need some assistance from the City and the developer with regards to water and sewer service to insure they do not suffer from the adjacent construction efforts as well as a satisfactory buffer, such as planted trees and bushes as well as a sturdy, low maintenance fence. This proposed project should be cleared through NCDOT as to the proposed intersection renovations. As a final thought, let me suggest that you look at a map of the Northeast quadrant of Raleigh. There is a lot of future Raleigh out there which will require road access and there is no other road bed to widen or upgrade after you clog up New Hope Road to the level of Capital Blvd. If you look close at a good map you will see that there is no clear path to east of Wake Forest from central Raleigh . You have already allowed developers to build without regard to feeder roads. This is going to be a nightmare for Fire, EMS and Police services in a few years. I would suggest you consider this factor before you choke New Hope Road. Capitol Blvd is already limited with the business growth on the right of way.
36	I would like to submit my comments on the Buffaloe-New Hope Area Plan. My biggest concern about the proposed plan is the lack of definitive directive language governing future development actions. I would draw your attention suggestions for the following: The plan document needs to be directive and clearly describe the limits of what is permitted under the plan. To keep the parcels within the concept of a neighborhood destination, the plan must take into account the neighborhood’s concerns on building sizes and functions. Especially in regards to Primary (anchor) business maximum size of 30 – 40,000 sq ft. No 24/7 operations – limitations on hours of operations No gas stations No convenience stores Building height must be expressly limited to three stories or forty feet (as measured from ground level to the highest part of the structure. Likewise, the acceptable criteria for other buffers, lighting, setbacks, sidewalks, transit/traffic, and signage need to be explicitly defined for this plan. I would like to thank you and the Raleigh Planning Department for creating this draft plan. I hope that my suggestions help make the final document better suited to the needs of the area.
37	I forgot to add to my long list of comments about the area plan: Kaplan Road in SW Raleigh is getting a working over to slow traffic. It includes pinching the road in places to make it narrower, on-street parking, and also RAISED PAVEMENT at certain intersections. Similarly, I have said over and over that there should be subtle COBBLESTONE CROSSWALKS on Buffaloe Road at New Hope, or perhaps even in all four directions at the intersection: It would slow traffic tremendously while also intuitively indicating (through the noise and change in "feel" while driving) pedestrian traffic--making people LOOK FOR PEDESTRIANS rather than just jolt awake when they suddenly almost plow into one. Such crosswalks would be relatively unique, attractive, give a sense of place, connect the two sides of the street into one community. Heck, even the subdivision there is called Cobblestone. This also goes with my idea of trying to have connecting public art on each corner, and my pie-in-the-sky overall image of an archway welcoming people to East (Northeast) Raleigh as they head down Buffaloe Road east, to the newly booming part of town. This area should not be ignored as it is growing quickly, and this is the time to provide a sense of place; after all that growth will be too late. We have seen how hard it is to reclaim Hillsborough Street (successful, but expensive and difficult), to retroactively care about Capital Boulevard and the image it and places along it (like MiniCity and the Fenton Road area), and to provide walkability after the fact in places with car-driven winding development like Cobblestone subdivision, Northwest Raleigh/Leesville area, etc. (Yes, I guess Kaplan is probably a City street, and Buffaloe a State one; but there has to be some way to work together to make the street safer, slow traffic in key areas, and more pedestrian/bike friendly.)
38	I would like to see business maybe at the corner of Buffaloe and New Hope Road. Something not too much traffic. Traffic bad now getting in and out of Jane Lane especially left-hand turn. Would like to see fences between Janes Lanes residences and whatever goes there. Keep people from coming across to Jane Lane residences and neighborhood. Maybe 20 or 30 feet back. I have lived here for 41 years and would like for it to still be a quiet neighborhood. And no crime and problems neighborhood. Definitely no apartments 2 or 3 stories there. Maybe better traffic exiting to keep from being a lot of wrecks.
39	We have been living here on Jane Lane for 11 years. It has always been very hard to get on New Hope Rd from our street. We are against the rezoning of the tax parcels 1725779568 and 1725779177. 1. These are the resons why: We d not think we need a grocery store and gas station nieghborhood there. 2. The traffic will be backed up worse than it is when you put 2 exits there. 3. Our property value will go way down. 4. It will be too much noise. 5. Cars with loud radio and boom box. 6. Big rigs coming to bring deliveries, etc. 7. We got 9 grocery stores, 9 gas stations, 6 drug stores, all of them within a 2 to 3 mile range.
40	We are changing my neighborhood's quality of life. Lived here 27 years - happy and content. Jane Lane has been hard to exist since the city (city/federal funds) widened New Hop. Know of two accidents because of poor design/cost. How and why can a developer get at least two stop lights (one ofr New Hope for left turn exiting property under consideration and the other on Buffaloe) when both the residents on Sue/Jane and Top of the Pines can't get a light? "The city really cares." On the south side of property in question, a chain-link fence with a thirty foot tree barrier for neighborhood safety (have dealt with the city on two personal issues and this is a fair, honest request) -- neighbor protection plus meets sight, sound, water, erosion surveys/requirements/plans. Wouldn't mind Publix/mini-grocery store with several strip shops. Totally against gas outlet, two level buildings.

41	Higher-end grocery store, please! A higher-end grocery store is needed in this area of Raleigh, along the lines of Whole Foods, Fresh Market, Trader Joe's. Make it pedestrian-friendly with perhaps some common areas/green space for people to hang out. A local coffee shop would be fantastic, too.
42	Allowing mixed-use development with emphasis on desirable stores, accessibility, no gas pumps, and reasonable business hours, not to exceed 11:00 p.m., make sense. Neighbors in Buffaloe and New Hope Rds area clearly WANT and need sensitive, well-thought out planning appropriate to a residential environment
43	Agree. My husband and I grew up on New Hope/Buffaloe our entire lives and completely agree with this comment. There have been armed robberies at the CVS and Mc Donald's down the street. I can guess that building an ugly Walmart would attract more crime to New Hope/Buffaloe. Granted that Walmart has "deep pockets" but our neighbors prefer something like the Trader Joe's on Six Forks and Wake Forest or anything higher end than a Walmart. Keep in mind that we already have TWO Walmarts nearby.
44	Why another Walmart?
45	Agreed, a walkable destination that neighbors would use, such as a high-quality grocer w/café or community garden, would be essential is attracting the kind of community we desire. By building another low-end grocer, gas station or strip mall, we would only be attracting and advertising a low-end community. It's time we invest to improve the quality & safety of our small community!
46	Also, whole foods always have cafes with outdoor seating! Best of both worlds!
47	I agree, the only grocery stores in the area are food lion and aldi. The only time i ever go to food lion is if i absolutely need something otherwise I drive further for better grocery stores like harris teeter or whole foods. I would really love to see something more upscale go up to bring more value to the area rather then letting the area go downhill by building something like a gas station or yet another food lion!
48	IF this property is to go commercial/retail, this is exactly what I would want to see. I would shop at a Trader Joe's or Fresh Market all the time!
49	PLAN TO LINK TO GREENWAY SYSTEM - Include a policy goal of pedestrian connectivity to the Neuse River Greenway Trail and Buffaloe Road Athletic Park, 2 miles east of the site.
50	I run and/or bicycle to the greenway occasionally. To me, It seems silly to take my bike, by truck, less than two miles to a greenway parking lot, yet it is safer to do so.
51	Speeding Traffic on Buffaloe Road - Before this area can become pedestrian friendly there is a need to slow down the excessive speed of cars. It is an uneasy feeling for a pedestrian on the sidewalk with only a few feet of grass separating them from a car that could be traveling 50mph especially on Buffaloe Road.
52	Agreed. Being athletic and middle-aged, I feel i can successfully cross this intersection on foot. The thought of my elementary aged children crossing it, even WITH ME, sends chills up my spine!
53	To be sensitive to the residential character - Any proposals for the valuable properties at New Hope/Buffaloe Rds. should be sensitive to the residential character of the area. These properties will be developed. This is a perfect time to include much-needed traffic/pedestrian accommodations. To shoe horn huge retail stores on the properties while barely addressing much-needed traffic/pedestrian provisions would only add to development that mirrors Capital Blvd.
54	A young lady was killed on the corner of New Hope and Capital. Another gentleman was killed on New Hope and Haithcock. Traffic/pedestrian provisions inside the development has been presented, but not around the development to ensure less fatalities.
55	Walking in this area is problematic now. Crossing New Hope is not something you want to do if you can not walk fast.
56	Yes! I can see the usefulness of an anchor store, but it should be in keeping with the residential character of our neighborhood. These comments hit the nail on the head. Also, any gas pumps on this site will add to traffic congestion.
57	Property is surrounded by quaint neighborhoods and huge retail stores would not enhance the community. Small square foot retail stores would give the surrounding neighborhoods a place to walk/bicycle for shopping and remain in character with the area.
58	EXISTING SHOPS WITHIN 1 MILE - Development at Buffaloe and New Hope should be designed for better longevity than existing nearby shops. (click on idea heading to see attached image)
59	I agree. The "semi-rural character" is, in part, why we bought our house five years ago.
60	I would love to see the City focus on redeveloping and revitalizing what is already in this area and vacant as they have with downtown Raleigh. We have numerous strip malls that are in desperate need of revitalization. Then those area will attract retail business in area already zoned for it. We do not want/need retail at this corner. I, for one, want to preserve the semi-rural character of our community.
61	Agree. We went to the Jersey Mike's at New Hope/New Bern today, and the shopping center is quite an eye sore. When my husband and I were in high school, it was a vibrant shopping center. The mention of a Walmart grocery makes the neighbors cringe because it will be another eye sore. The building design off of Oberlin that has businesses like Right Time Kids is more of what the residents want.
62	In a perfect world, the existing abandoned shops would be renovated, rather than expanding the apparently unsustainable existing commercial footprint.
63	Some of the strip malls near-by are eye sores and seem to have quit maintenance on any of the structures.
64	A sidewalk from Ward Store to Buffalo Road Park.
65	There has been quite a few pedestrian related accidents in this area. A sidewalk, I think, would cut down on these accidents.
66	I am all for more sidewalks! Why give vehicles all the joy and speed of the open road. How about great sidewalks that are not scary, where one can walk without fear of being jumped!

67	Neighborhood Center - Youth Friendly Activities - I would suggest including youth friendly activities in the proposed neighborhood center.
68	Yes, on youth friendly activities!
69	Fences and other comments - I would like a chain link fence across the back of my property on the development land. This would help prevent traffic across our land. I also would like to make sure the planned building is only 1 story high as shown to us. I would hate for the developer to say one thing and then do something different once the zone has changed. The plan we were shown did address water run off on the front of the parcel but the rear did not seem to have a pond or other method of addressing water run off. I did not see how the developer plans to take care of the bus stops on this corner area.
70	Wells and Gasoline - All of the homes on Jane Lane are not part of Raleigh and have wells and septic tanks. If any leakage occurs with the Gasoline tanks proposed by the development then our wells could become contaminated.
71	I also worry that any blasting to install gasoline tanks will damage those wells.
72	The Area Plan should protect adjacent and nearby residents' drinking water from contamination.
73	Specific detail and definitions - In my reading of this plan, there are some items I believe need to be better defined. 1) On page 13, please specifically define "neighborhood scale". Is this the type of business allowed? A specific limit on square footage? No greater than 30,000 square feet per retail store and a specific limit of total square footage on the property depending on the acreage of the property to be developed? 2) Also on page 13. Please define "higher-intensity uses". Would anything designated "higher-intensity" be appropriate adjacent to single family established neighborhoods?
74	Could higher-intensity (like a possible way of life) bend to quality of life issues by closer sooner than 11 pm and opening after 9am?
75	REQUIRE PEDESTRIAN ACCESS - Include a policy statement to require safe pedestrian access to the Mixed Use Community Center from all four neighborhood corners around the Buffaloe Road and New Hope Road Intersection.
76	A young lady was killed on the corner of New Hope and Capital. Another gentleman was killed on New Hope and Haithcock. Traffic/pedestrian provisions inside the development has been presented, but not around the development to ensure less fatalities
77	I absolutely agree. Walking this intersection as it is now is extremely dangerous. Any increase in will make it deadly. That will not accomplish the City's goal or walkability; it will hinder it.
78	Build a business park with gym and open air basketball court - Traffic pattern should be improved first before any construction starts. Repair the cobblestone housing area roads.
79	This is interesting. It addresses public and private use.
80	Specific wording - 1) On page 14. Any use of the wording "should" or "could" will be changed to the more definitive "shall" and "will". The vague nature of the words should and could do not instill confidence that this plan will, in fact, protect our community. 2) On page 14 "Neighborhood Transitions". If ANY redevelopment occurs at this intersection, buffering and transition areas between these areas and adjacent residential areas SHALL exceed standards in Article 3.5 of the Unified Development Ordinance. 3) On page 14. If redevelopment occurs at this intersection, uses associated with late night activity will be PROHIBITED. Business hours WILL be limited to 6AM through 11PM including deliveries. 4) Gas sales will be PROHIBITED at any corner of this intersection
81	LIMIT GAS FUELING - Include a policy statement to disallow a gas station on the northeast corner, and anywhere within 300 feet of a residential property line. The northeast site is abutted by 17 single family homes with small yards. The site already has 7 gas stations within a walkable 1 mile radius, available on Capital Boulevard and Louisburg Road. Adding an unneeded gas station that will emit fumes, noise, and light pollution next to existing residences should not be permitted. The 24 hour Sheetz that was recently built 2 miles away, next to existing apartments at Green Road and Millbrook Road, with no meaningful buffer, should not be allowed to become a precedent for gas station development in Raleigh.
82	I very much want gas sales prohibited on any corner of this intersection. First, as has been stated, we have 7 stations within 1 mile. More gas is not needed. Second, gas sales, by definition, attract cars and traffic. This defeats the goal to promote walkability. It also bring more traffic to an already overloaded and dangerous intersection. Third, gas stations can attract vagrancy and crime that would endanger families in the adjacent homes.
83	I agree, with limit on gas fueling. A gas fueling station would not add to the character of this neighborhood.
84	EXISTING GAS WITHIN 1 MILE - 7 gas stations are already available within a 1 mile walking radius. (click on idea heading to see attached image) (I tried to add this to my Limit gas fueling idea, but could not figure out how to do it.)

85	The implications are that there are enough gas stations and the neighbors do not want any gas pumps on New Hope/Buffaloe. There used to be a couple of gas pumps at the Uncle Bill's Mart New Hope/Southall. Those have closed and there are plenty of gas stations nearby. The developer said at the last meeting that "these pumps will only be used the residents in the neighborhood." 1/ There is no proof that "only neighbors" will use gas pumps. 2/ The residents at Top of the Pines and Jane Lane already have a hard time getting off their streets, therefore, getting to the gas pumps on Buffaloe/New Hope would be very difficult. 3/ The residents on Jane Lane are concerned that the installation of gas pumps will contaminate their well water
86	I do not understand why all new grocery stores also want to sell gasoline. A high end place would look very cheap selling gasoline.
87	Designing Walkable Urban Thoroughfares - To successfully achieve our small area plan, I believe that building heights (scale) need to mirror residential heights reflecting no more than two stories and limit to 30 feet. Design, not just designate, make walkable, not just make present roadways, which do not work, into urban thoroughfares. If we are to bring any level of urbanism to our corner, we insist that the traffic criteria represents, pedestrian: runners, walkers, bikers, school children, bus riders, scooters, motorized wheel chairs and two wheeled vehicles. This focus would certainly tame the traffic, even discouraging drivers to take another route, especially when a pedestrian cross walk control stops traffic in all directions. Using best practices on this topic would engage all the expertise and community participation to make this intersection a model for the city. This approach moves traffic differently, separately, providing access for the slowest traffic first, then to the easier means of transportation.
88	Walkability vs Fuel Sales - A small area plan that seeks a sense of place where walkability of pedestrians and biking does not fit with vehicular driven fuel sales. Certain designations are fine and could help attract upscale, unique, or locals to give a sense of place. This must not compete with vehicular practicalities such as racing to get from one location to another, getting gasoline between trips, and driving in and out. You have got to slow the pace. It cannot be both walkable and drivable too! Like the design of an auto everyone involved in traffic design at this intersection must included the state, city, experts including professionals like landscape architects, designers, artists even citizen participation to come up with the best practice model. We cannot depend on verbal language alone. We must have graphic and visual solutions that also show and describe the potential for the development of a PUBLIC intersection and nearby feeder street with corresponding neighborhoods.
89	I agree. I have heard many people from this area agree that a SAFE place to walk is desirable. NOBODY wants a gas station here, for multiple reasons. (water wells, traffic, safety, character of neighborhood, etc)
90	POLICY STATEMENTS - Policy statements should include specific quantifiable guidelines that will allow Planning Commission members and City Staff to easily enforce the vision of the 2030 Comprehensive Plan. For example, in a previous rezoning case at this intersection, a Sheetz 24 hour gas station with a convenience store and a fast food drive thru were approved by the Planning Commission as in compliance with the Neighborhood Mixed Use designation shown on the Future Land Use Map. Perhaps this was because a gas station is listed as compatible with NX zoning in the UDO, and perhaps they felt they had no choice. The Growth Framework Plan classifies this intersection as a Mixed Use Community Center. The Map and Plan classifications require walkable neighborhood amenities according to the vision of the 2030 Comprehensive Plan. A gas station with a drive thru is not a walkable neighborhood amenity, and mislabeling one as such should not be allowed at any step in the rezoning or development process.
91	I agree. You have pointed out the need to reflect the local community milieu versus city wide 'policy' statements.
92	Well said!!
93	MAP - Include a Map with policy statements keyed to it.
94	Higher-end retail - I would like to see a higher end grocery or other retail stores. Even a workout or restaurant facility. Capital Blvd is greatly populated with lower end offerings, and this is a great opportunity to increase property values by adding these much needed local amenities. I am constantly having to go to other "nicer" areas of Raleigh to obtain the food, entertainment, and essentials that I value. EX: Trader Joes, Lifetime Fitness, Yoga Studios, Full Service LOCAL restaurants, etc.
95	Yes. I am also a regular shopper in more upscale areas of Raleigh. Sometimes I feel like the upscale areas are a bit like leeches, sucking all the customer base from the rest of Raleigh, and then being first in line for upgrades because their centerss are the most profitable. Shoppers from our neighborhood help to prop up the more affluent shopping centers elsewhere in town
96	Non Traditional Retail Development makes sense. - Community members have expressed concern about the way traditional malls have been developed and abandoned. Some get new life and other struggle to find new shops often times ending up with a mix match of unrelated market driven retail shops. What would make this corner and any new development unique enough and sustainable over time? A strong design facade would set the mood and hopefully attract types of businesses that inspire local entrepreneurs that sell globally or small shop presence for Amazon, or restart for Sharper Image or a learning center, or dare I say art gallery/shop. Anything that mixes up the expected like McDonald's. Why not gourmet burger? How about a successful shop from smaller communities in North Carolina? Dare I say a chef driven restaurant? Retail that adjusts to small shop themes that offer scale and quality to a community that supports walkability. When you say walkability you must do more than groceries! You must have foot traffic and a great place to visit.
97	What if Raleigh consumers spent more dollars in favor of locally owned and operated businesses, instead of corporations, big-box, and chain stores? First, significantly more money re-circulates in our local counties when purchases are made at locally owned businesses. Local businesses, the largest employer nationally, provide the most new jobs to residents and produce more income. Supporting local businesses is good for the economy because it cuts down on shipping goods and fuel consumption, as well as preserves our communities and unique neighborhoods. http://shoplocalraleigh.org/learn/about-slr/
98	Area Plans should contain more development specifics. - In order for this plan to guide future development at this intersection it should reflect more specific information reflecting the neighborhood input. The policy statements should promote certain development characteristics and limit others irrespective of current or future comprehensive plan updates, zoning designations or UDO requirements. It is really a set of conditions that will exist and run with the properties within the Plan Area for the foreseeable future. Several of the neighborhood inputs are indicated in the Plan as policy recommendations but others need more specific statements. Most of the policies in the draft Plan deal with safety issues raised by the neighborhood although some need to be more specific but few deal with the actual uses of the property. For example, there are major safety concerns about exiting from the property. A policy should be added that no left exit turns be allowed within 1000 ft. of the intersection of Buffaloe and New Hope Roads (more to come)
99	The only alternative to this no left exit policy would be the provision of signal lights to stop traffic so a safe exit could occur.

100	More Development specifics cont'd - It is evident from the dialogue and input at recent rezoning hearings that neighbors in this area want specific limits on hours of operation and size of any one business and very limited fueling operations (if any). Policy statements that prohibit hours of operation to acceptable time frames such as 6:00 AM to 9:30 PM should be included. Also if the intent is to be neighborhood related then no business needs to be larger than 40,000 sq.ft. or 50 ft in height. No fueling locations would be preferable but if proven desirable should be limited to two islands of 8 pumps total. A variety of building materials and styles reflecting the neighborhood look and feel of the area should be specified and no more than 200 feet of contiguous store front should be allowed to promote variety and segmentation of the structures eliminating the "strip mall" character of many existing retail developments. A true mix of stores and residences was also desired by the neighbors and not reflected in the Plan
101	More specifics needed in the Plan - Many neighbors expressed concerns about buffering from the major development sites at the intersection. That requires specific wording in the plan as to the minimum buffer and the location of major entrances and exits from the developing properties. For example no access or exit should be allowed within 150 ft. of adjacent residential properties and that space should be heavily landscaped on elevated berms to limit noise and light pollution from the adjacent businesses. All parking on the site should be sufficient and located so that no one business is able to dominate the use of available parking locations. All pedestrian walks should be separated and buffered from the parking spaces with landscaping to ensure safety and walk-ability to and from major roads and each business/residence location on the site. I'm sure there are other specifics that have already been suggested.
102	A Sense of Place? - If a community comes together to envision the use of public and private space perhaps there is an opportunity to bring more public events and activities to private spaces. Could outdoor movies or community markets be encouraged? Could designated community fairs be a seasonal thing? Ownership and community engagement is what will make, a retail or otherwise, a place that generates good and memorable experiences that continues to attract the surrounding community. A sense of place must be inclusive of many things and not one coffee shop location with outdoor seating! Each development at this intersection must reinforce community access and in some way or another engagement. Outreach will be important to the public and private side of surrounding communities. Still I can't figure out how to access a retail property next to where I live. This is why all the traffic planning must become 'best practices' for truly creative solutions and not just the minimum crosswalks (lines in the street)!
103	Organic food - If i ran the world, I would have an organic farmer's market on this property. While we are dreaming, let's also have a butcher selling pastured and grass fed and finished meat!!! It would also be swell to have a SAFE bike/hike path from this awesome place to buy food to the athletic park down the street!!! This location would also be ideal for small, non-retail businesses.