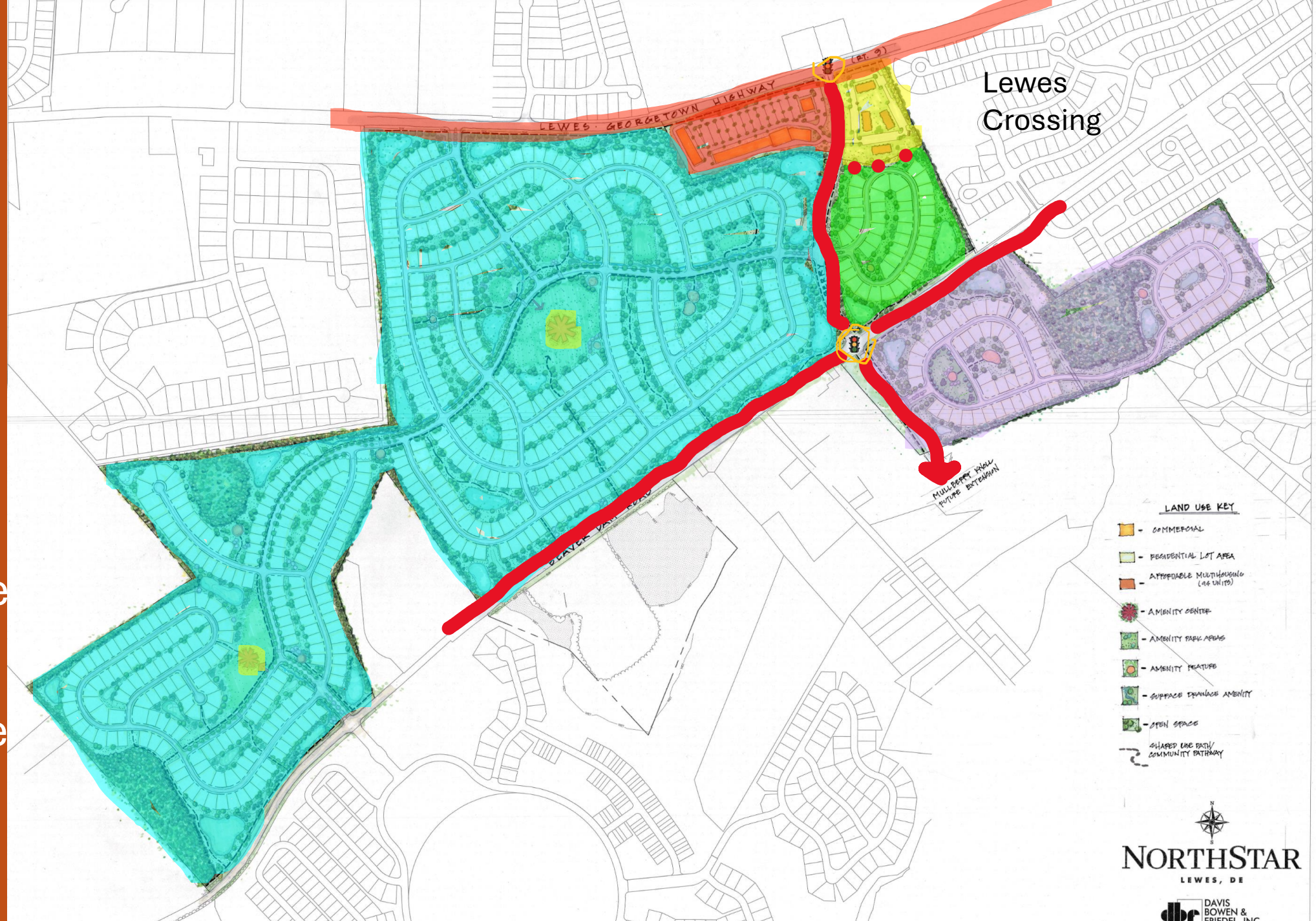


**Northstar**

Northstar, is not a mixed-use community. It is neither pedestrian or bike friendly. Divided into 5 fragments by two major State thoroughfares. The Willows are segregated by conditions.





**Flashpoint:**  
It is unrealistic to believe that drivers will obey a 25-35 mph speed limit on Mulberry Knoll Extension through Northstar.





**Flashpoint:**  
No traffic light  
provided to  
safely cross  
Mulberry Knoll  
Extension to  
reach Amenity  
Center.





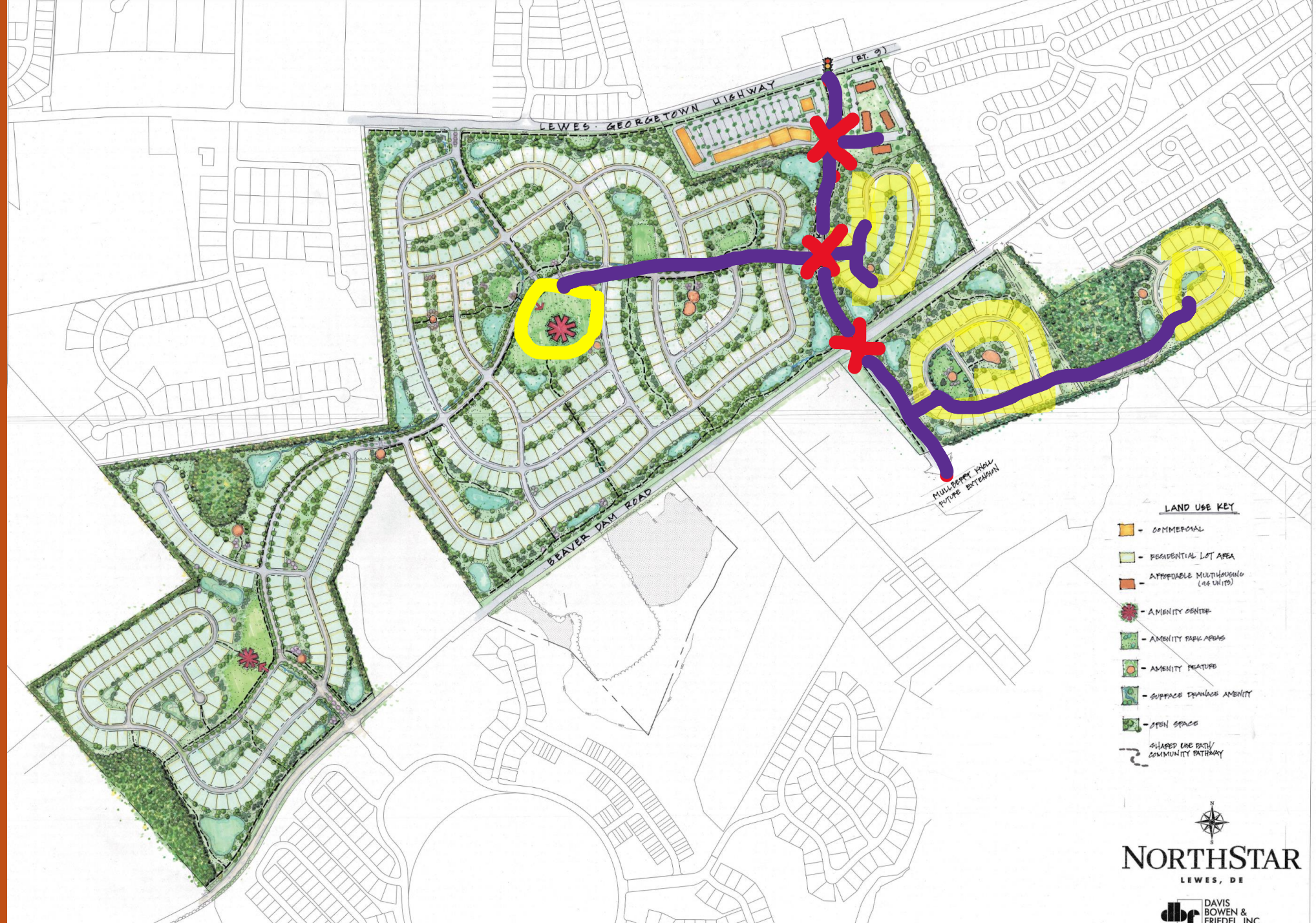
**Flashpoint:**  
Speed limit on  
Beaver Dam  
Road, which  
divides  
Northstar is  
45 mph





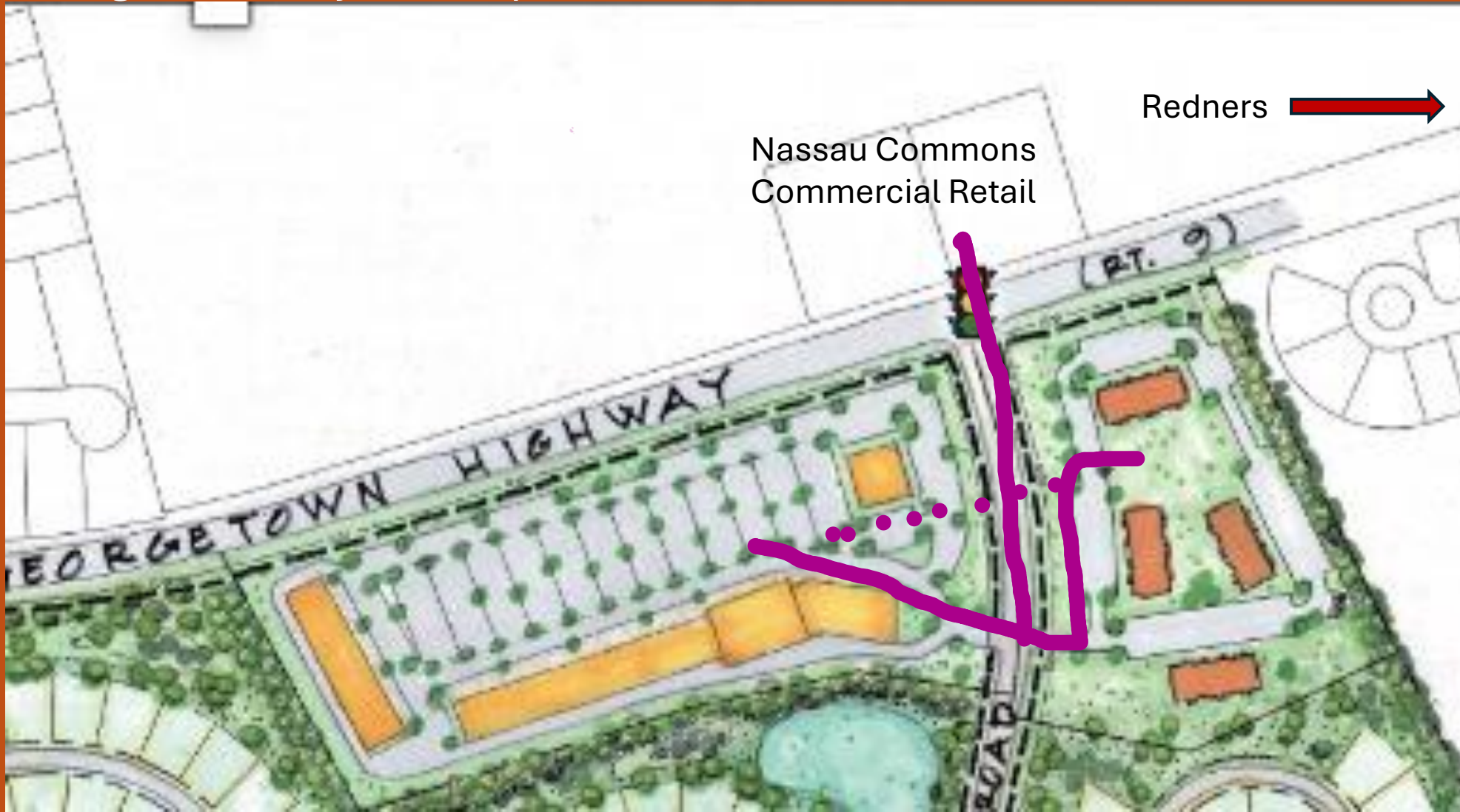
**Flashpoint:**

Mullbery Knoll Extension cuts through the subdivision and Northstar residents will have to cross Beaver Dam Rd. and the Extension to reach the Amenity Centers or Commercial Retail Space.





**Flashpoint:** To reach Commercial Retail Areas, Affordable Housing Residents must cross Mulberry Knoll Extension, or Lewes–Georgetown Highway. There is no light at Mulberry Knoll Extension. Pedestrians will cut through the buffer. The speed limit on Lewes-Georgetown Hwy is 50 mph.





# Design

## Concern:

Stub Road into Lewes Crossing was removed from the Preliminary Plan.

During the hearing, Lewes Crossing residents need to speak up and voice that in no way should this be added back by P&Z or CC, backing it a part of the record.

Interconnection is a priority to some who sit on P&Z Commission and CC





**Design Concern:** Security lighting for MR parking area will shine into Lewes Crossing from the west side. If this were a SCRP, a 50' – 100' forested buffer would be required for this very reason. A larger buffer will reduce light and noise pollution.



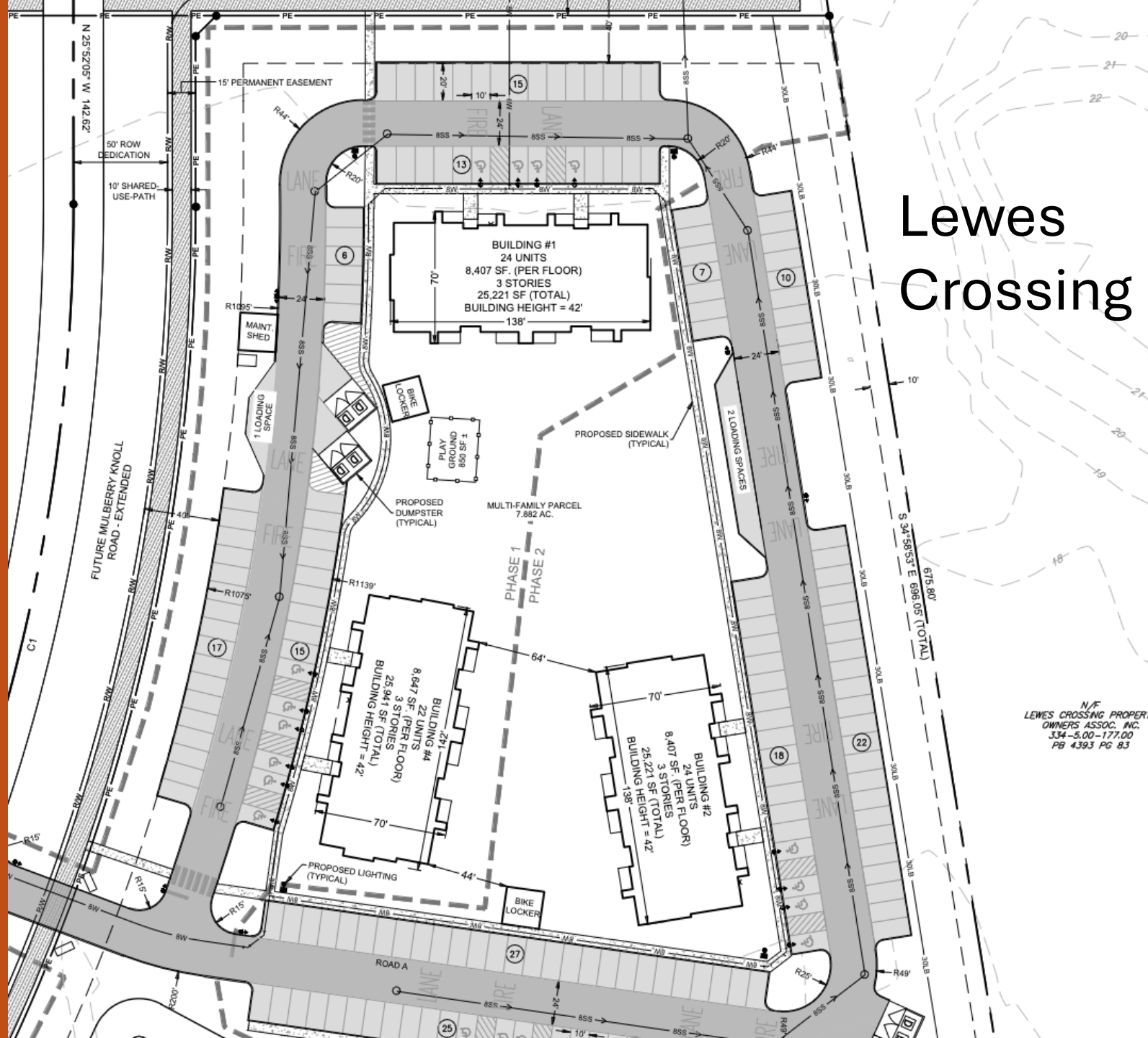


This is Lewes Crossing, already dealing with light and noise pollution from Redner's.





Without a larger forested buffer, the quality of life in Lewes Crossing will deteriorate, and home values will be impacted.



# Lewes Crossing



# Open Space

Cluster Subdivision requires 30% Open Space

Northstar must provide 114 Acres of Open Space

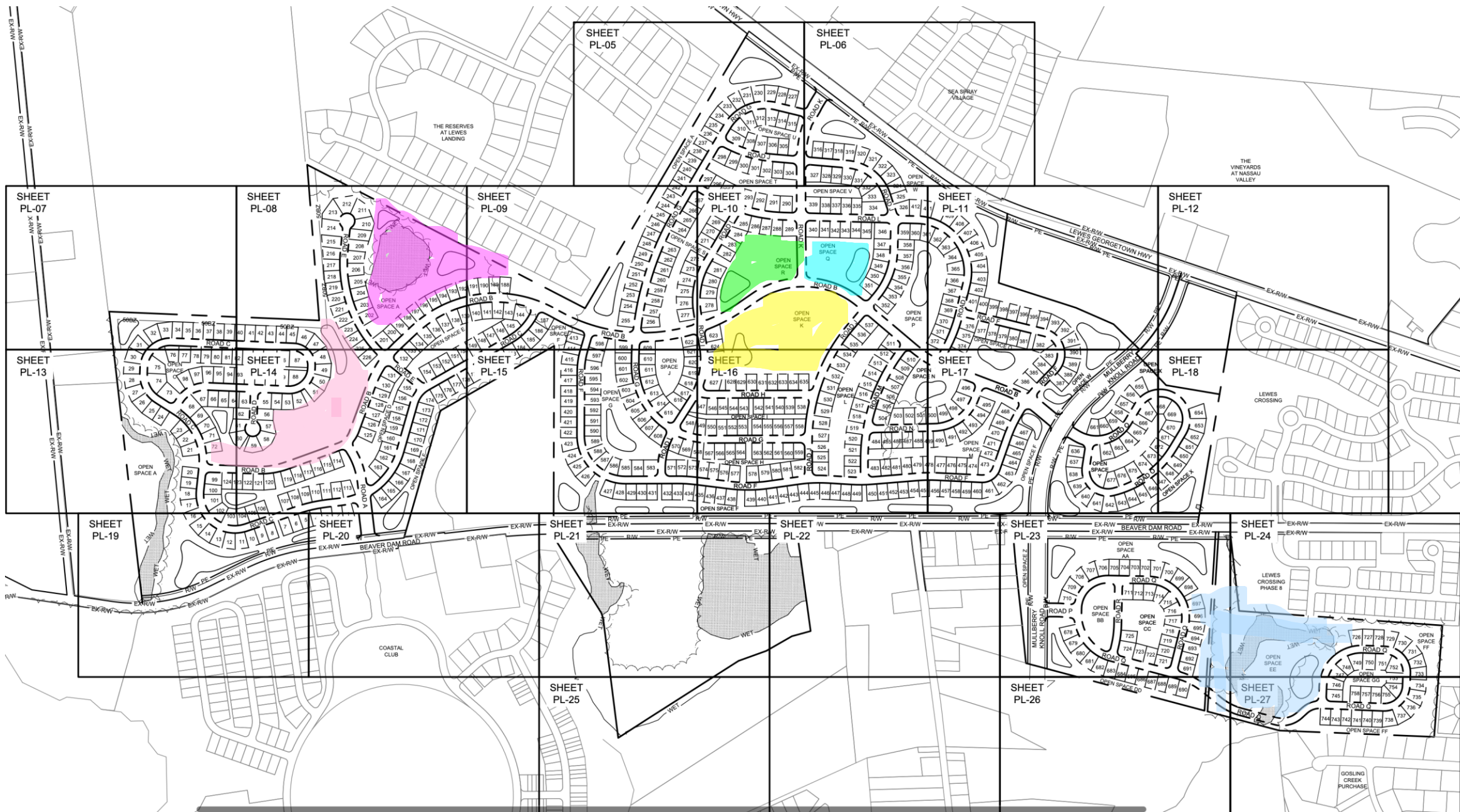
Northstar claims 166 Acres of Open Space

30% of the 30% Must be Contiguous, or 34 Acres.

Only One Area of the Site is large enough:

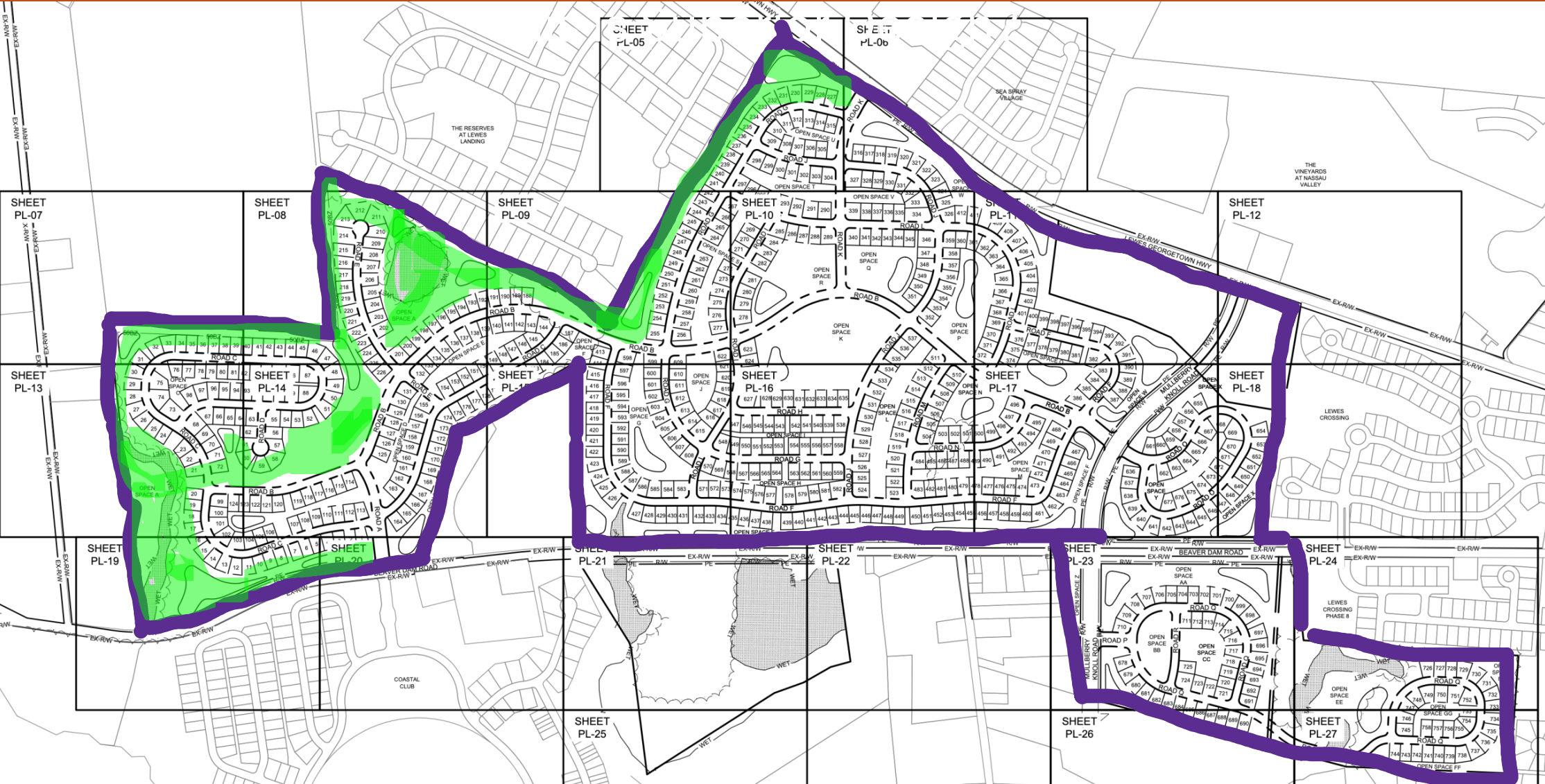
Open Space A = 46.3 Acres







# Open Space A is the Only Space that Qualifies as Contiguous (?) Open Space = 46.3 Acres



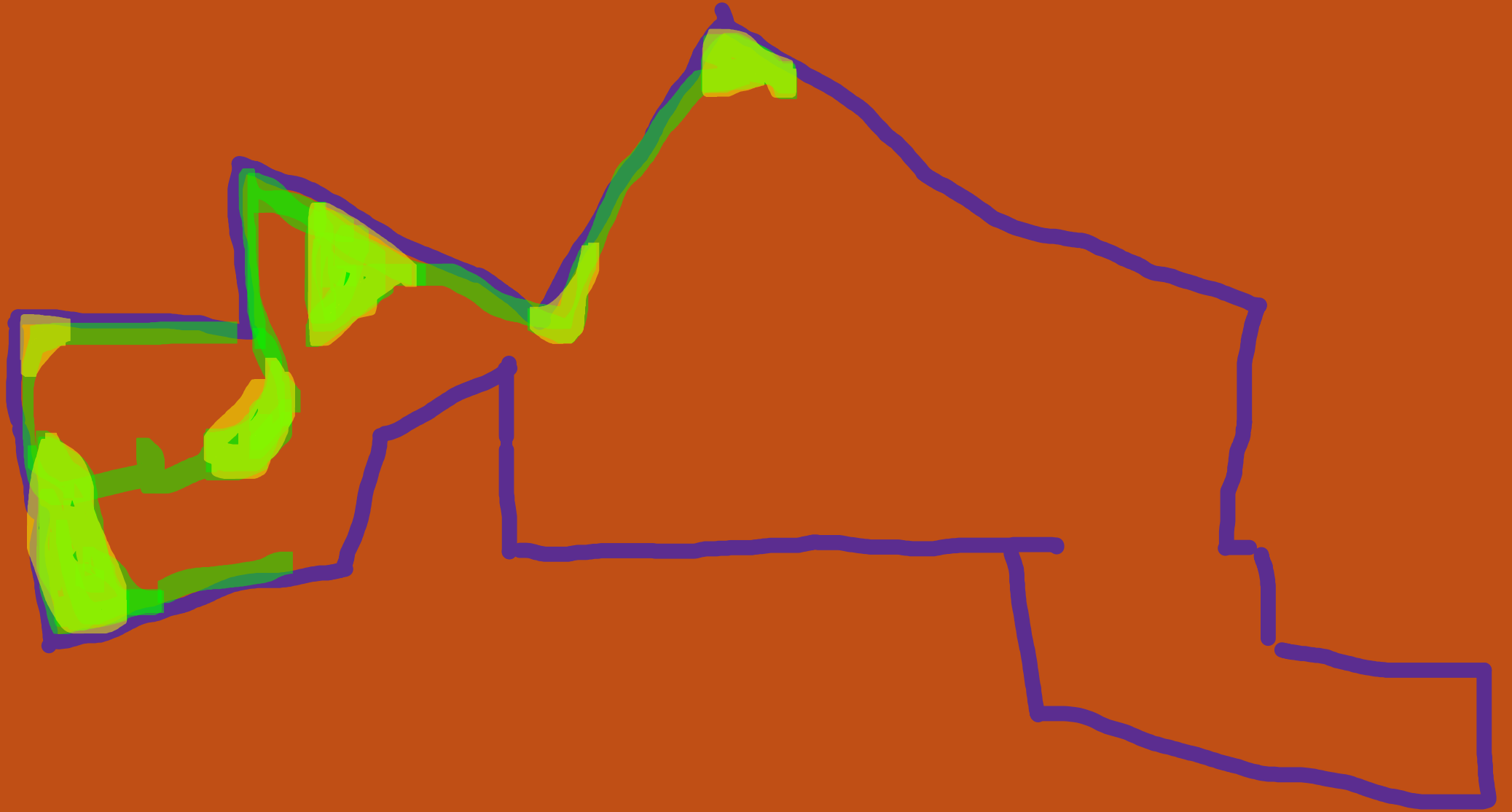


# 115-25 F (3)(a)[3][b]

- “Required open space must be designed to be beneficial to the residents or users of the open space. **It shall not be constituted of fragmented lands with little open space value.** Accordingly, 30% of all required open space shall be located on one contiguous tract of land, except that such open space may be separated by water bodies and a maximum of one street.”

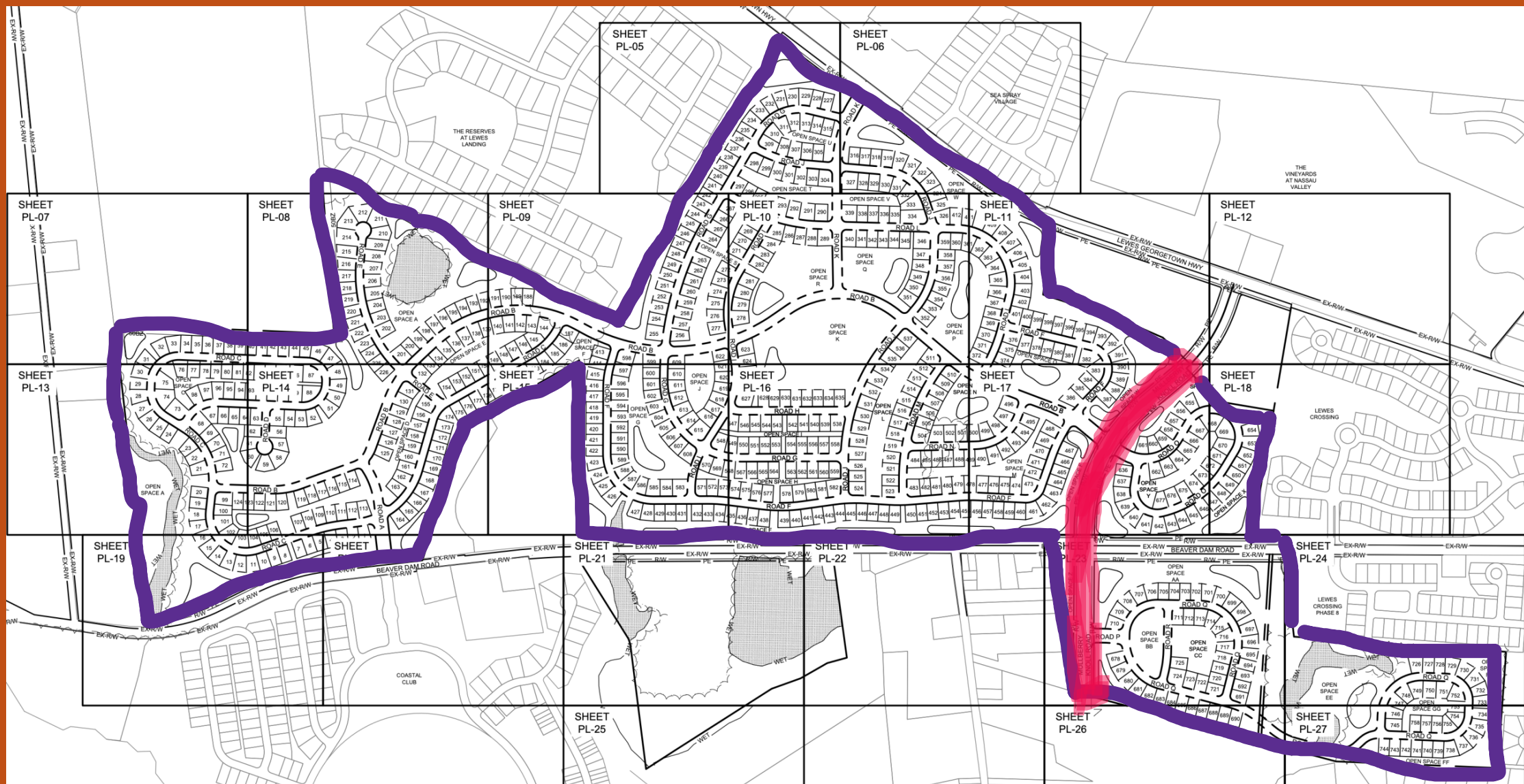


Open Space A is (6) small isolated Open Spaces  
Connected by the Perimeter Buffer





# Cluster Subdivision Gross Area needs to be reduced by the Mulberry Knoll Extension, its ROW and Easements.





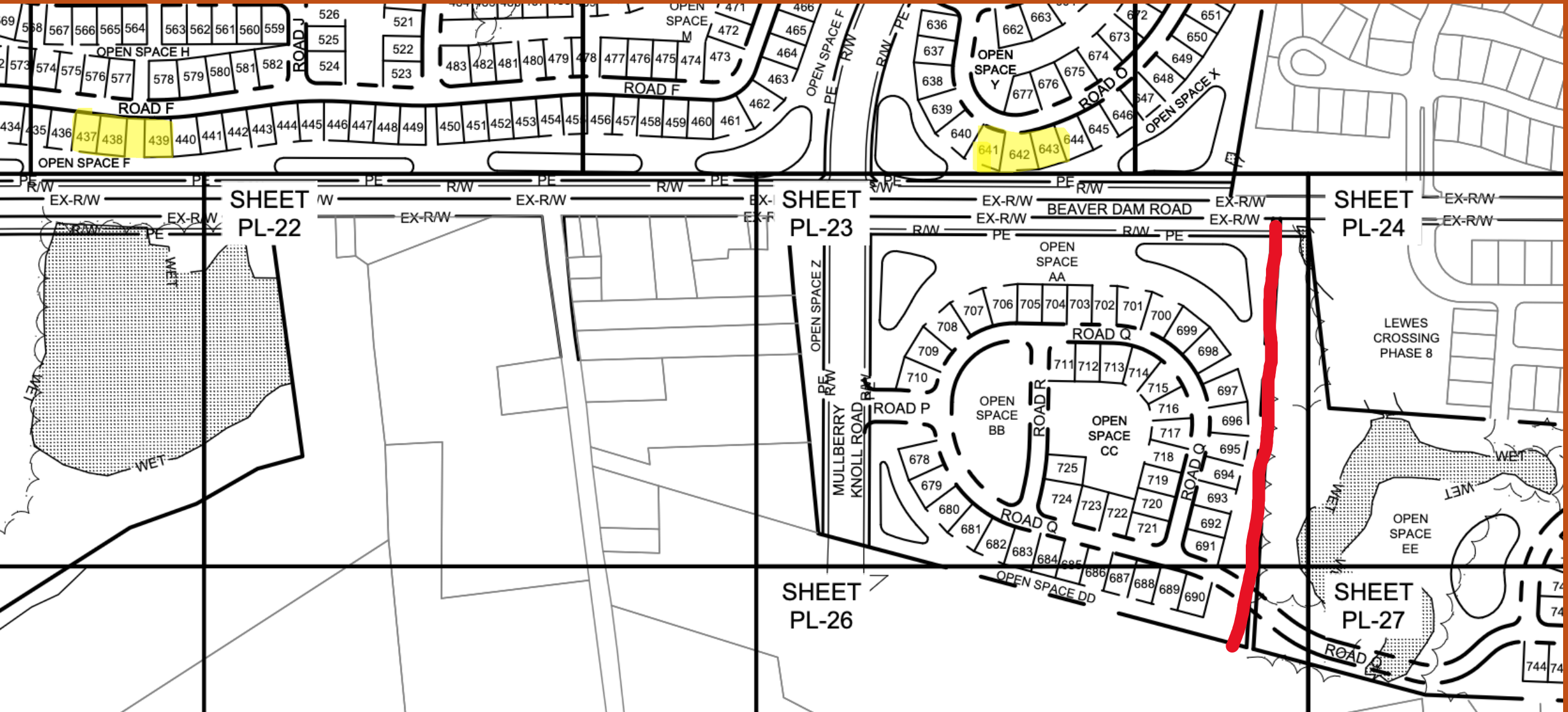
**Amenity Centers** are shown as Open Space.

Parking? (Impervious surfaces are not included in Open Space)





# Design Concern: Buffers for lots sufficient? Bee Jay Lane buffer of 20'?



# How does Northstar stack up against 99-9C?

“ . . . the approval of a subdivision shall include consideration of the following:”

**X** - #3. “Preservation of open space and scenic views.”

**X** - #6. “Screening of objectionable features from neighboring properties and roadways.”

**X** - #11. “Provision for safe vehicular and pedestrian movement within the site and to adjacent ways.”

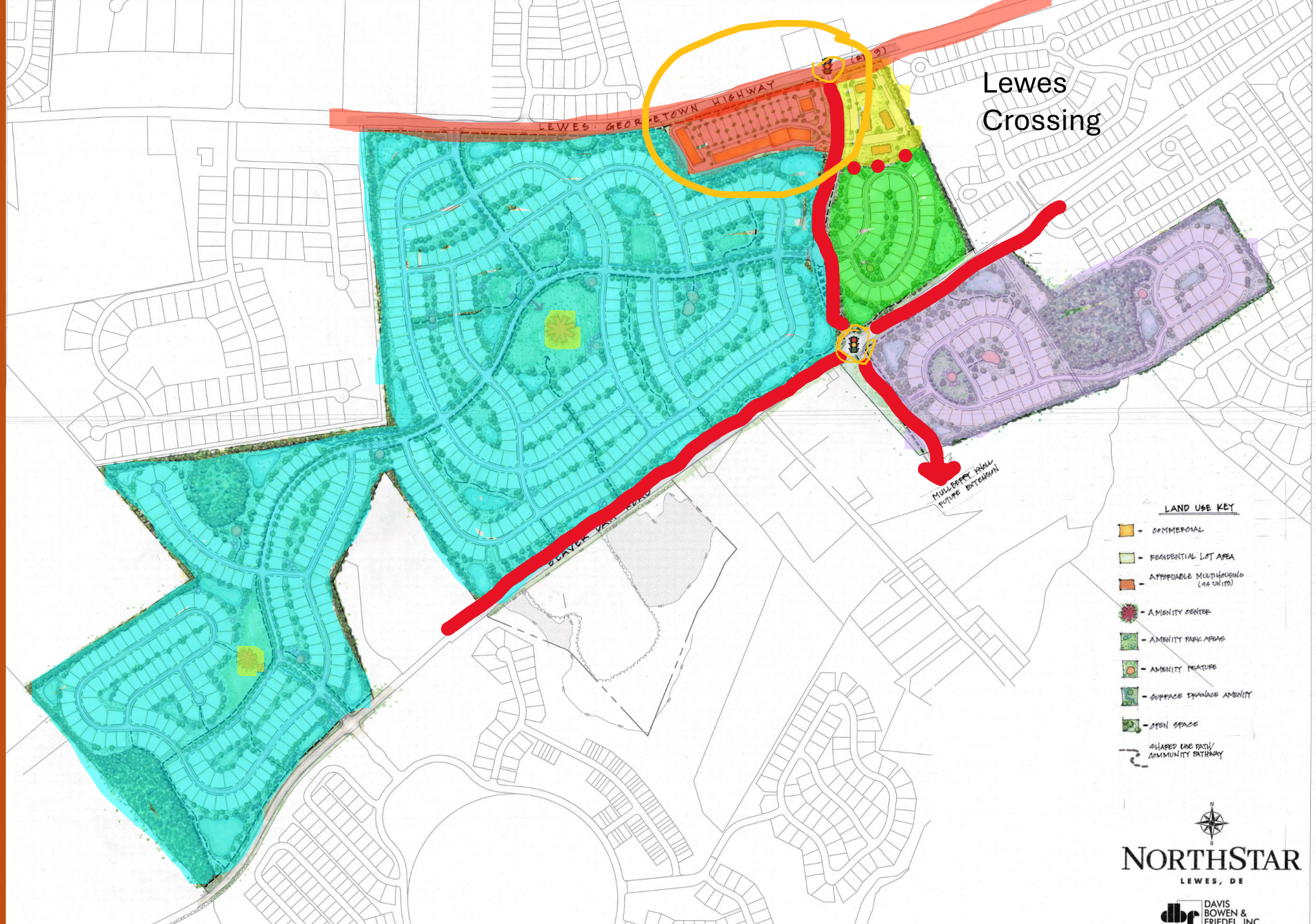
**X** - #14. “Effect on schools, public buildings and community facilities.”

**X** - # 15. “Effect on area roadways and public transportation.”



Rezoning to C3  
is overkill.

C1 or B1 would  
suffice.





# C3 – Heavy Commercial District

- This district is generally intended for larger scale auto-oriented retail and service businesses along major arterial roads that serve local and regional residents as well as the travelling public. In addition to most commercial uses found in this zone, automobile, truck, recreational vehicle and boat sales, rental and major repair facilities may also be located in this district.
- Other uses listed are warehousing, storage, manufacturing, and assembly.

# C1 – General Commercial District

- The purpose of this district is to provide for retail shopping, personal services and a wide variety of commercial and miscellaneous service activities generally serving a community-wide area. Such uses are generally located along major arterial roadways where a general mixture of commercial and service activity now exists. Such uses shall not be characterized by extensive warehousing, frequent heavy trucking activity, open storage of materials or the nuisance factors of dust, odor and noise associated with manufacturing.
- Any use permitted in AR-1 or B1



# What are the plans for Parcel C?

