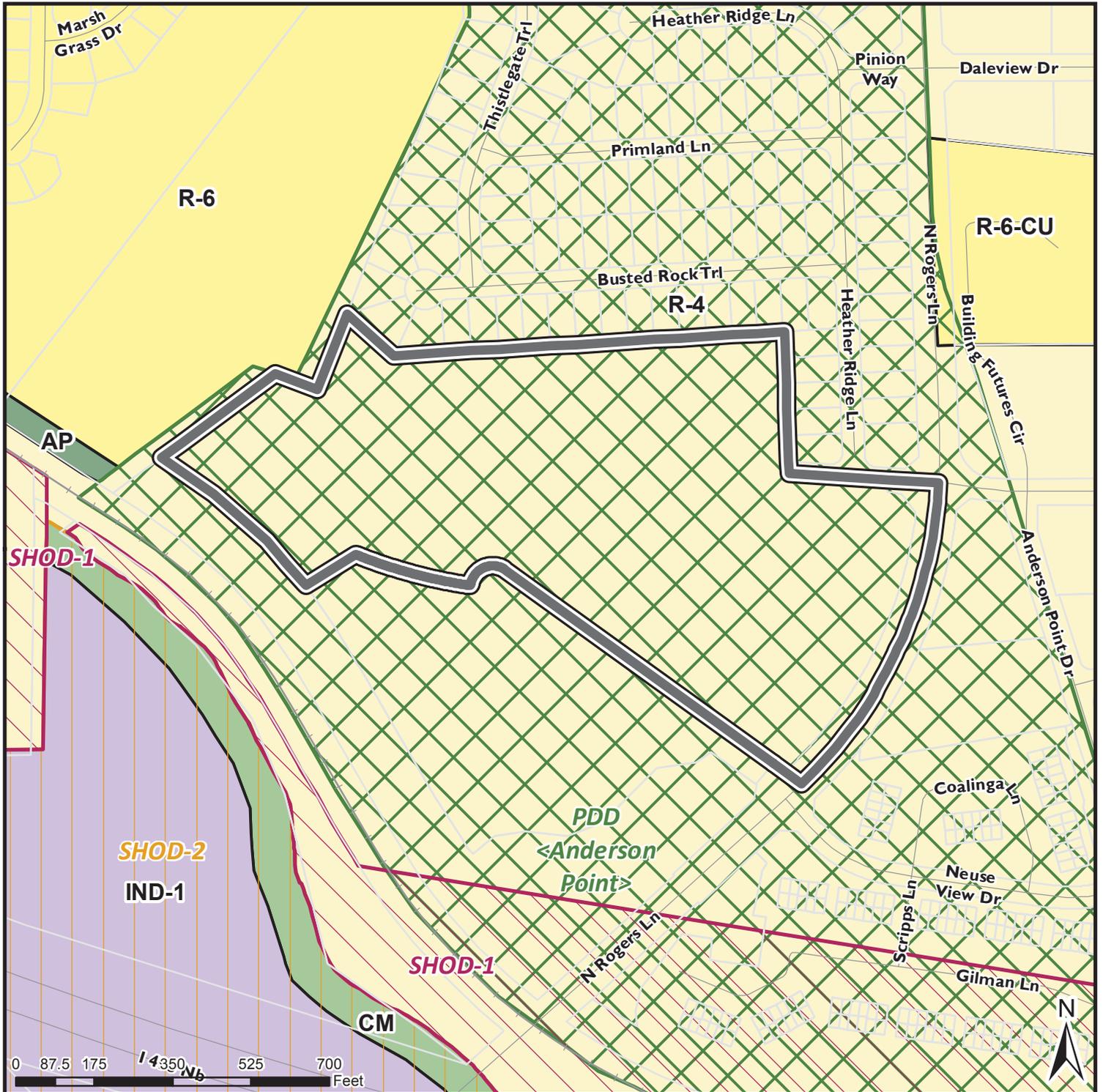


Existing Zoning Map

Z-29-2015



Submittal Date

8/5/2015

Request:

**20.47 acres from
R-4 w/PDD
to RX-4**

VICINITY MAP





Certified Recommendation

Raleigh Planning Commission

CR# 11670

Case Information: Z-29-15 – N. Rogers Lane

<i>Location</i>	N. Rogers Lane, west side, at Robbins Drive Address: 201 North Rogers Lane PIN: 1733481354
<i>Request</i>	Rezone property from Residential-4 with Planned Development District (R-4 w/ PDD) to Residential Mixed Use-4 stories [General Use] (RX-4)
<i>Area of Request</i>	20.47 acres
<i>Property Owner</i>	Wake County Board of Education/ c/o Real Estate Services Director/ 1429 Rock Quarry Road, Suite 116/ Raleigh, NC 27610
<i>Applicant</i>	Kenneth C. Haywood: 919-832-3915; khaywood@bbghlaw.com
<i>Citizens Advisory Council (CAC)</i>	Southeast – Tim Sit, Chairperson: 919-632-9483; sit@mindspring.com
<i>PC Recommendation Deadline</i>	January 11, 2016

Comprehensive Plan Consistency

The rezoning case is **Consistent** **Inconsistent** with the 2030 Comprehensive Plan.

Future Land Use Map Consistency

The rezoning case is **Consistent** **Inconsistent** with the Future Land Use Map.

Comprehensive Plan Guidance

<i>FUTURE LAND USE</i>	Community Mixed Use
<i>URBAN FORM</i>	Center: <i>(None designated.)</i> Corridor: <i>(None designated.)</i>
<i>CONSISTENT Policies</i>	Policy LU 1.2 - Future Land use Map and Zoning Consistency Policy LU 2.6 - Zoning and Infrastructure Impacts Policy LU 5.3 - Institutional Uses Policy LU 5.4 - Density Transitions Policy LU 5.5 - Transitional and Buffer Zone Districts Policy LU 5.6 - Buffering Requirements Policy LU 9.2 - Coordinating Institutional Growth
<i>INCONSISTENT Policies</i>	<i>(None identified.)</i>

Summary of Proposed Conditions

(None – General Use.)



Zoning Staff Report – Z-29-15

General Use District

Case Summary

Overview

The request is for rezoning to permit construction of a new public elementary school, temporarily titled E-40. A preliminary site plan, [SR-12-15](#), has been submitted for development of the school, and is in review by City staff.

Schools are a permitted as a Limited Use in most City zoning districts, subject to certain locational conditions and provisions for protective yards. The proposed zoning—RX-4 (General Use)—is being requested to allow portions of the building to be up to 4 stories/ 62 feet in height. Zoning districts allowing less intensive development carry greater height restrictions (e.g., R-6: 3 stories/ 40 feet; R-10: 3 stories/ 45 feet).

The site is currently subject to the provisions of the Master Plan for the Anderson Point Planned Development District (PDD). The Planning Commission approved a request to begin proceedings for the termination of the PDD zoning of the site on May 26, 2015.

The PDD encompasses nearly 95 acres on either side of Roger Lane, immediately north of I-495 and Anderson Point Park. The subject site, which comprises approximately 20.46 acres, is situated on the west side of N. Rogers Lane at its intersection with Robbins Drive. The property is listed as Tract Residential 3, Phase 2 (RES-3, PH-2) and Tract Residential 2, Phase 2 (RES-2, PH-2) of the Master Plan area.

The Master Plan designates the site for “high density” residential development (7 to 15 units/acre) with only townhomes and condominiums allowed. Maximum height permitted for residential construction is 50’, per the Thoroughfare District standard. To the north, Tract RES-1, PH-1 is built out with 110 single-family homes. To the southeast, Tracts RES-2, PH-1 and RES-3, PH-1 are built out with 190 townhomes. To the east, Tract RES-2, PH-3 is undeveloped and wooded. To the south, Tract Commercial 1, Phase 1 (C-1) is undeveloped and wooded. Tract C-1 is allowed up to 62,215 square feet of retail and office uses; other uses in the Neighborhood Business (NB) district – with some exceptions – are also allowed in Tract C-1.

The site is vacant and heavily wooded. Topography declines southwesterly from the Rogers/Robbin intersection, which is 60 feet higher than the western edge of the site, which lies partially in the floodplain of Crabtree Creek.

Under the school proposal, direct access is anticipated at two intersections: Robbins Drive, and Neuse View Drive, with indirect access planned from the existing residential development just to the north.

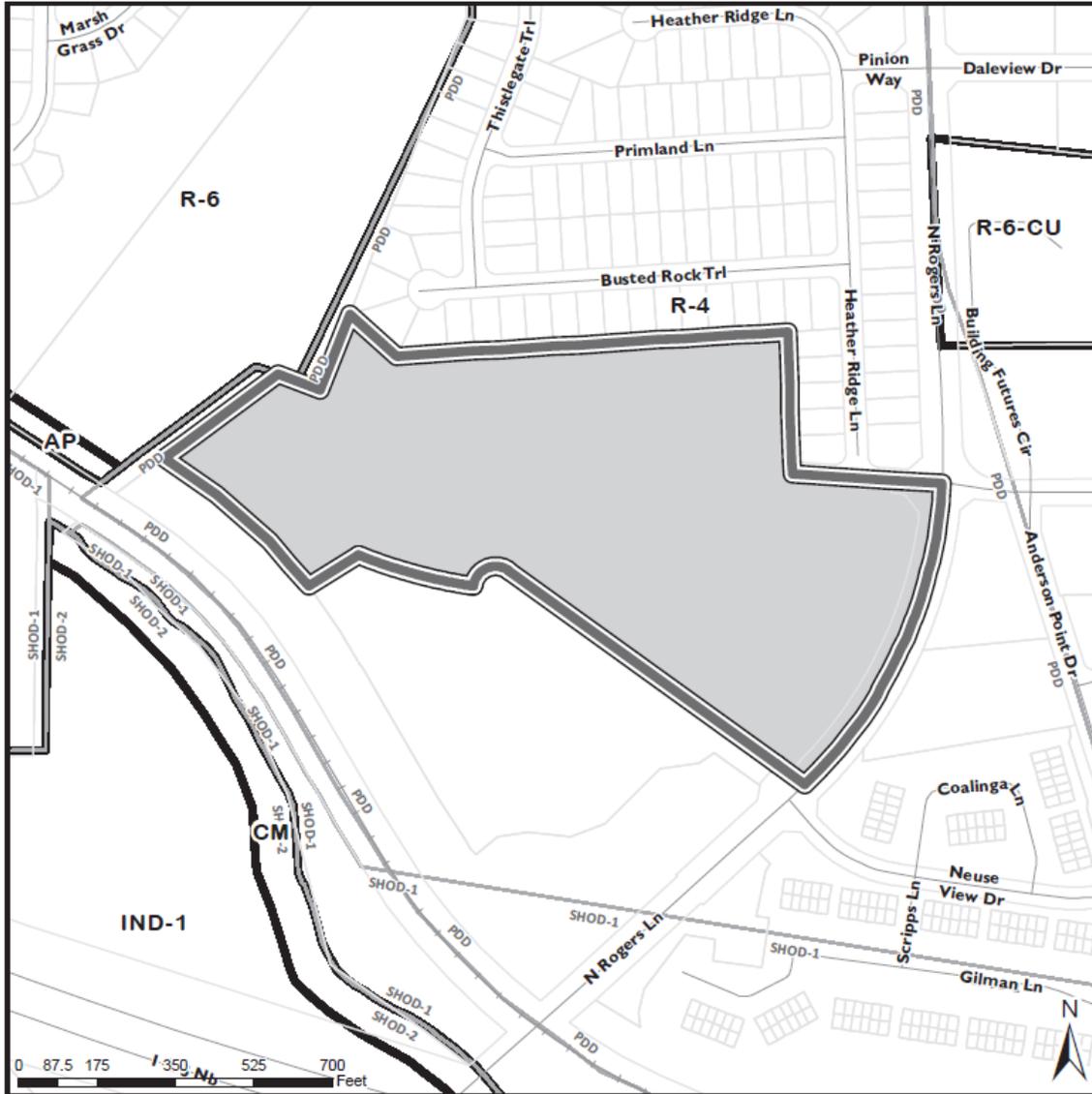
The Future Land Use Map places the site within a larger area designated Community Mixed Use. Civic and Institutional uses are consistent with that designation. Neither the site nor the adjacent streets carry an Urban Form designation.

Outstanding Issues

<i>Outstanding Issues</i>	<ol style="list-style-type: none">1. Potential traffic congestion.2. Sewer and fire flow matters may need to be addressed upon development.	<i>Suggested Mitigation</i>	<ol style="list-style-type: none">1. Provide recommended roadway improvements.2. Address sewer and fire flow capacities at the site plan stage.
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Existing Zoning Map

Z-29-2015



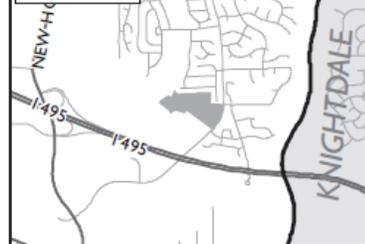
Submittal Date

8/5/2015

Request:

20.47 acres from
R-4 w/PDD
to RX-4

VICINITY MAP



Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
<i>Existing Zoning</i>	Residential-4	Residential-4; Residential-6	Residential-4	Residential-4	Residential-4
<i>Additional Overlay</i>	Planned Development District	Planned Development District; none	Planned Development District	Planned Development District	(none)
<i>Future Land Use</i>	Community Mixed Use	Low Density Residential	Community Mixed Use	Low Density Residential; Neighborhood Mixed Use	Public Parks & Open Space
<i>Current Land Use</i>	Vacant (wooded)	Single-unit living	Vacant (wooded)	Single-unit living; Vacant; Townhouses	Vacant (pond; wooded)
<i>Urban Form</i>	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
<i>Residential Density:</i>	3.96 DUs/ acre (max. 81 DUs total)	35.91 DUs/ acre (max. 735 DUs total)
<i>Setbacks:</i>	<i>Varies with lot sizes:</i>	<i>If Civic Building Type:</i>
<i>Front:</i>	10' to 20'	10'
<i>Side:</i>	0 to 12'	0' or 6'
<i>Rear:</i>	15' to 20'	0' or 6'
<i>Retail Intensity Permitted:</i>	(not permitted)	4,000
<i>Office Intensity Permitted:</i>	(not permitted)	4,000

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning**
<i>Total Acreage</i>	20.47	20.47
<i>Zoning</i>	R-4 w/ PDD	RX-4 (General Use)
<i>Max. Gross Building SF</i>	n/a	952,000 (if residential)*
<i>Max. # of Residential Units</i>	81	735
<i>Max. Gross Office SF</i>	(not permitted)	4,000
<i>Max. Gross Retail SF</i>	(not permitted)	4,000
<i>Max. Gross Industrial SF</i>	(not permitted)	(not permitted)
<i>Potential F.A.R</i>	n/a	1.07

*Proposed school (per submitted site plan): **103,517 square feet**

**The development intensities for proposed zoning districts were estimated using an impact analysis tool. The estimates presented are only to provide guidance for analysis.

The proposed rezoning is:

Compatible with the property and surrounding area.

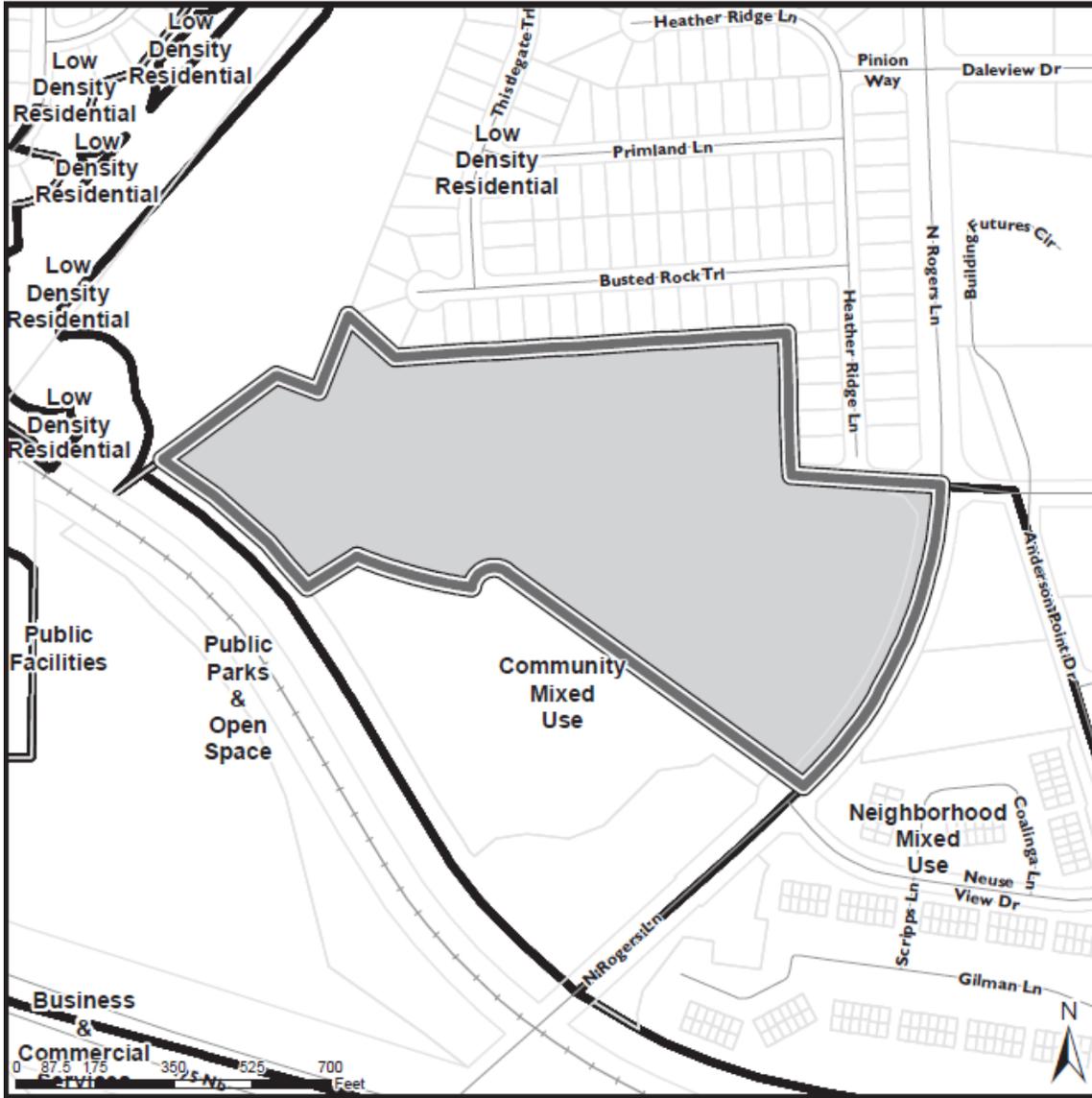
Incompatible.

Analysis of Incompatibility:

(N/A)

Future Land Use Map

Z-29-2015



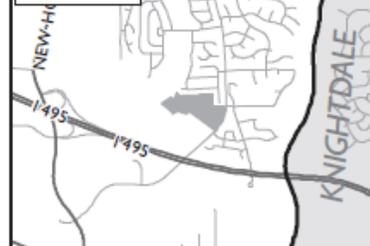
Submission
Date

8/5/2015

Request:

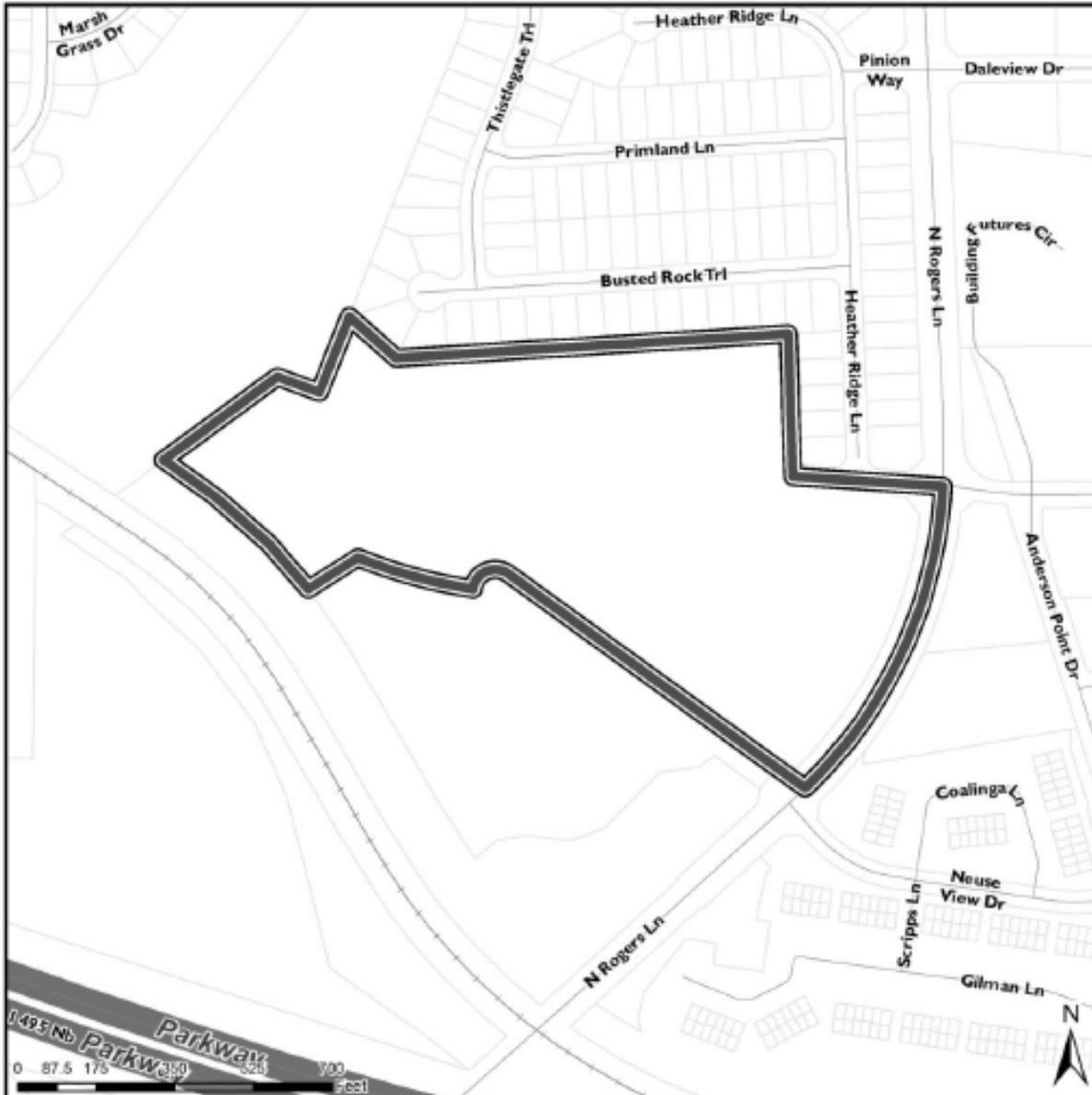
20.47 acres from
R-4 w/PDD
to RX-4

VICINITY MAP



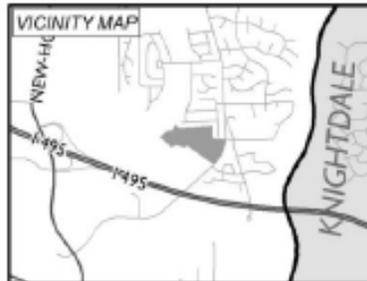
Urban Form Map

Z-29-2015



Submittal Date
8/5/2015

Request:
20.47 acres from
R-4 w/PDD
to RX-4



2. Comprehensive Plan Consistency Analysis

2.1 Comprehensive Plan

Determination of the conformance of a proposed use or zone with the Comprehensive Plan includes consideration of the following questions:

- Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?
- Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
- If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?
- Will community facilities and streets be available at City standards to serve the use proposed for the property?

The proposal may be considered consistent with the Future Land Use map and pertinent policies of the Comprehensive Plan. The higher-density residential development possible under the requested zoning is consistent with the site's Community Mixed Use designation, as is the intended use—a public elementary school—for which a site plan has been submitted. Both are consistent with Vision Themes "Managing Our Growth" and "Growing Successful Neighborhoods and Communities." Planned setbacks, protective yards, and open space enhance the compatibility of the projected school facility.

With implementation of transportation improvements cited in the Transportation impacts analysis, infrastructure and facilities can be expected to be sufficient to accommodate the planned development of the school.

2.2 Future Land Use

Future Land Use designation: Community Mixed Use

The rezoning request is:

Consistent with the Future Land Use Map.

Inconsistent

Analysis of Inconsistency:

(N/A)

2.3 Urban Form

Urban Form designation: *(None designated.)*

Not applicable

The rezoning request is:

Consistent with the Urban Form Map.

Inconsistent

Analysis of Inconsistency:

(N/A)

2.4 Policy Guidance

The rezoning request is **inconsistent** with the following policies:

(None identified.)

2.5 Area Plan Policy Guidance

The rezoning request is not within a portion of the City subject to an Area Plan.

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- Developed as a school, the site would provide an important civic resource to meet the demands of a growing population, reducing overcrowding elsewhere and offering a new school facility in the subject area of the City.

3.2 Detriments of the Proposed Rezoning

- Developed as a school, traffic congestion could occur during peak travel times unless recommended roadway improvements occur.

4. Impact Analysis

4.1 Transportation

A traffic impact analysis report has been received and reviewed by transportation planning staff. The following improvements are recommended to mitigate the impacts created by an elementary school with 900 pupils (ref SR-12-2015 site review comments).

- Construct an exclusive right-turn lane with 150' of storage on westbound Rogers Lane at its intersection with New Hope Road.
- Construct an exclusive right-turn lane with 150' of storage on northbound New Hope Road at its intersection with Rogers Lane.
- Modify the existing traffic signal to provide "Split" phases for the northbound and southbound
- Rogers Lane approaches to New Hope Road.
- Construct an exclusive right-turn lane with 100' of storage on southbound Rogers Lane at the E-40 school driveway #1.

- Extend the existing northbound left-turn lane from 150' to 250' of storage on northbound Rogers Lane at the E-40 school driveway #1.
- Install a new traffic signal at the intersection of Rogers Lane with Neuse View Drive and the E-40 school driveway #1.
- Restrict turning movements at the E-40 driveway #2 on Rogers Lane to Right-In/Right-out only.
- Provide 1,930 feet of internal stacking within the school site.

Impact Identified: Traffic congestion.

Note: If the site is to be developed for uses under RX other than a public school, then a revised Traffic Study must be submitted prior to preliminary plan approval.

4.2 Transit

This area is not served by transit. Currently the closest transit stop is on Bus Way at Poole Rd approximately 1.5 miles away. Neither the City of Raleigh Short Range Transit Plan nor the Wake County 2040 Transit Study proposes transit in this area and there are no transit requests.

Impact Identified: None.

4.3 Hydrology

<i>Floodplain</i>	FEMA Floodplain present
<i>Drainage Basin</i>	Crabtree
<i>Stormwater Management</i>	Subject to stormwater regulations under Article 9 of UDO
<i>Overlay District</i>	None

Impact Identified: None.

4.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	40,940 gpd	39,000 gpd
<i>Waste Water</i>	40,940 gpd	39,000 gpd

The proposed rezoning would not impact the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the property.

Impact Identified: The developer may be required to submit a downstream sanitary sewer capacity study and those required improvements identified by the study must be permitted and constructed in conjunction with and prior to the proposed development being constructed.

Verification of available capacity for water fire flow is required as part of the building permit process. Any water system improvements required to meet fire flow requirements will also be required.

4.5 Parks and Recreation

Site is not adjacent to existing or proposed greenway trail, connector, or corridor. Nearest trail is Neuse River Trail, 0.25 miles. Recreation services are available at Anderson Point Park, 0.42 miles.

Impact Identified: None.

4.6 Urban Forestry

This site, being larger than 2 acres in size, will be required to comply with UDO Article 9.1-- Tree Conservation at the time of development (site plan or subdivision submittal).

Impact Identified: None.

4.7 Designated Historic Resources

There are no known historic resources on the site or within 1000 feet of it.

Impact Identified: None.

4.8 Community Development

This site is not located within a redevelopment plan area.

Impact Identified: None.

4.9 Impacts Summary

- Potential traffic congestion.
- Sewer and fire flow matters may need to be addressed upon development.

4.10 Mitigation of Impacts

- Provide recommended roadway improvements.
- Address sewer and fire flow capacities at the site plan stage.

5. Conclusions

The proposed zoning is consistent with the Future Land Use map and pertinent policies of the Comprehensive Plan. The anticipated development of the site as a school provides a needed public resource in this section of the City. The site plan submitted in concert with the rezoning request offers added assurance of development compatibility. Roadway improvements recommended by staff should help mitigate traffic impacts.



Planning & Development

**Development Services
Customer Service Center**
One Exchange Plaza
1 Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
Fax 919-516-2685

Rezoning Application

Rezoning Request	OFFICE USE ONLY
<input checked="" type="checkbox"/> General Use <input type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan Existing Zoning Classification R-4 with PDD Proposed Zoning Classification Base District RX Height 4 Frontage _____ If the property has been previously rezoned, provide the rezoning case number. Z-113-97 and MP-1-97 _____ Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. 430299	Transaction Number <div style="font-size: 2em; font-family: cursive;">Z-29-15</div>

GENERAL INFORMATION		
Property Address 201 N. Rogers Lane		8-5-15
Property PIN 1733481354	Deed Reference (Book/Page) 15739/0735	
Nearest Intersection I-495		Property size (in acres) 20.47
Property Owner/Address Wake County Board of Education c/o Real Estate Services Director 1429 Rock Quarry Road, Suite 116 Raleigh, NC 27610	Phone 919-664-5601	Fax 919-856-8288
	Email bparker@wcpss.net	
Project Contact Person/Address Kenneth C. Haywood, Attorney Boxley, Bolton, Garber & Haywood, LLP Post Office Drawer 1429 Raleigh, NC 27602	Phone 919-832-3915	Fax 919-832-3918
	Email khaywood@bbghlaw.com	
Owner/Agent Signature 	Email khaywood@bbghlaw.com	

A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.



Planning & Development

**Development Services
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One Exchange Plaza
1 Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
Fax 919-516-2685

Rezoning Application Addendum

Comprehensive Plan Analysis	OFFICE USE ONLY
The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.	Transaction Number
	Zoning Case Number

STATEMENT OF CONSISTENCY	
Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map and any applicable policies contained within the 2030 Comprehensive Plan.	
1.	The proposed use is for a Wake County Public School to open the summer of 2017. WCPSS plans to improve the site with an elementary school. The proposed zoning is RX which is similar to the R-4 zoning which is the current zoning on the site. The present zoning also is a PDD with conditions attached. As a result of the conditions attached to the PDD, rezoning is necessary for the Wake County Public School System to build a school on the site. Typically a school can be built in a R-4 zoning district. The school system is requesting RX 4 since one of two buildings is three stories in order to accommodate a larger school population. For this location with the R-4 PDD for Anderson Point and the future land use map of CX, height should not be a concern. The proposed site is adjacent to a residential area which is part of the Anderson Point Master Plan. Wake County schools are often placed in areas adjacent to residential development. The theme and character of CX is for a variety of retail and services to meet the demands of the surrounding residents. A public school is compatible with these same community needs.
2.	The Comprehensive Plan states on Page 314--317 that the City is to collaborate with the Wake County Board of Education on school siting for the expanding school population.
3.	Schools are compatible with the existing character of the surrounding areas since many times the children that attend the school live in the neighborhoods near the school. The use of the school will not have a negative impact on city services. The school will be required by the City, County and State to make road improvements and sidewalk improvements adjacent to the school site.
4.	The original developer that applied for a R-4 PDD zoning for the Anderson Point area has changed and during that time period after the rezoning much of the land within the Anderson Pointe Master Plan remains undeveloped. This zoning change will meet the needs of the community for additional school classroom seats.

PUBLIC BENEFITS	
Provide brief statements regarding the public benefits derived as a result of the rezoning request.	
1.	The Wake County Public School System has identified the school site as necessary to meet the expanding needs of the growing population of school age children in this area of Wake County.
2.	The most obvious public benefit is to reduce present and future overcrowding in schools by offering additional classroom seats for elementary age children.
3.	Once rezoned, the site will be improved with a new elementary school meeting the building guidelines established by the State of North Carolina, the City of Raleigh, Wake County and the Wake County Board of Education.

URBAN DESIGN GUIDELINES

If the property to be rezoned is shown as a "mixed use center" or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.

1.	<i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i>
2.	<i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i>
3.	<i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i>
4.	<i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i>
5.	<i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i>
6.	<i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i>
7.	<i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i>
8.	<i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i>
9.	<i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i>
10.	<i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i>
11.	<i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i>
12.	<i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i>
13.	<i>New public spaces should provide seating opportunities.</i>
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i>
15.	<i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i>
16.	<i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i>

17.	<i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i>
18.	<i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i>
19.	<i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i>
20.	<i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i>
21.	<i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i>
22.	<i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i>
23.	<i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i>
24.	<i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i>
25.	<i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i>
26.	<i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i>

BOXLEY, BOLTON, GARBER & HAYWOOD, L.L.P.

Z-29-15

ATTORNEYS AT LAW

THE NASH SQUARE BUILDING

227 WEST MARTIN STREET

POST OFFICE DRAWER 1429

RALEIGH, NORTH CAROLINA 27602

TELEPHONE (919) 832-3915

FAX (919) 832-3918

J. MAC BOXLEY
LAWRENCE E. BOLTON
RONALD H. GARBER
KENNETH C. HAYWOOD
EVERETT M. BOLTON
NATHAN G. ZALESKI

July 14, 2015

Neighboring Property Owners:

Re: 201 N. Rogers Lane, Raleigh NC;
E-40 Wake County Board of Education Elementary School

You are invited to attend a neighborhood meeting on July 28, 2015. The meeting will be held at Barwell Elementary School, 3925 Barwell Road, Raleigh. The meeting will begin at 6:30 p.m.

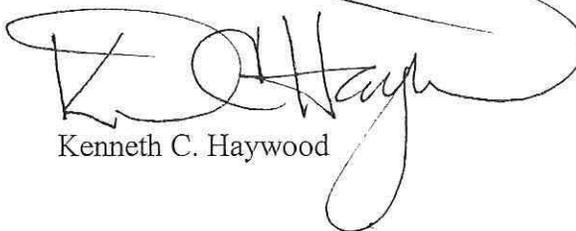
The purpose of this meeting is to discuss the rezoning of the property located at 201 N. Rogers Lane which is currently zoned R-4 PDD and is proposed to be rezoned to RX 5. The applicant will be the Wake County Board of Education which intends to build a new elementary school on the site.

The City of Raleigh requires that prior to any submittal of any rezoning application, a neighborhood meeting involving the property owners within 100 feet of the area requested for rezoning.

If you have any questions about the proposed neighborhood meeting, please call me at (919) 832-3915.

Sincerely,

BOXLEY, BOLTON, GARBER, & HAYWOOD, LLP



Kenneth C. Haywood

KCH/lbf

SUMMARY OF ISSUES

A neighborhood meeting was held on July 28, 2015 to discuss a potential rezoning located at 201 N. Rogers Lane. The neighborhood meeting was held at Barwell Elementary School. There were approximately eight neighbors in attendance. The general issues discussed were:

Summary of Issues:

1. Landscape buffers for adjacent residential area.
2. Discussion regarding new intersection with Heatheridge.

Attendance Roster:

Name

Address

Natasha Diamond
Kurt Downie
Steve Zetts
Angie C. Easterday
Rick Hines
Leander Kee
Aisha Kee
Robert Tate
SHERI GREEN
Robin Parrish
Marta Guzman
Jelecia Morrison

6301 Poole Road, Raleigh 27610
5816 CALIFORNIA ST. RALEIGH 27609
3832 COTTAGE ROSE LANE
1015 Princeton View Ln. Knightdale 275
634 Redford Place Dr. Rolesville
3436 Griffice Mill Rd Raleigh NC
3436 Griffice Mill Rd Raleigh NC
5112 Busted Rock Trail, Raleigh NC
WCPSS Staff
WCPSS
5124 Busted Rock Trail, Raleigh NC 27611
5325 Heather Ridge Ln Raleigh NC