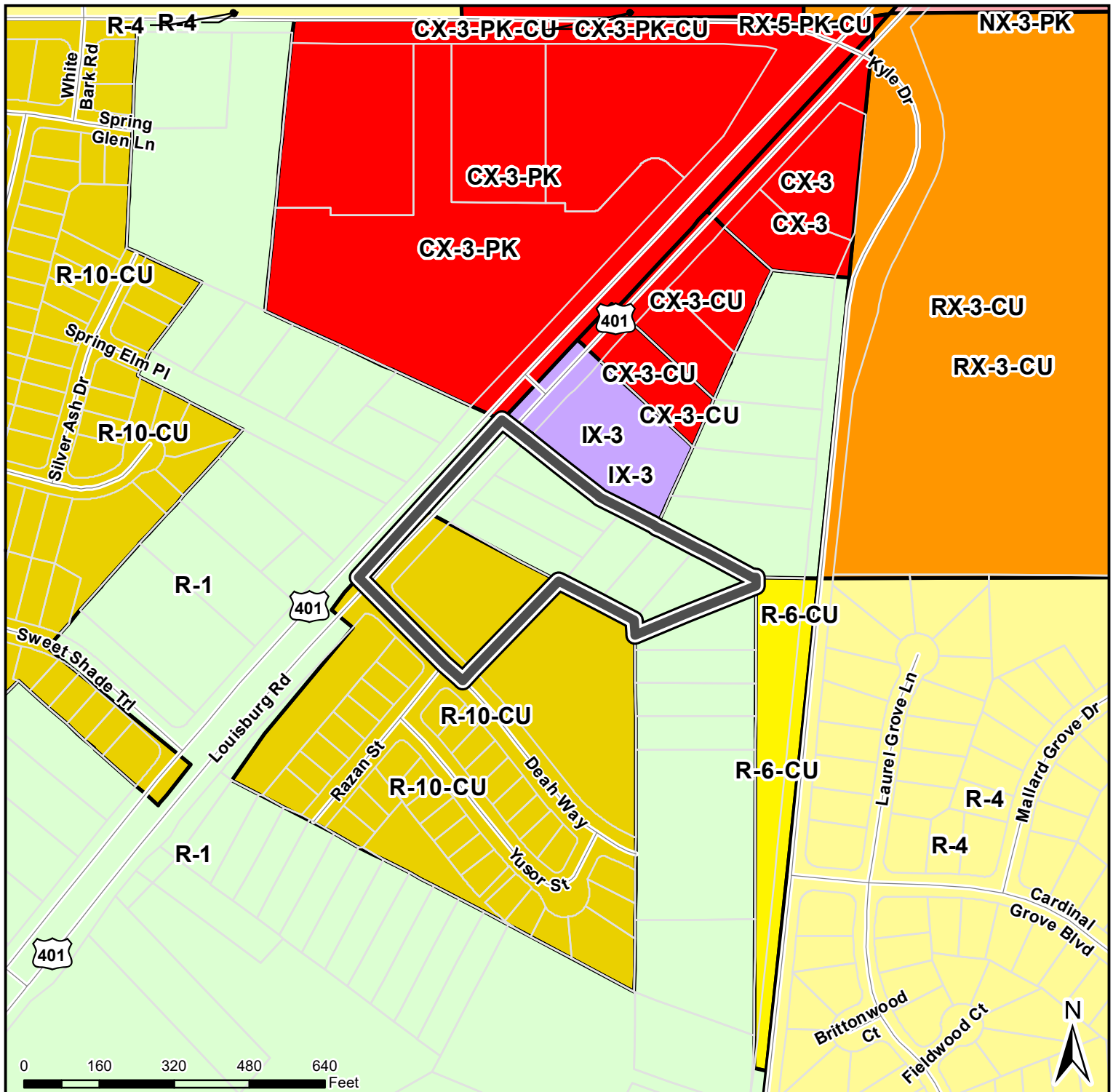


Existing Zoning

Z-30-2019



Property	5520, 5600, 5604, 5606, 5608, 0 Louisburg Road; 5521 Kyle Drive
Size	3.87 acres
Existing Zoning	R-1 & R-10-CU
Requested Zoning	NX-3-CU

Location



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR #11970

CASE INFORMATION: Z-30-19 LOUISBURG ROAD

Location	<p>On the east side of Louisburg Road, approximately 1,100 feet south of its intersection with Spring Forest Road and Kyle Drive.</p> <p>Address: 5520, 5600, 5604, 5606, 5608 & 0 Louisburg Road; 5521 Kyle Drive</p> <p>PINs: 1736150535, 1736151636, 1736153633, 1736154519, 1736152719, 1736151772, 1736154595</p> <p>iMaps, Google Maps, Directions from City Hall</p>	
Current Zoning	R-1, R-10-CU	
Requested Zoning	NX-3-PK-CU	
Area of Request	3.87 acres	
Corporate Limits	Part of the subject site is within the corporate limits of the city, the remainder is within the city's ETJ and contiguous to corporate limits. Annexation is not required for rezoning but is likely for city services to achieve the requested entitlement.	
Property Owner	Cozy Homes, LLC 5520 Louisburg Road Raleigh, NC 27616	Sawa Real Estate, LLC 3722 Wake Forest Road Durham, NC 27703
Applicant	Beth Trahos Nelson Mullins Riley & Scarborough LLP	
Citizens Advisory Council (CAC)	Northeast CAC Amy Howard, Chair	
PC Recommendation Deadline	March 9, 2019	

SUMMARY OF PROPOSED CONDITIONS

1. The following uses shall be prohibited: bar, nightclub, tavern, lounge; vehicle sales/rental; and vehicle repair (minor).
2. No more than 30 dwelling units (7.75 units/acre) shall be permitted.
3. Office uses shall not exceed 30,000 square feet. Other Commercial uses shall not exceed 50,000 square feet combined.
4. No single establishment shall exceed 10,000 square feet.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Moderate Density Residential
Urban Form	Parkway Corridor
Consistent Policies	Policy LU 7.5—High-Impact Commercial Uses Policy LU 8.10—Infill Development Policy LU 8.12—Infill Compatibility Policy H 1.8—Zoning for Housing Policy UD 1.10—Frontage
Inconsistent Policies	Policy LU 1.2—Future Land Use Map and Zoning Consistency Policy LU 5.2—Managing Commercial Development Impacts Policy LU 5.4—Density Transitions Policy LU 5.6—Buffering Requirements

FUTURE LAND USE MAP CONSISTENCY

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

COMPREHENSIVE PLAN CONSISTENCY

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

PUBLIC MEETINGS

Neighborhood Meeting	CAC	Planning Commission	City Council
4/30/19 20 attendees	10/10/2019 44 (Y) – 0 (N) – 2 (A)	12/10/2019	1/7/2020

PLANNING COMMISSION RECOMMENDATION

The rezoning case is **Inconsistent** with the Future Land Use Map and **Consistent** with the relevant policies in the Comprehensive Plan, furthermore **Approval** is reasonable and in the public interest because:

Reasonableness and Public Interest	The request is reasonable and in the public interest because it would permit a mixed use-development with commercial uses supporting new residential uses, and would provide greater housing choice in the area and improve housing affordability.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	If approved, the Future Land Use Map will be amended as to the subject parcel(s) only from Moderate Density Residential to Neighborhood Mixed Use.
Recommendation	Approval
Motion and Vote	Motion: Geary; Second: Mann In Favor: Geary, Hicks, Jeffreys, Mann, Tomasulo and Winters
Reason for Opposed Vote(s)	N/A

ATTACHMENTS

1. Staff report
2. Rezoning Application
3. Original conditions
4. Comprehensive Plan Amendment Analysis

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report and Comprehensive Plan Amendment Analysis.

Planning Director 12/10/19

Planning Commission Chair 12/10/19

Staff Coordinator: Ira Mabel: (919) 996-2652; Ira.Mabel@raleighnc.gov

AGENDA ITEM (D) 3: Z-30-19 - Louisburg Road and Kyle Drive

This case is located Louisburg Rd & Kyle Dr. On the east side of Louisburg Road, approximately 1,100 feet south of its intersection with Spring Forest Road and Kyle Drive (Northeast CAC).

This is a case to rezone from Residential-1 (R-1) & Residential-10-Conditional Use (R-10-CU) to Neighborhood Mixed Use-3 Stories-Conditional Use (NX-3-CU).

Planner Mabel presented the case.

Beth Trahos representing the applicant gave a brief overview of the case

Mr. Geary made a motion to approve and make appropriate changes to Comprehensive Plan. Chair Jeffreys seconded the motion. The vote is unanimous 6-0.



ZONING STAFF REPORT – CASE Z-30-19

Conditional Use District

OVERVIEW

This request is to rezone seven parcels totaling approximately 3.87 acres from Residential-1 (R-1) and Residential-10-Conditional Use (R-10-CU) to Neighborhood Mixed Use-3 Stories-Parkway Frontage-Conditional Use (NX-3-PK-CU). Proposed zoning conditions prohibit bars, vehicle sales, and vehicle repair; limit residential development to 30 units; limit office uses to no more than 30,000 square feet in total; limit non-office commercial uses to no more than 50,000 square feet in total; and restrict individual businesses to 10,000 square feet.

The site has already been mostly cleared and graded, with two detached dwellings on Louisburg Road still remaining. The site was relatively flat before grading, sloping generally eastward from Louisburg Road down to Kyle Drive. It remains flat post-grading.

The subject site is on the east side of Louisburg Road, south of Spring Forest Road. The site and five additional parcels also owned by Sawa Real Estate, LLC comprise the entire width of the block between Louisburg Road and Kyle Drive. One lot of the rezoning site is within Raleigh's corporate limits, having been annexed in 2018 (A1605) along with what is now 33 individual home lots, two common open space lots, and one lot for the community center of The Oasis subdivision (SR-27-16) directly to the south of the site. The remaining parcels of the site are within the ETJ and contiguous with city limits.

The subject site is designated as Moderate Density Residential on the Future Land Use Map. To the south of the site, as mentioned previously, is The Oasis subdivision which is still being built out; there are approximately a dozen homes that are complete or under construction, with some having already been sold to individual homeowners. Plans for The Oasis have always included the larger lot within the subdivision directly adjacent to the rezoning site as a 2,600 square foot mosque and community center. The rezoning site, being controlled and developed by the same entity, will also likely serve and be oriented toward the rest of The Oasis. All the land to the south of the site between Louisburg Road and Kyle Drive, including both The Oasis and other contiguous parcels, is also designated Moderate Density Residential.

Uses north of the site on the remainder of the block include a vehicle repair business, a vehicle sales business, and several detached houses. These are all designated Neighborhood Mixed Use, but zoning districts vary from R-1 to CX-3 and IX-3.

East of the site across Kyle Drive is low-density residential development at approximately four units per acre, designated Low Density Residential on the FLUM. There is also a large undeveloped tract east of Kyle Drive designated Medium Density Residential.

Directly to the west across Louisburg Road are two detached houses designated Low Density Residential; on the south side of those is undeveloped land and another detached house, also Low Density Residential; and just to the north is a Food Lion grocery store and associated out-parcels, designated Neighborhood Mixed Use and zoned CX-3.

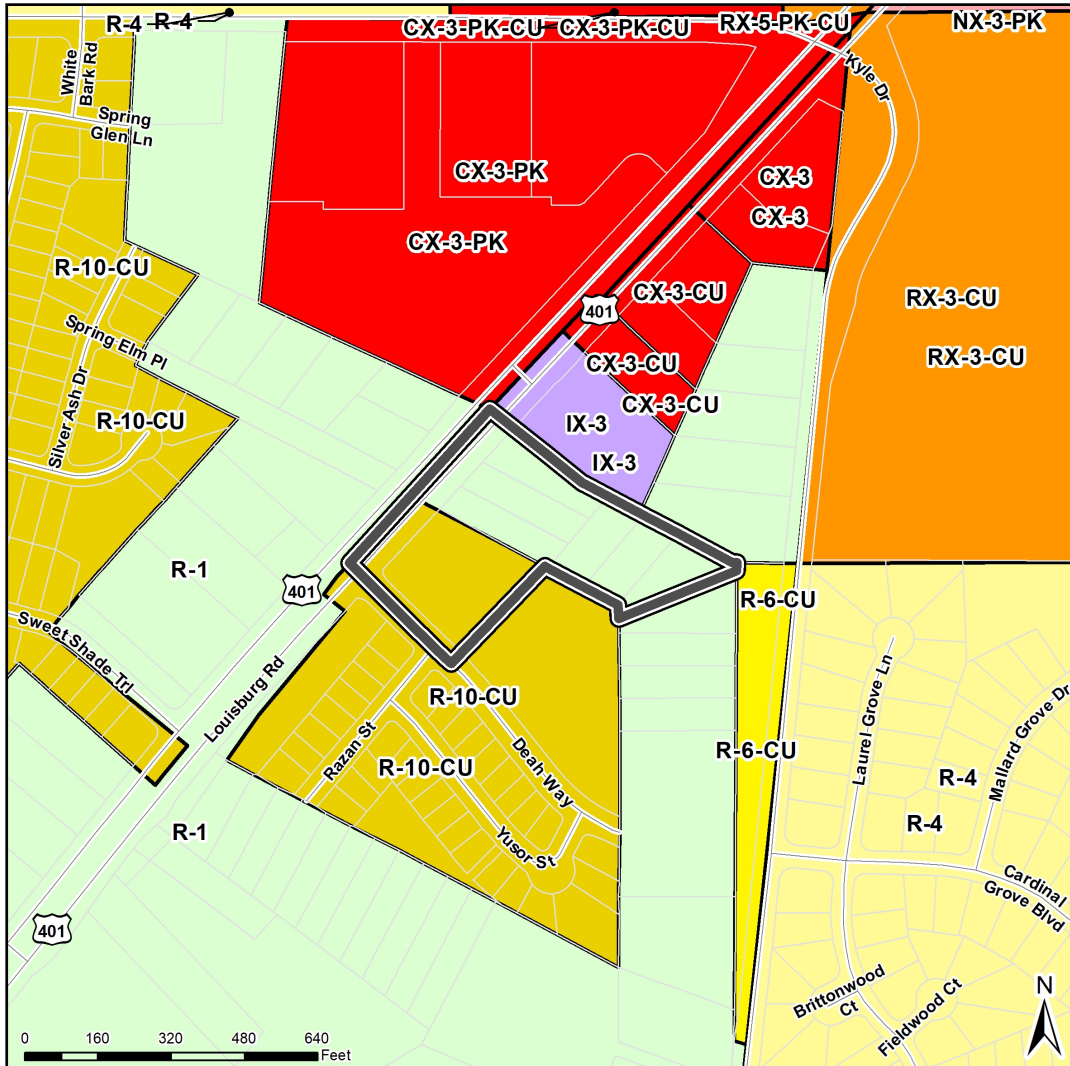
Louisburg Road is a Parkway Corridor on the Urban Form Map, which suggests a suburban approach to frontage. A suburban frontage (PK) has been included in the request.

OUTSTANDING ISSUES

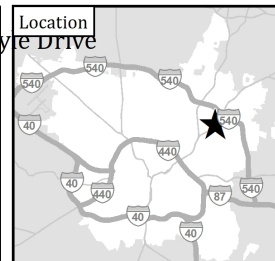
Outstanding Issues	1. None.	Suggested Mitigation	1. None.
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Existing Zoning

Z-30-2019



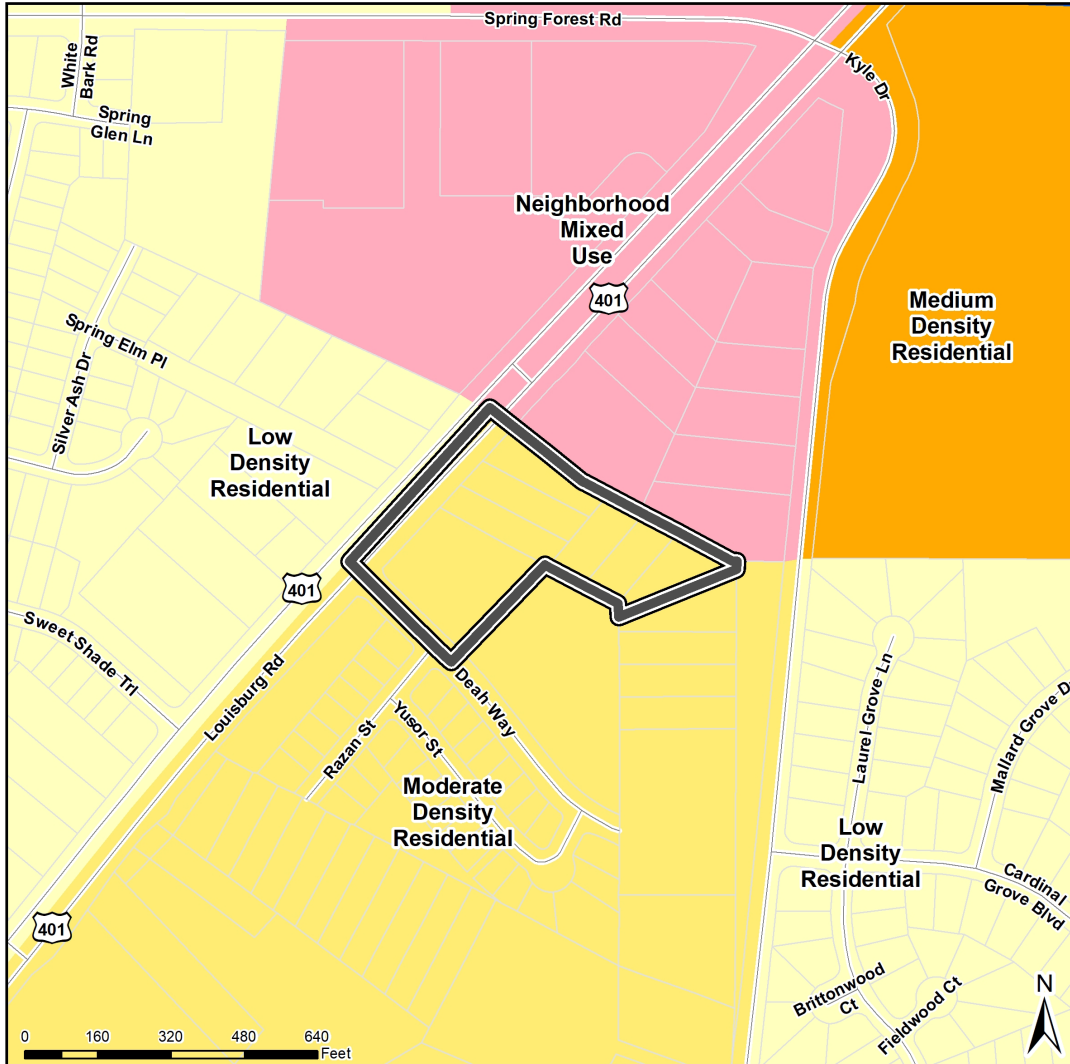
Property	5520, 5600, 5604, 5606, 5608, 0 Louisburg Road; 5521 Kyle Drive
Size	3.87 acres
Existing Zoning	R-1 & R-10-CU
Requested Zoning	NX-3-CU



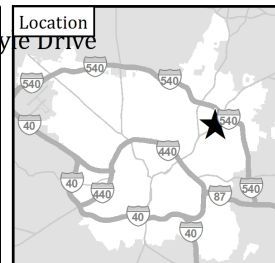
Map by Raleigh Department of City Planning (mansolf); 9/16/2019

Future Land Use

Z-30-2019



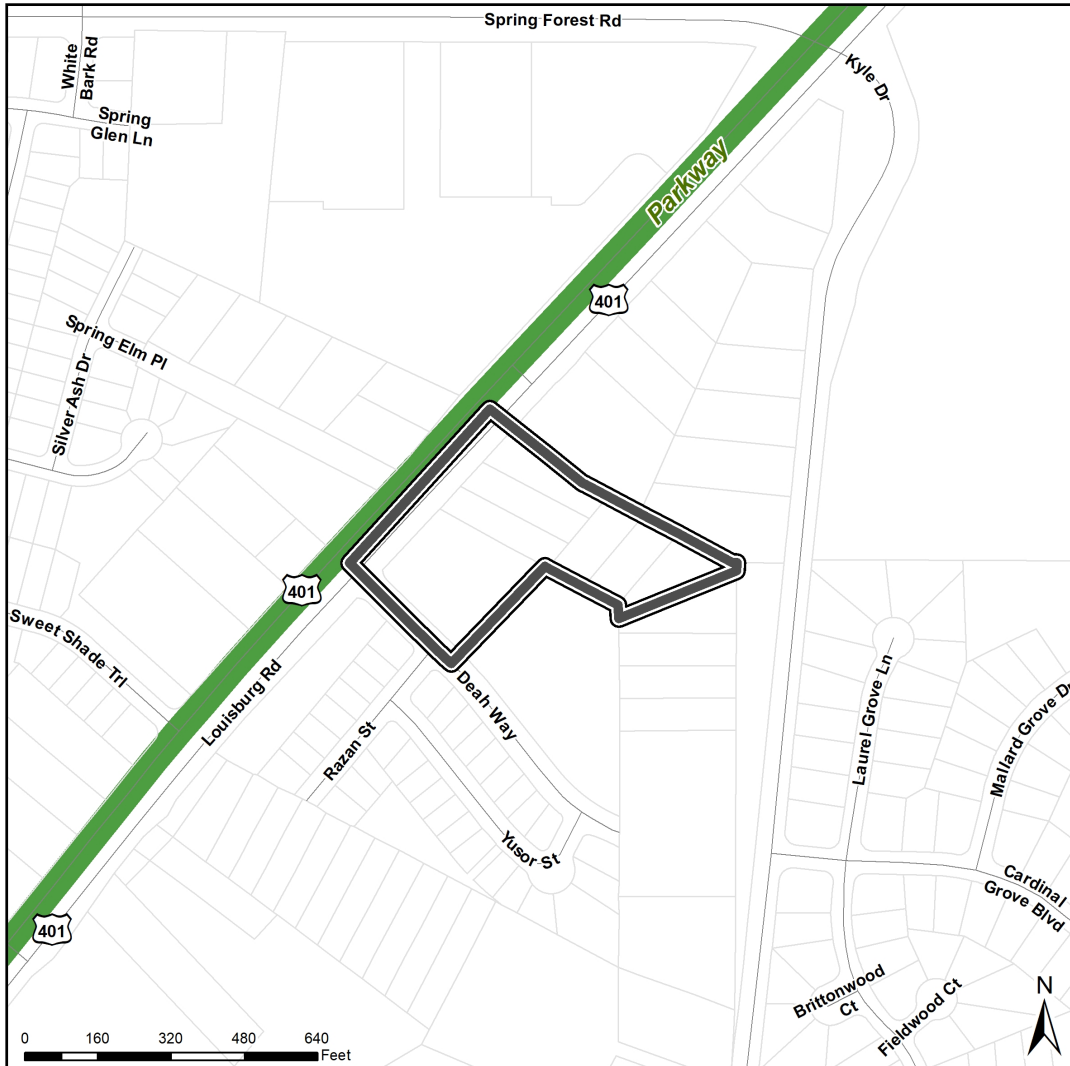
Property	5520, 5600, 5604, 5606, 5608, 0 Louisburg Road; 5521 Kyle Drive
Size	3.87 acres
Existing Zoning	R-1 & R-10-CU
Requested Zoning	NX-3-CU



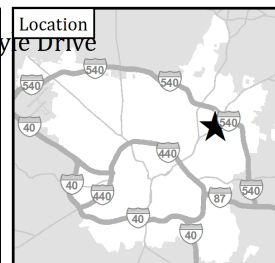
Map by Raleigh Department of City Planning (mansolf); 9/16/2019

Urban Form

Z-30-2019



Property	5520, 5600, 5604, 5606, 5608, 0 Louisburg Road; 5521 Kyle Drive
Size	3.87 acres
Existing Zoning	R-1 & R-10-CU
Requested Zoning	NX-3-CU



Map by Raleigh Department of City Planning (mansolf); 9/16/2019

COMPREHENSIVE PLAN

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

- A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?

The request is consistent with the vision and themes in the Comprehensive Plan.

The request is consistent with the **Expanding Housing Choices** vision theme, which encourages expanding the supply of affordable housing. The request would permit up to 30 units and permit townhouse and apartment building types, which is a modest increase over the 15 detached units permitted under the current zoning.

The request is consistent with the **Managing Our Growth** vision theme. This theme encourages integrated land uses and providing desirable spaces and places to live, work, and play. The request would permit a mixed use-development with commercial uses supporting new residential uses, all coordinated by a single developer.

- B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?

No. The subject site is identified as Moderate Density Residential, which suggests residential development up to 14 units per acre. Although the request would only permit fewer than 8 units per acre, the Moderate Density Residential designation does not envision commercial uses, which would be possible in an NX zoning district.

- C. 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?

The use can potentially be established without negatively impacting nearby properties or substantially altering the character of the area, which already contains a significant amount of commercial uses. The rezoning site is controlled by the same developer of The Oasis to the south, and so will likely serve and be compatible with the rest of The Oasis. However, enhanced buffering and transition requirements for the adjacent residential properties would enhance compatibility and mitigate potential adverse impacts.

- D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

Yes. Community facilities and streets appear to be sufficient to serve the proposed use.

Future Land Use

Future Land Use designation: Moderate Density Residential

The rezoning request is

☐ **Consistent** with the Future Land Use Map.

☒ **Inconsistent**

The Future Land Use Map designation of Moderate Density Residential calls for a maximum of 14 dwelling units per acre. Only small-scale commercial uses are considered appropriate. Although this request limits residential density to below the amount envisioned by the FLUM category, the Moderate Density Residential category does not recommend the level of intensity of commercial uses that would be permitted if this request were approved.

Urban Form

Urban Form designation: Parkway Corridor

The rezoning request is

☒ **Consistent** with the Urban Form Map.

☐ **Inconsistent**

Overview: The site is located on a Parkway Corridor, which suggests a suburban frontage. The request includes a Parkway (PK) frontage, which is one of the suburban frontage options.

Impact: The Parkway frontage is intended to provide a heavily landscaped buffer between the roadway and adjacent development to ensure a continuous green corridor along the street right-of-way.

The minimum setback in PK is 50 feet, which must be landscaped to SHOD-1 standards. Pedestrian access is required every 300 feet.

Compatibility: The Parkway designation is compatible with neighboring properties and the general context of the area. Some of the mixed-use zoning districts nearby on the Louisburg Road corridor also have a UL frontage designation.

Compatibility

The proposed rezoning is

☒ **Compatible** with the property and surrounding area.

☐ **Incompatible.**

The requested zoning district is generally compatible with the surrounding area, which is typified by a mix of residential uses of varying density and regional commercial uses such as a grocery store and fast-food restaurants. The addition of neighborhood-oriented commercial uses would fill a gap that is currently missing.

The rezoning site is controlled by the same developer of The Oasis to the south, and so will likely serve and be compatible with the rest of the subdivision. However, enhanced buffering and transition requirements for the adjacent residential properties would enhance compatibility and mitigate potential adverse impacts.

Public Benefits of the Proposed Rezoning

- The request would permit a mixed use-development with commercial uses supporting new residential uses, all coordinated by a single developer.
- The request would provide greater housing choice in the area and, by increasing supply, improve housing affordability.

Detriments of the Proposed Rezoning

- Although the request would allow policy-supported infill development, it would also permit a relatively intense commercial zoning district adjacent to very low-density residential zoning with minimal transitions or buffering above and beyond minimum UDO requirements.

Policy Guidance

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

Policy LU 7.5—High-impact Commercial Uses

Ensure that the City's zoning regulations limit the location and proliferation of fast food restaurants, sexually-oriented businesses, late night alcoholic beverage establishments, 24-hour mini-marts and convenience stores, and similar high impact commercial establishments that generate excessive late night activity, noise, or otherwise affect the quality of life in nearby residential neighborhoods.

- Although the request is for a Neighborhood Mixed Use zoning district, the conditions limit high-impact uses such as bars and vehicle repair. However, other high-impact uses such as indoor recreation and fuel sales are still permitted. Consistency with this policy could be further improved through additional use restrictions, particularly for areas of the site that border existing residences.

Policy LU 8.10—Infill Development

Encourage infill development on vacant land within the City, particularly in areas where there are vacant lots that create "gaps" in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.

Policy LU 8.12—Infill Compatibility

Vacant lots and infill sites within existing neighborhoods should be developed consistently with the design elements of adjacent structures, including height, setbacks, and massing through the use of zoning tools including Neighborhood Conservation Overlay Districts.

- The request to permit commercial uses on the subject site is in keeping with the character of the nearby commercial area, most of which is in CX-3 zoning districts. The requested NX-3 district will create a built form comparable to nearby development through the three-story height limit, commercial square footage maximum, and cap on the size of individual tenants and businesses. In addition, the rezoning site is controlled by the same developer of The Oasis to the south, and so will likely serve and be compatible with the rest of the subdivision.

Policy H 1.8—Zoning for Housing

Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well-supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.

- Rezoning from R-1 and R-10-CU to NX-3-CU allows additional building types on the entirety of the site, which will provide for increased housing choice and variety.

Policy UD 1.10—Frontage

Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.

- A Parkway Corridor Urban Form Map designation suggests a suburban frontage option, which was included with this request via Parkway (PK). Many of mixed-use zoning districts at Louisburg Road and Spring Forest Road north of the site also have a PK frontage.

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

Policy LU 1.2—Future Land Use Map and Zoning Consistency

The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.

- The request is inconsistent with the Future Land Use Map designation of Moderate Density Residential, which envisions residential development up to 14 units per acre. The potential commercial land uses granted by the request would be more intense than envisioned by the FLUM designation.

Policy LU 5.2—Managing Commercial Development Impacts

Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas.

Policy LU 5.4—Density Transitions

Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity

Policy LU 5.6—Buffering Requirements

New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.

- The northern boundary of the rezoning site is adjacent to a detached dwelling in an R-1 zoning district. Although neighborhood transition yards are required abutting residential districts, the difference in potential intensity between NX and R-1 districts suggests that additional buffering above and beyond code-required minimums is warranted.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	0	There is no transit to speak of in the area.
Walk Score	30	26	The walk score for the site is slightly below the citywide average.

Source: Walk Score is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. The scores also correlate with shorter vehicle trips, which also produce less carbon. The city has a wide range of scores. Raleigh Municipal Building, for instance, has a Walk Score of 92, meaning the area is highly pedestrian-friendly and that many destinations are within a short walk. Some areas in the city have scores in single digits, indicating that few if any destinations are within walking distance, so nearly all trips are made by car.

Summary: There is currently no existing transit service within walking distance of the site, and none is planned as part of the implementation of the Wake Transit Plan. Approval of the request would permit neighborhood-focused commercial uses, i.e. potential destinations, which would improve the local walkability.

Carbon/Energy Footprint: Housing

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	Yes
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.

Summary: The proposed district would permit all possible housing types, including larger apartment buildings. Approval of this rezoning request would allow more energy-efficient housing units to be developed.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds	The potential residential entitlement will double from 15 units to 30.
Does it include any subsidized units?	No	
Does it permit a variety of housing types?	Yes	The proposed district would permit all possible housing types.
If not a mixed-use district, does it permit smaller lots than the average?*	N/A	The request is for a mixed-use district.
Is it within walking distance of transit?	No	There is currently no existing transit service within walking distance of the site.

**The average lot size for detached residential homes in Raleigh is 0.28 acres.*

Summary: The request would allow townhouse and apartment building types, which are generally more affordable than detached and attached units.

IMPACT ANALYSIS

Historic Resources

1. The site is not located within or adjacent to a National Register Historic District or Raleigh Historic Overlay District. It does not include nor is adjacent to any National Register individually-listed properties or Raleigh Historic Landmarks.

Impact Identified: None.

Parks and Recreation

1. This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.
2. Nearest existing park access is provided by Spring Forest Rd. Park (1.3 miles) and Buffalo Rd. Athletic Park (2.8 miles).
3. Nearest existing greenway trail access is provided by Spring Forest Greenway Trail (1.7 miles).
4. Current park access level of service (LOS) grade in this area is a C.

Impact Identified: None.

Public Utilities

1. The proposed rezoning would add approximately 64,375 gpd to the wastewater collection and water distribution systems of the city. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.
2. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of building permit and constructed prior to release of a Certificate of Occupancy.
3. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the developer.

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	250 gpd	9,375 gpd	73,750 gpd
Waste Water	250 gpd	9,375 gpd	73,750 gpd

Impact Identified: None.

Stormwater

Floodplain	None
Drainage Basin	Neuse and Beaverdam-E
Stormwater Management	Subject to stormwater regulations under Article 9 of UDO
Overlay District	None

Impact Identified: None.

Transit

1. There is currently no existing transit service on Louisburg Road. The nearest bus stop is located on Hollenden Drive at Pebble Beach Drive, approximately 1.3 miles from this site.

Impact Identified: None.

Transportation

1. **Location:** The Z-30-2019 site is located in northeast Raleigh between Kyle Drive and Louisburg Road.
2. **Area Plans:** The Z-30-2019 site is not located within any existing area plans.
3. **Existing Streets:** The subject property at the northeast corner of Louisburg Road and Deah Way. Louisburg Road is designated in the Raleigh Street Plan (Map T-1 in the Comprehensive Plan) as a six-lane divided avenue; it is maintained by NCDOT. Deah Way is recently constructed; it will be maintained by the City of Raleigh when a warranty period is complete. Kyle Drive is nearby; it is a two-lane avenue in the street plan and is maintained by NCDOT.

4. **Street Network:** In accordance with UDO section 8.3.2, the maximum block perimeter for RX-3 zoning districts is 3,000 feet, and the maximum length for a dead-end street is 400 feet. The existing block perimeter is approximately 8,780 feet. Extension of Deah Way to Kyle Drive would result in the block perimeter being reduced to approximately 4,110 feet.
5. **Pedestrian Facilities:** Sidewalks currently exists on both sides of Louisburg Road.
6. **Bicycle Facilities:** There are no existing bikeways near the subject site. Louisburg Road is designated for a separated bikeway in the long-term bikeway plan. Kyle Drive is designated for a bicycle lane in the long-term bikeway plan.
7. **Greenways:** Three greenway corridors meet at the Kyle Drive park property that is approximately $\frac{3}{4}$ mile southwest of the Z-30-2019 site. One connects eastward to the Neuse River Trail. One connects southward to Marsh Creek Park. The third connects northward to East Millbrook Middle School.
8. **Transit:** This site is not proximal to existing or planned GoRaleigh service.
9. **Other Projects in the Area:** The City of Raleigh has a sidewalk project in design to complete missing gaps of sidewalk on Louisburg Road between Fox Road and Beacon Street near the subject site. Improvement to Fox Road between Spring Forest Road and Sumner Boulevard are currently under construction.
10. **TIA Determination:** Approval of case Z-30-19 may increase trip generation by 103 vehicles in the PM peak hour and 56 vehicles in the AM peak hour. Trips generated may increase by 881 vehicles per day. These increases are below thresholds in the Raleigh Street Design Manual for requiring a Traffic Impact Analysis. However, based on site conditions, a Traffic Impact Analysis may be required at the time of site plan submittal.

Z-30-19 Existing Land Use Single Family Homes	Daily	AM	PM
	19	1	2
Z-30-19 Current Zoning Entitlements Residential	Daily	AM	PM
	142	11	15
Z-30-19 Proposed Zoning Maximums Neighborhood Mixed Use	Daily	AM	PM
	1,022	67	118
Z-30-19 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	881	56	103

Impact Identified: None.

Urban Forestry

1. Part of the rezoning case includes a parcel (5520 Louisburg Rd) that was previously part of a development plan (S-4-2015) that established tree conservation areas; however, tree conservation areas were not recorded on this existing parcel.
2. The removal of the R-1 zoning reduces the amount of tree conservation area required; however, the amount of eligible tree conservation area is minimal.

Impact Identified: None.

Impacts Summary

The rezoning request is not anticipated to have major impacts on existing or planned infrastructure or services.

Mitigation of Impacts

No mitigation necessary.

CONCLUSION

This request is to rezone approximately 3.87 acres from Residential-1 (R-1) and Residential-10-Conditional Use (R-10-CU) to Neighborhood Mixed Use-3 Stories-Parkway Frontage-Conditional Use (NX-3-PK-CU). Proposed zoning conditions prohibit bars, vehicle sales, and vehicle repair; restrict individual businesses to 10,000 square feet; limit residential development to 30 units; limit office uses to no more than 30,000 square feet in total; and limit non-office commercial uses to no more than 50,000 square feet in total.

The request is **consistent** with Comprehensive Plan overall; **inconsistent** with the Future Land Use Map; and **consistent** with the Urban Form Map.

The request is **consistent** with Comprehensive Plan policies regarding infill development, mitigating commercial impacts, zoning for housing, and frontages. The request is **inconsistent** with policies regarding transitioning and buffering density.

The request would support the Vision Themes of *Expanding Housing Choice* and *Managing Our Growth*.

CASE TIMELINE

Date	Action	Notes
9/13/2019	Submitted application	
10/10/2019	Submitted revised conditions	Application incomplete
11/18/2019	Submitted revised conditions	Application complete
12/10/2019	Planning Commission review	

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	R-1; R-10-CU	R-1; IX-3	R-1; R-10-CU	R-6-CU	R-1
Additional Overlay	N/A	N/A	N/A	N/A	N/A
Future Land Use	Moderate Density Residential	Neighborhood Mixed Use	Moderate Density Residential	Low Density Residential	Low Density Residential
Current Land Use	Vacant; Detached dwellings	Auto repair; Detached dwelling	Community center; Detached dwellings	Vacant; Detached dwellings	Detached dwellings
Urban Form	Parkway Corridor	Parkway Corridor	Parkway Corridor	N/A	Parkway Corridor

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	R-1; R-10-CU	NX-3-CU
Total Acreage	3.87	3.87
Setbacks:	(R-10, apartment)	(NX, apartment)
Front	10'	5'
Side	0' or 6'	0' or 6'
Rear	20'	0' or 6'
Residential Density:	3.88	7.75
Max. # of Residential Units	15	30
Max. Gross Building SF	17,000	72,000 (res. + off. + retail)
Max. Gross Office SF	-	30,000
Max. Gross Retail SF	-	40,966 (retail only)
Max. Gross Industrial SF	-	-
Potential F.A.R	0.10	0.43

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



COMPREHENSIVE PLAN AMENDMENT ANALYSIS – CASE Z-30-19

OVERVIEW

The approval of Z-30-19 Louisburg Road would require an amendment to the Future Land Use Map.

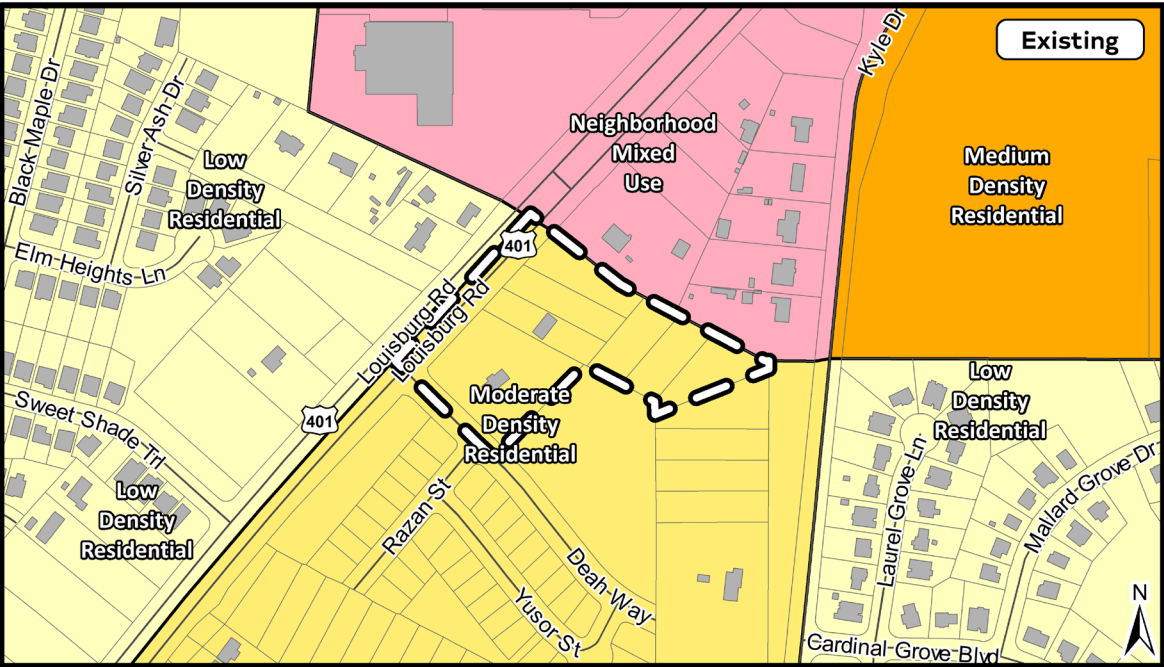
The Future Land Use Map identifies the subject site as Moderate Density Residential, which envisions residential development up to 14 units per acre. The requested conditional use zoning district would permit commercial uses similar to those in the Neighborhood Mixed Use designation. If approved, the Future Land Use Map would be amended to Neighborhood Mixed Use.

Of the Neighborhood Mixed Use designation, the 2030 Comprehensive Plan states:

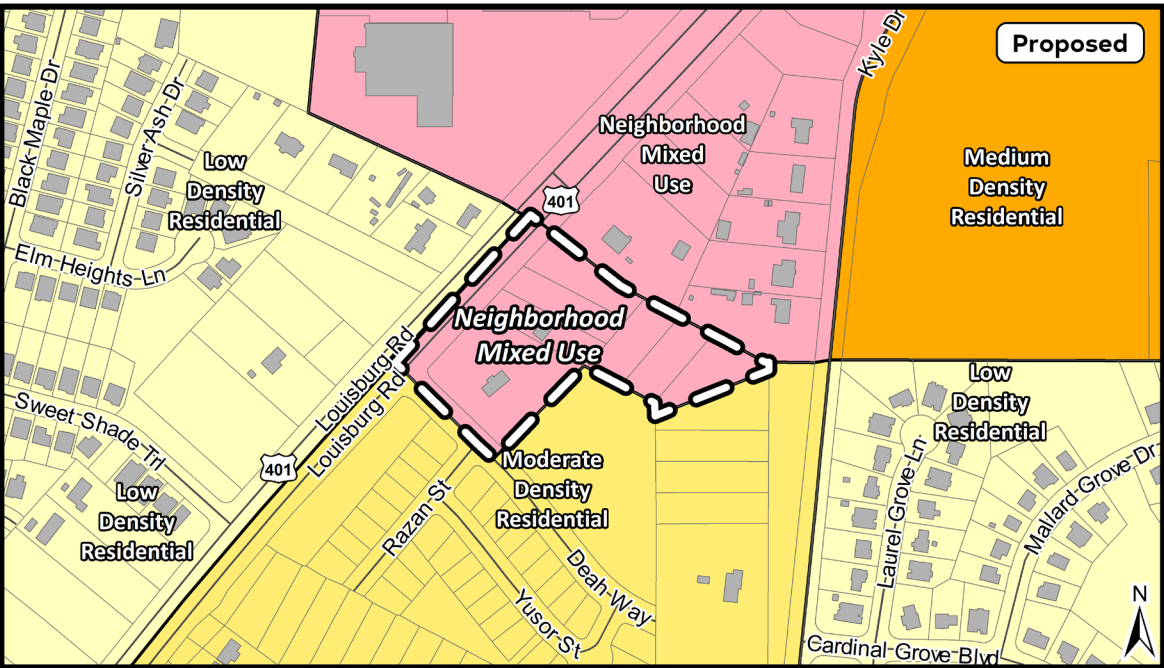
This category applies to neighborhood shopping centers and pedestrian-oriented retail districts. The service area of these districts is generally about a one mile radius or less. Typical uses would include corner stores or convenience stores, restaurants, bakeries, supermarkets (other than superstores/centers), drug stores, dry cleaners, small professional offices, retail banking, and similar uses that serve the immediately surrounding neighborhood. Residential and mixed-use projects with upper-story housing are also supported by this designation. Where residential development complements commercial uses, it would generally be in the Medium density range. NX is the most appropriate zoning district for these areas. Heights would generally be limited to three stories, but four or five stories could be appropriate in walkable areas with pedestrian-oriented businesses. Buildings at those heights should include appropriate transitions to any lower-density adjacent areas and be accompanied by a pedestrian-friendly relationship to the public realm.

Z-30-19: Required Amendment to the Future Land Use Map

Existing Designation: Moderate Density Residential



Proposed Designation: Neighborhood Mixed Use



CONDITIONAL USE DISTRICT ZONING CONDITIONS		
Zoning Case Number Z-30-19		OFFICE USE ONLY Transaction # Rezoning Case #
Date Submitted November 15, 2019		
Existing Zoning R-10 CU and R-1	Proposed Zoning NX-3- PK CU	
Narrative of Zoning Conditions Offered		
The following uses, otherwise permitted in the NX zoning district, shall be prohibited on the subject property: Bar, 1. nightclub, tavern, lounge; Vehicle sales/rental; and vehicle repair (minor).		
No single establishment shall exceed 10,000 square feet. 2.		
No more than thirty (30) dwelling units shall be permitted. 3.		
Office uses shall not exceed 30,000 square feet in total. Other Commercial uses shall not exceed 50,000 square feet 4. in total.		
5.		
6.		
7.		
8.		
9.		
10.		

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature _____ Print Name _____

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2682

REZONING REQUEST

☐ General Use ☒ Conditional Use ☐ Master Plan

Existing Zoning Base District **R-10** Height Frontage Overlay(s) **and R-1**

Proposed Zoning Base District **NX** Height **3** Frontage **PK** Overlay(s) _____

Click [here](#) to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.

OFFICE
USE ONLY

Transaction #

Rezoning Case #

If the property has been previously rezoned, provide the rezoning case number: **Z-38-1973; Z-19-2014**

Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:

586393

GENERAL INFORMATION

Date 09/03/2019

Date Amended (1) 10/10 /2019

Date Amended (2)

Property Address 5520, 5600, 5608, 5604, 5606, 0 Louisburg Road; and 5521 Kyle Drive

Property PIN 1736150535, 1736151636, 1736151772, 1736152719, 1736154595, 1736154519, 1736153633

Deed Reference (book/page) 017331/02236, 017316/02191, 016293/00944, 06243/02423, 016243/02441

Nearest Intersection Louisburg Road & Deah Way

Property Size (acres) 3.87± acres

(For PD Applications Only) Total Units

Total Square Feet

Property Owner/Address

Sawa Real Estate LLC Cozy Homes LLC
3722 Wake Forest Road 5520 Louisburg Road
Durham, NC 27703-3635; and Raleigh, NC 27616-5316

Phone

Fax

Email

Project Contact Person/Address

Beth Trahos
Nelson Mullins Riley & Scarborough LLP
4140 Parklake Avenue
Glenlake One, Suite 200
Raleigh, NC 27612

Phone 919-329-3884

Fax

Email beth.trahos@nelsonmullins.com

Owner/Agent Signature

Email

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

REZONING APPLICATION ADDENDUM #1	
<p align="center">Comprehensive Plan Analysis</p>	<p align="center">OFFICE USE ONLY</p> <p align="center">Transaction #</p> <p align="center">Rezoning Case #</p>
<p>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.</p>	
<p align="center">STATEMENT OF CONSISTENCY</p>	
<p>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.</p>	
<p>The proposed development is consistent with LU 7.6, as the commercial space will be pedestrian-friendly, especially</p> <p>1. with respect to serving the needs of residents in the area community and the planned mosque.</p>	
<p>The proposed development is consistent with LU 8.10 - Infill Development, as it proposes to develop multiple vacant</p> <p>2. lots. The proposed development will compliment the established character of the area by offering a connection between residential and commercial zoning areas.</p>	
<p>The proposed development is consistent with Policy LU 7.5, High-Impact Commercial Uses, as it intends to offer</p> <p>3. community-driven, high-impact commercial uses that will benefit the quality life for neighborhood residents.</p>	
<p>The proposed development is consistent with Policy LU 7.4 - Scale and Design of New Commercial Uses, as none of</p> <p>4. the proposed project's commercial design will be consistent and compatible with existing commercial zoning on Louisburg Road.</p>	
<p align="center">PUBLIC BENEFITS</p>	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>The proposed development is intended to create new retail and office spaces designed to offer services to members</p> <p>1. of the community together with planned mosque adjacent to the site.</p>	
<p>The proposed development will provide zoning continuity with commercial (CX-3-CU) and industrial (IX-3) zoning</p> <p>2. districts located just north of requested rezoning site on Louisburg Road.</p>	
<p>Pursuant to Policy LU 10.2, Mixed-Use Retail, the proposed project will encourage retail development in a historically</p> <p>3. residential area.</p>	
<p>4.</p>	

REZONING APPLICATION ADDENDUM #2	
Impact on Historic Resources The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	OFFICE USE ONLY Transaction # Rezoning Case #
INVENTORY OF HISTORIC RESOURCES	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
<p>The proposed parcel does not include any known historic resources. As such, we believe this field is not applicable to our rezoning request.</p>	
PROPOSED MITIGATION	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
<p>The proposed parcel does not include any known historic resources. As such, we believe this field is not applicable to our rezoning request.</p>	

URBAN DESIGN GUIDELINES

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", or
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban Form Designation: Main Street

Click [here](#) to view the Urban Form Map.

- | | |
|----|--|
| 1. | <p><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></p> <p>Response:
The proposed development will provide retail and office spaces in a compact and pedestrian friendly format, as the space is envisioned to serve the needs of the Muslim Youth Community Center and mosque communities.</p> |
| 2. | <p><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></p> <p>Response:
The proposed development intends to offer transitions and buffering to adjacent residentially zoned parcels consistent with Policy LU 5.6, Buffering Requirements.</p> |
| 3. | <p><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></p> <p>Response:
The proposed development intends to utilize Deah Way and Kyle Drive to connect the commercially zoned parcels to the adjacent residential zoning. This will facilitate travel between the mixed use area and residential areas without requiring drivers to access Louisburg Road, a Main Street.</p> |
| 4. | <p><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></p> <p>Response:
N/A</p> |
| 5. | <p><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></p> <p>Response:
To the extent that commercial driveways are required to develop the proposed project, these drives will include pedestrian amenities.</p> |

6.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>
7.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>
8.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>
9.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>
10.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>
11.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>
12.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response: The proposed project will be consistent with this guideline.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response: The proposed project will be consistent with this guideline.</p>
15.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>
16.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>
17.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response: The proposed project will be consistent with this guideline.</p>
19.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>

20.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>
21.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>
22.	<p><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></p> <p>Response: N/A</p>
23.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>
24.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>
25.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>
26.	<p><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></p> <p>Response: The proposed project will be consistent with this guideline.</p>

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")

TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Rezoning application review fee (see Fee Schedule for rate)	<input type="checkbox"/>	<input type="checkbox"/>			
3. Completed application; Include electronic version via cd or flash drive	<input type="checkbox"/>	<input type="checkbox"/>			
4. Two sets of stamped envelopes addressed to all property owners within 500 feet of property to be rezoned	<input type="checkbox"/>	<input type="checkbox"/>			
5. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
6. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
7. Trip Generation Study	<input type="checkbox"/>	<input type="checkbox"/>			
8. Traffic Impact Analysis	<input type="checkbox"/>	<input type="checkbox"/>			
9. Completed and signed zoning conditions	<input type="checkbox"/>	<input type="checkbox"/>			
10. Completed Comprehensive Plan Consistency Analysis	<input type="checkbox"/>	<input type="checkbox"/>			
11. Completed Response to the Urban Design Guidelines	<input type="checkbox"/>	<input type="checkbox"/>			
12. For applications filed by a third party, proof of actual notice to the property owner	<input type="checkbox"/>	<input type="checkbox"/>			
13. Master Plan (for properties requesting Planned Development or Campus District)	<input type="checkbox"/>	<input type="checkbox"/>			

MASTER PLAN SUBMITTAL REQUIREMENTS					
TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – Master Plan	YES	N/A	YES	NO	N/A
1. I have referenced the Master Plan Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input type="checkbox"/>	<input type="checkbox"/>			
2. Total number of units and square feet	<input type="checkbox"/>	<input type="checkbox"/>			
3. 12 sets of plans	<input type="checkbox"/>	<input type="checkbox"/>			
4. Completed application; Include electronic version via cd or flash drive	<input type="checkbox"/>	<input type="checkbox"/>			
5. Vicinity Map	<input type="checkbox"/>	<input type="checkbox"/>			
6. Existing Conditions Map	<input type="checkbox"/>	<input type="checkbox"/>			
7. Street and Block Layout Plan	<input type="checkbox"/>	<input type="checkbox"/>			
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input type="checkbox"/>			
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input type="checkbox"/>			
10. Development Plan (location of building types)	<input type="checkbox"/>	<input type="checkbox"/>			
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input type="checkbox"/>			
12. Parking Plan	<input type="checkbox"/>	<input type="checkbox"/>			
13. Open Space Plan	<input type="checkbox"/>	<input type="checkbox"/>			
14. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input type="checkbox"/>			
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input type="checkbox"/>			
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input type="checkbox"/>			
17. Phasing Plan	<input type="checkbox"/>	<input type="checkbox"/>			
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input type="checkbox"/>			
19. Common Signage Plan	<input type="checkbox"/>	<input type="checkbox"/>			

Date:

Re: (site location)

Neighboring Property Owners:

You are invited to attend a neighborhood meeting on ____ (date) _____. The meeting will be held at _____(location)_____ and will begin at ____ (time)_____.

The purpose of this meeting is to discuss a potential rezoning of the property located at ____ (site address)_____. This site is current zoned ____ (zoning)_____ and is proposed to be rezoned to _____, (Please provide any relevant details regarding the request.)

The City of Raleigh requires that prior to the submittal of any rezoning application, a neighborhood meeting involving the property owners within 500 feet of the area requested for rezoning.

If you have any concerns or questions I (we) can be reached at:

For more information about rezoning, you may visit **www.raleighnc.gov** or contact the Raleigh City Planning Department at:

(919) 996-2682
rezoning@raleighnc.gov

Thank you

At least 10 days prior to the meeting date with the owners of property, the applicant shall notify the owners of property about the meeting; notice shall be by first class mail or certified mail return receipt. If notification is to be by first class mail, the applicant shall deliver the sealed, addressed, stamped envelopes to Planning & Development prior to the aforementioned 10 day period. If notification is to be by certified mail return receipt, copies of the return receipts shall be given to Planning & Development at time of application submittal.

SUBMITTED DATE: _____

SUMMARY OF ISSUES

A neighborhood meeting was held on April 30, 2019 (date) to discuss a potential rezoning located at 5520, 5600, 5608, 5604, 5606, 0 Louisburg Road; and 5521 Kyle Drive, Raleigh, NC 27616 (property address).

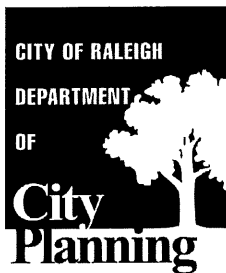
The neighborhood meeting was held at Green Road Community Center, Room #4, 4201 Green Rd, Raleigh, NC 27604 (location).

There were approximately 20 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Explanation of rezoning from Residential-1 (R-1) and Residential-10 (R-10) to Commercial Mixed-Use (CX-3), including the various steps of the rezoning process.
Discussion of characteristics of Commercial Mixed-Use zoning.
Discussion regarding potential property tax impact on adjacent landowners.
Discussion concerning anticipated commercial and/or retail offerings.
Discussion of impact on traffic on Louisburg Rd, including the potential need for a traffic signal to allow entrance/exit into the proposed development.
Discussion of potential limitations on use involving bars, night clubs, etc.

ATTENDANCE ROSTER	
NAME	ADDRESS
Yasmeen Shareef	5204 Deah Way
Mohammed Hannin	5024 Deah Way
Jaled Quis	5425 Ra_____ Pl
Ayaz Ahmed	5105 Sandy Banks Rd
Rusty Spencer	4009 L_____ Ct
Harold & Patricia Parks	5523 Laurel Grove Ln
Hatem Tagel-Da	5520 Louisburg Rd
Phyllis Jones Clark	729 Ravel St
Waleed Elhentaty	5004 Deah Way
Amal Salah	3508 Jaybe Ct
Mohamad El	
Abdul Baloch	8216 Coosa Ct
Khehal B	
	6604 Buffaloe Rd



Pre-Application Conference

Meeting Record

Transaction #: 586393 Meeting Date & Time: 2/15/19 10:30 am

Location: One Exchange Plaza

Attendees: Beth Trabas, Tom Kelley, Kyle Little
Hannah Reichenow, Walid

Parcels discussed (address and/or PIN): 1736150535, 1736151636, 1736151772,
1736152719, 1736154595, 1736154519, 1736153633

Current Zoning: R-1, R-10-CU

Potential Re-Zoning: RK 3-CU

CAC Chair/Contact Information: Northeast CAC Pam.Adderley@raleighnc.gov 919-9965716

General Notes: Applicant interested in retail & office center
for surrounding community. Future Land Use is Moderate
Density Residential, which would only allow residential uses.
Applicant considering a Comp Plan Amendment to amend Future
Land Use map to Neighborhood Mixed Use. A mixed use
district would require a neighborhood transition yard adjacent
to residential. Lenoir Rd is Parkway in the Vision Form Map.

Department & Staff	Notes
Development Services <u>Justin Rametta</u> <u>Justin.Rametta@raleighnc.gov</u> <u>919-996-2665</u> <u>Mike Walters</u> <u>Michael.Walters@raleighnc.gov</u> <u>919-996-2636</u> <u>Walt Fulcher</u> <u>Walt.Fulcher@raleighnc.gov</u> <u>919-996-3517</u>	<u>which would support a RK - frontage</u> <u>or see conditions that mirror.</u> <u>Property outside city limits, would need</u> <u>to be annexed to connect to</u> <u>city water/sewer</u> UDO Sections:

<p><u>Historic Preservation</u> <u>—Melissa Robb</u> Melissa.Robb@raleighnc.gov 919-996-2632 <u>—Collette Kinane</u> Collette.Kinane@raleighnc.gov 919-996-2649</p>	<p>UDO Sections:</p>
<p><u>Parks, Recreation, and Cultural Resources</u> <u>—Thomas "TJ" McCourt</u> Thomas.McCourt@raleighnc.gov 919-996-6079 <u>—Emma Liles</u> Emma.Liles@raleighnc.gov 919-996-4871</p>	<p>UDO Sections:</p>
<p><u>Public Utilities</u> <u>—John Sorrell</u> John.Sorrell@raleighnc.gov 919-996-3485 <u>—Patrick Paine</u> Patrick.Paine@raleighnc.gov 919-996-3481 <u>—Eric Haugaard</u> Eric.Haugaard@raleighnc.gov 919-996-3492</p>	<p>UDO Sections:</p>
<p><u>Stormwater</u> <u>—Ben Brown</u> Ben.Brown@raleighnc.gov 919-996-3515 <u>—Gary Morton</u> Gary.Morton@raleighnc.gov 919-996-3517 <u>—Ashley Rodgers</u> Ashley.Rodgers@raleighnc.gov 919-996-3970 <u>—Lisa Booze</u> Lisa.Booze@raleighnc.gov 919-996-3518</p>	<p>UDO Sections:</p>
<p><u>Transportation</u> <u>—Tara Hofferth</u> Tara.Hofferth@raleighnc.gov 919-996-2661</p>	<p>UDO Sections:</p>