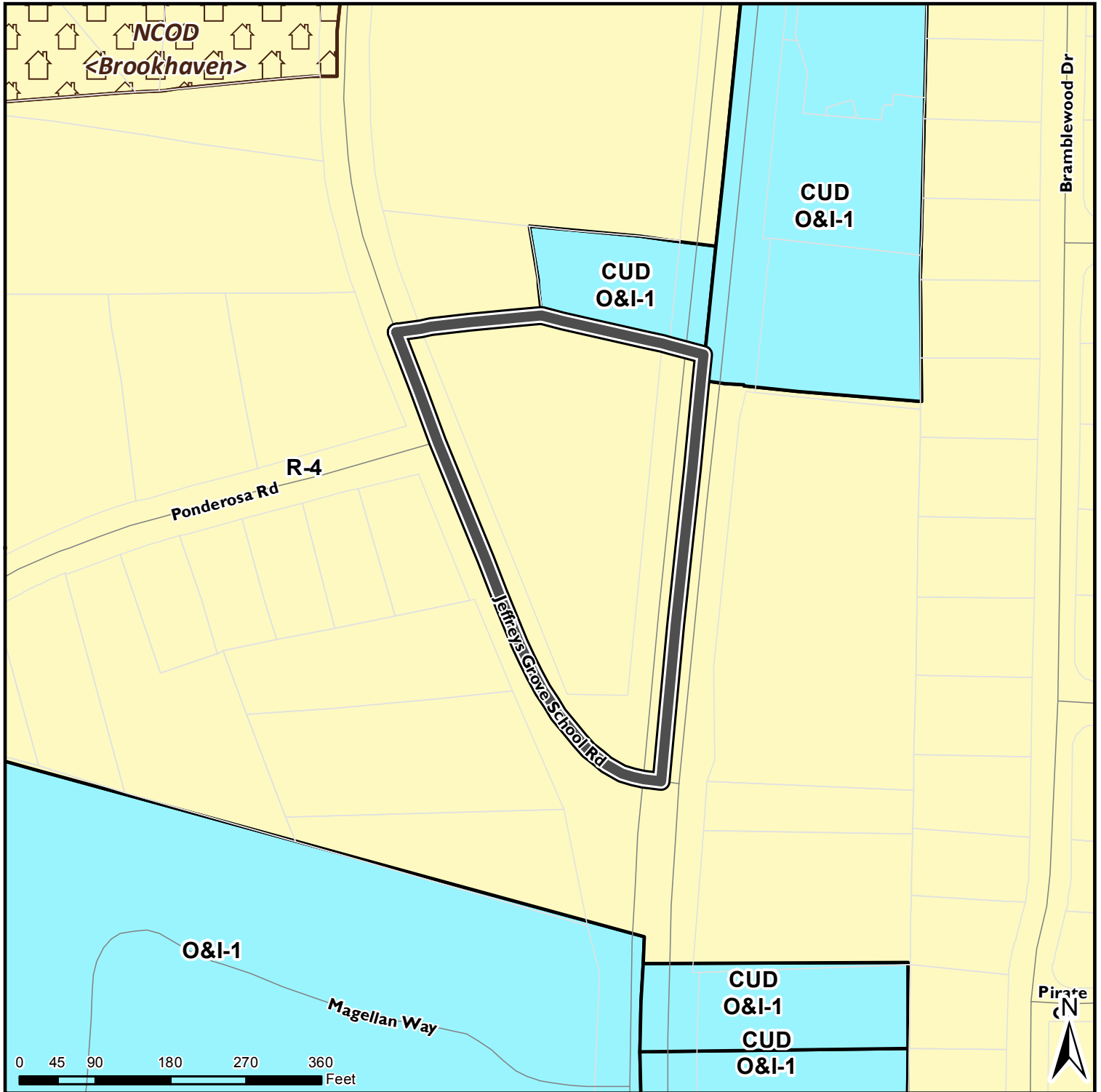


Existing Zoning Map

Z-34-2014



**Submittal
Date**

10/28/2014

Request:

**1.64 acres from
R-4
to OX-3-CU**

VICINITY MAP





Certified Recommendation

Raleigh Planning Commission

CR# 11624

Case Information Z-34-14 Creedmoor Rd

| | |
|--|---|
| <i>Location</i> | Creedmoor Road, west side, at its intersection with Jeffreys Grove School Road Address: 5901 Creedmoor Road PIN: 0796494876 |
| <i>Request</i> | Rezone property from R-4 to OX-3-CU |
| <i>Area of Request</i> | 1.64 acres |
| <i>Property Owner</i> | Wachovia Bank N A Manning Howard E Co-Trustee ATTN: PDS Tax Service PO Box 13519 Arlington, TX 76094-0519 |
| <i>Applicant</i> | Jon Wright, New City Design 1304 Hillsborough Street Raleigh, NC 27605 |
| <i>Citizens Advisory Council (CAC)</i> | Northwest CAC— Jay M. Gudeman, Chair jay@kilpatrickgudeman.com |
| <i>PC Recommendation Deadline</i> | May 11, 2015 |

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> | Institutional (Inst.) |
| <i>URBAN FORM</i> | n/a |
| <i>CONSISTENT Policies</i> | Policy LU 1.2 – Future Land Use Map and Zoning Consistency Policy LU 1.3 – Conditional Use District Consistency Policy LU 2.6 – Zoning and Infrastructure Impacts Policy LU 5.4 – Density Transitions Policy LU 6.4 – Bus Stop Dedication |
| <i>INCONSISTENT Policies</i> | None noted. |

Summary of Proposed Conditions

1. Floor area limited for office and retail sales uses.
2. Transit easement, concrete pad, and bus shelter offered.

3. Requires full cutoff type exterior lighting.
4. Specifies building materials.

Public Meetings

| <i>Neighborhood Meeting</i> | <i>CAC</i> | <i>Planning Commission</i> | <i>City Council</i> | <i>Comprehensive Planning Committee</i> | <i>Public Hearing</i> |
|-----------------------------|--|---|---------------------|---|-------------------------------------|
| 9/19/14 | 2/10/15; 3/10/15 Y – 3; N – 9; Abst. - 1 | 2/24/15 (deferred); 3/24/15 (recommended approval) | 4/7/15; 5/19/15 | 5/13/15 (reported out) | 5/5/15 (closed and referred to CPC) |

☐ **Valid Statutory Protest Petition**

Attachments

1. Staff report
2. TIA worksheet

Planning Commission Recommendation

| | |
|-------------------------------|--|
| <i>Recommendation</i> | Approve with conditions. City Council may now schedule this proposal for Public Hearing, or refer it to committee for further study and discussion. |
| <i>Findings & Reasons</i> | <ol style="list-style-type: none"> 1. The proposal is consistent with the Future Land Use Map and pertinent policies of the Comprehensive Plan. 2. The proposed rezoning is reasonable and in the public interest. The proposal would allow new office uses close to existing commercial, office, and institutional uses. In addition, the proposal supports transit use and the city's transportation goals by providing a transit easement and concrete pad upon development. 3. The proposal is compatible with the surrounding area. The Office Mixed Use district is an appropriate transition from the Creedmoor Road corridor to the single family uses to the west. Conditions cap the amount of office and retail uses that would be allowed on the site thereby limiting potential impacts. |
| <i>Motion and Vote</i> | Motion: Terando Second: Lyle In Favor: Braun, Fluhrer, Hicks, Lyle, Schuster, Swink, Terando and Whitsett |

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.

Planning Director _____ Date _____
 Planning Commission Chairperson _____ ^{3/24/15} Date _____

Staff Coordinator: Vivian Ekstrom: (919) 996-2657; vivian.ekstrom@raleighnc.gov



Zoning Staff Report – Case Z-34-14

Conditional Use District

Case Summary

Overview

The proposal seeks to rezone a 1.64 acre parcel located at the intersection of Creedmoor Road and Jeffreys Grove School Road. The site is currently vacant and wooded. There are a variety of land uses in the vicinity. Properties to the west and northwest are single family residential; to the east across Creedmoor Road are office and residential uses; to the south are single family and multi-family residential uses; to the north are a variety of uses including single family, commercial (animal hospital), and institutional (church and elementary school).

The site and properties to the immediate north are designated as Institutional on the Future Land Use Map. Properties to the west and south are designated as Medium Density Residential. Properties to the east across Creedmoor Road are designated as Office & Residential Mixed Use. There is no Urban Form Map designation for this area.

The site is currently zoned R-4. Adjacent properties are primarily R-4 and O&I-1 CUD.

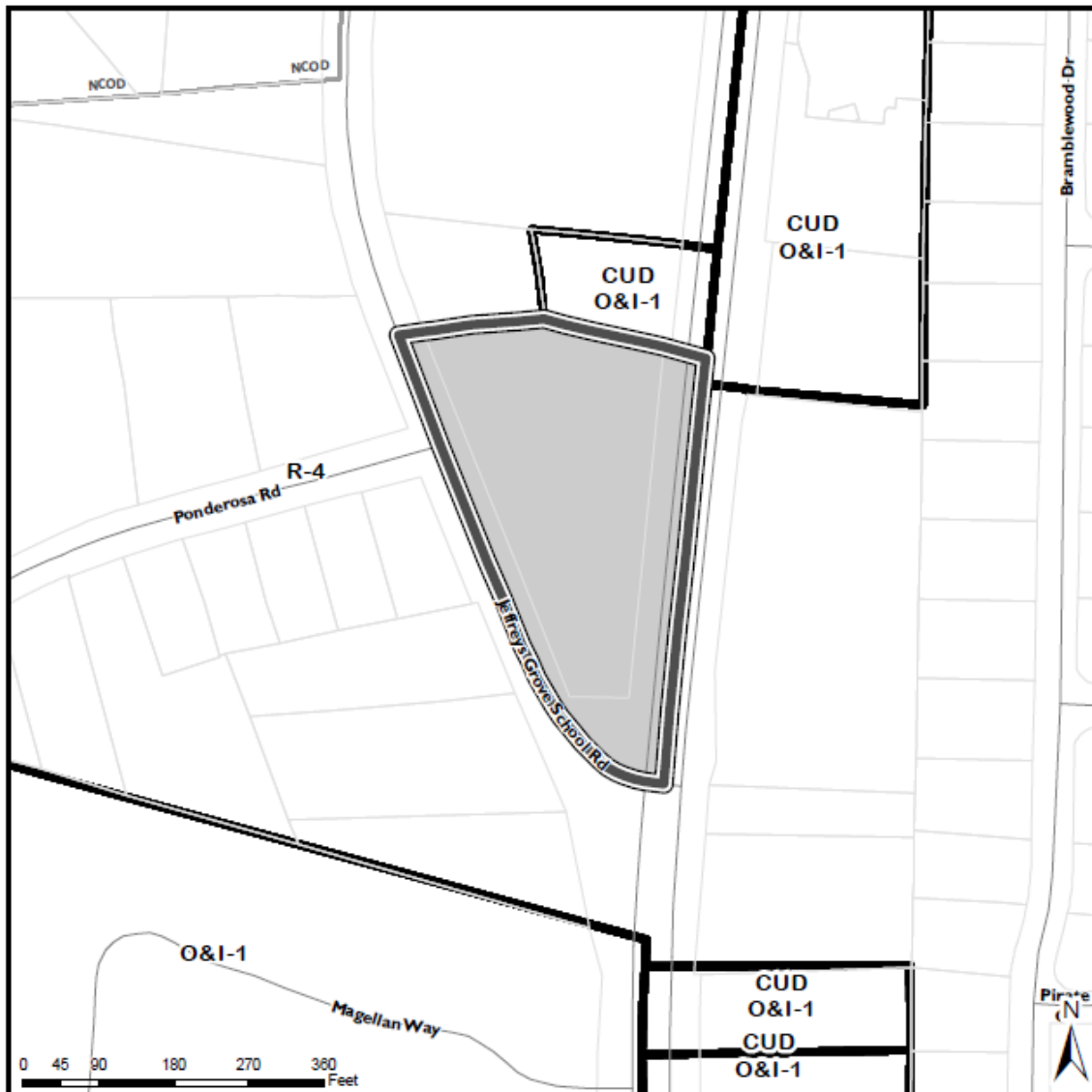
The proposed zoning has conditions that a) limit the maximum gross floor area of office and retail sales uses, b) offer a transit easement, concrete pad, and bus shelter, c) require full cutoff type exterior lighting, and d) specify allowable building materials.

Outstanding Issues

| | | | |
|---------------------------|----------------|-----------------------------|------------|
| <i>Outstanding Issues</i> | <i>(None.)</i> | <i>Suggested Mitigation</i> | <i>n/a</i> |
|---------------------------|----------------|-----------------------------|------------|

Existing Zoning Map

Z-34-2014



Submittal
Date

10/28/2014

Request:

1.64 acres from
R-4
to OX-3-CU

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-4 and Office & Institution-1 CUD | Residential-4 | Residential-4 and Office & Institution-1 CUD |
| <i>Additional Overlay</i> | n/a | Some with Neighborhood Conservation Overlay District | n/a | n/a | n/a |
| <i>Future Land Use</i> | Institutional | Institutional | Medium Density Residential | Office & Residential Mixed Use | Medium Density Residential |
| <i>Current Land Use</i> | Vacant | Single Family, Animal Hospital, Church, and School | Single Family, Multi-Family, Office | Single Family and Office | Single Family |
| <i>Urban Form (if applicable)</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> | 4 DUs/acre | 33 DUs/acre |
| <i>Setbacks:</i> | | |
| <i>Front:</i> | 20' | 5' |
| <i>Side:</i> | 10' | 0' or 6' |
| <i>Rear:</i> | 30' | 0' or 6' |
| <i>Retail Intensity Permitted:</i> | - 0 - | 4,000 sf (per conditions; only within or attached to a multi-tenant building, stand-alone not allowed) |
| <i>Office Intensity Permitted:</i> | - 0 - | 33,000 sf (per conditions) |

1.3 Estimated Development Intensities

| | Existing Zoning | Proposed Zoning* |
|---|------------------------|-------------------------|
| <i>Total Acreage</i> | 1.64 | 1.64 |
| <i>Zoning</i> | R-4 | OX-3-CU |
| <i>Max. Gross Building SF (if applicable)</i> | n/a | 71,300 sf |

| | | |
|------------------------------------|-------|--|
| <i>Max. # of Residential Units</i> | 6 | 55 |
| <i>Max. Gross Office SF</i> | - 0 - | 33,000 sf <i>(per conditions)</i> |
| <i>Max. Gross Retail SF</i> | - 0 - | 4,000 sf <i>(per conditions; only in conjunction with office or residential use, stand-alone not allowed)</i> |
| <i>Max. Gross Industrial SF</i> | - 0 - | - 0 - |
| <i>Potential F.A.R</i> | n/a | 1.00 |

* 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.

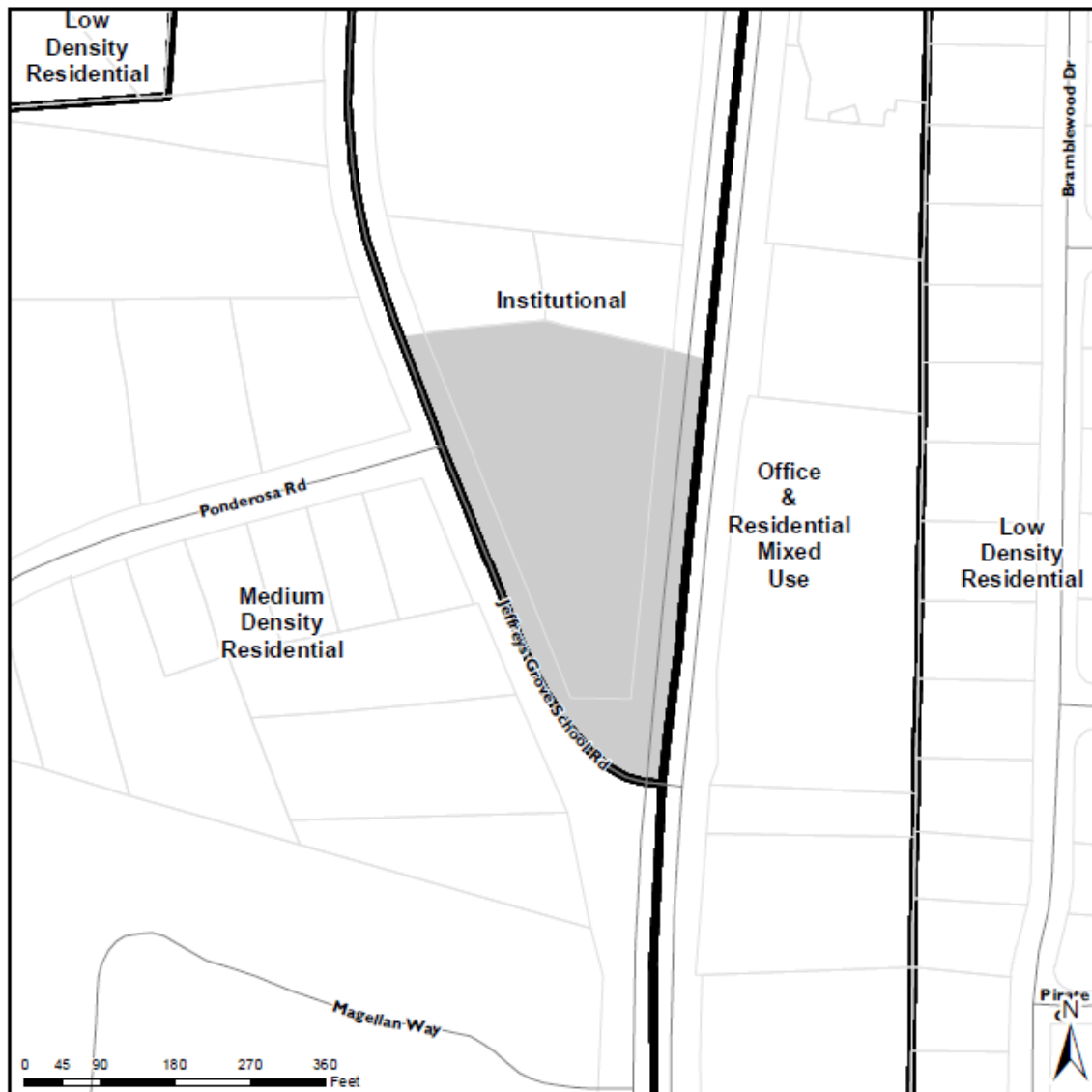
☐ **Incompatible.**

Analysis of Incompatibility:

| |
|-----|
| n/a |
|-----|

Future Land Use Map

Z-34-2014



Submittal
Date

10/28/2014

Request:

1.64 acres from
R-4
to OX-3-CU



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 can be considered consistent with the vision, themes, and policies of the Comprehensive Plan and the Future Land Use Map designation for this property. A number of institutional uses are allowed in the Office Mixed Use zoning district. Retail would only be allowed as an ancillary use, and the proposed zoning conditions limit the maximum amount of retail development. Therefore, the proposal meets tests 1 and 2. Test 3 is not applicable.

The proposal also meets test 4 in that city infrastructure and services appear to be sufficient to accommodate the redevelopment possible under the proposed zoning. The zoning conditions offered limit the amount of development possible on the site, and a traffic impact analysis is not required.

2.2 Future Land Use

Future Land Use designation:

The rezoning request is:

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

☐ **Inconsistent**

Analysis of Inconsistency:

n/a

2.3 Urban Form

Urban Form designation:

☒ **Not applicable** (no Urban Form designation)

The rezoning request is:

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

☐ **Inconsistent**

Analysis of Inconsistency:

2.4 Policy Guidance

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

(None noted.)

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- The proposal could provide additional institutional, office, and housing space.
- The proposal could also provide retail uses serving the above primary uses.

3.2 Detriments of the Proposed Rezoning

None anticipated.

4. Impact Analysis

4.1 Transportation

1. Under the revised zoning conditions for Z-34-14 the expected change in trip volume is 107 vph for PM peak period. Neighborhood meeting notes of September 19, 2014 indicate traffic concerns during Jeffreys Grove Elementary School carpool. Since the highest trip generating period will occur in the PM peak and would not conflict with Jeffreys Grove Elementary School carpool, Transportation Planning staff will waive the requirement for a TIA.
2. In accordance with Article 8.3 of the Unified Development Ordinance, the maximum block perimeter is 3,000 feet and the maximum allowable dead-end street length is 400 feet.
3. This segment of Creedmoor Road is classified as Avenue 6-Lane, Divided as per the Raleigh Street Plan Map. In accordance with Section 4.4.2 of the Street Design Manual, the required right-of-way is 126 feet. Additional right-of-way dedication may be required upon development of the subject parcels.
4. Jeffreys Grove School Road is classified as a Neighborhood Street and required a minimum right-of-way width of 64 feet.
5. In accordance with T 2.9 of the 2030 Comprehensive Plan, The development of curb cuts along public streets—particularly on major streets—should be minimized to reduce vehicular conflicts, increase pedestrian safety, and improve roadway capacity. Driveway locations shall be determined upon submittal of a site plan.
6. In accordance with Section 6.5.3 of the Street Design Manual, A driveway serving any non-residential use or multi-unit living shall not be permitted to access neighborhood yield or neighborhood local streets unless the proposed access point is the lesser of 300' from an avenue, boulevard or parkway, or the intersection of another public street. Offers of cross-

access shall be prohibited where a proposed nonresidential use or multi-unit living may potentially obtain access from a neighborhood or residential street.

7. There are no CIP projects slated for this segment of Creedmoor Road.

Impact Identified: A Traffic Study is not required.

4.2 Transit

This area is currently served by Route 4 Rex Hospital. A current unimproved stop located just north of the site will be relocated to the offered transit easement. Construction of an ADA accessible transit shelter upon the transit easement would enhance the transit experience for riders in this area and advance Policy T 4.15.

Impact Identified: Development of this property will increase demand for transit in this corridor but would not be expected to exceed current capacity. The offer of a transit easement and bus shelter will mitigate the impact upon the transit system.

4.3 Hydrology

| | |
|------------------------------|------------------------|
| <i>Floodplain</i> | none |
| <i>Drainage Basin</i> | Mine |
| <i>Stormwater Management</i> | Article 9.2 of the UDO |
| <i>Overlay District</i> | none |

Impact Identified: No impacts identified. Site is subject to Stormwater regulations under Article 9.2 of the UDO.

4.4 Public Utilities

| | <i>Maximum Demand (current)</i> | <i>Maximum Demand (proposed)</i> |
|--------------------|---------------------------------|----------------------------------|
| <i>Water</i> | 3,280 gpd | 13,780 gpd |
| <i>Waste Water</i> | 3,280 gpd | 13,780 gpd |

Impact Identified: The proposed rezoning would add approximately 10,500 gpd to the wastewater collection and water distribution systems of the City. There is an existing water main adjacent to the property. The existing sanitary sewer main located to the north of the property in Creedmoor Road will be required to be extended a short distance to serve the property. The property developer will be required to extend all the sanitary sewer and water mains within the property limits and to all the adjacent surrounding properties not currently served.

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 planned greenway trail or connector. Closest greenway trail is Hare Snipe Creek, 1.2 miles. Park services are provided by Brookhaven (1.2 miles) and Sertoma Art Center 1.6 miles.

Impact Identified: None.

4.6 Urban Forestry

5901 Creedmoor Rd is 1.64 acres in size which is smaller than the two-acre threshold that would require tree conservation when the property is developed. No tree conservation will be required when this property is developed.

Impact Identified: None.

4.7 Designated Historic Resources

No known historic resources.

Impact Identified: None.

4.8 Impacts Summary

- Demand for transit service in this corridor will likely increase.

4.9 Mitigation of Impacts

- The offer of a transit easement and bus shelter will mitigate the impact upon the transit system.

5. Conclusions

The proposed rezoning is consistent with the Comprehensive Plan and the Future Land Use Map. The Office Mixed Use district allows for a variety of potential institutional uses. In addition, retail is only allowed as a limited use in the OX district; any retail use must be within or attached to a multi-tenant building and the size is restricted. The proposed conditions further limit the maximum square footage of any retail development on the property.

The surrounding area is a mix of institutional, office, and single family uses. The proposed zoning is compatible with this context and serves as an appropriate transition from the Creedmoor Road corridor to the single family uses to the west.



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

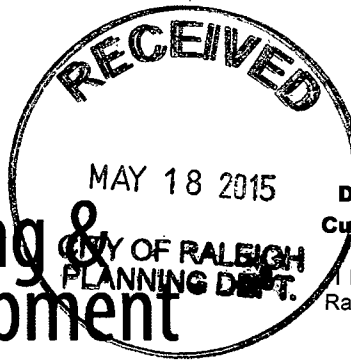
| Rezoning Request | OFFICE USE ONLY |
|---|--------------------|
| <input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan Existing Zoning Classification R-4 Proposed Zoning Classification Base District OX Height 3 Frontage If the property has been previously rezoned, provide the rezoning case number. N/A Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. Pre-Submittal Conference - 407289 | Transaction Number |

| GENERAL INFORMATION | | |
|--|--|-------------------------------|
| Property Address 5901 Creedmoor Road | | Date 7 October 2014 |
| Property PIN 0796494876 000 | Deed Reference (Book/Page) 007870/00300 (The parcel identified as "TRACT ONE" in Exhibit A) | |
| Nearest Intersection Creedmoor Road / Jeffreys Grove School Road | | Property size (in acres) 1.64 |
| Property Owner/Address Wachovia Bank N A Manning Howard E CO-Trustee ATTN: PDS Tax Service PO Box 13519 Arlington, TX 76094-0519 | Phone 919 881 6173 | Fax 919 881 7199 |
| | Email lorraine.bullock@wellsfargo.com | |
| Project Contact Person/Address Jon Wright 1304 Hillsborough St. Raleigh, NC 27605 | Phone 919-831-1308 | Fax 919-831-9737 |
| | Email jon@newcitydesign.com | |
| Owner/Agent Signature N.A. Dr. John G. Morton ARP Dr. Wells Fargo Bank Trustee | Email | |

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
Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
Fax 919-516-2685

| Conditional Use District Zoning Conditions | | OFFICE USE ONLY |
|--|----------------------|--------------------|
| Zoning Case Number Z-34-14 | | Transaction Number |
| Date Submitted 1.26.15 (Conditions), 2.12.15 (Revised Conditions), 3.5.15 (Revised Conditions), 5.14.15 (Revised Conditions) | | |
| Existing Zoning R-4 | Proposed Zoning OX-3 | |

| NARRATIVE OF ZONING CONDITIONS OFFERED | |
|--|---|
| 1. | Upon redevelopment, the site shall have a maximum of 33,000 square feet gross floor area of office and medical uses and no more than 4,000 square feet gross floor area of retail sales. |
| 2. | If so requested by The Transit Division, prior to the issuance of any building permit, or recording of a subdivision plat, whichever event first occurs, the owner of the property shall convey to the City of Raleigh a transit easement and/or a standard bus shelter on Creedmoor Road measuring twenty (20) feet by fifteen (15) feet. If sidewalk improvements are part of the redevelopment, a 15x20 concrete pad will be placed upon the easement. The precise location of the easement shall be approved by the Raleigh Public Works Department, Transit Division, and the City Attorney shall approve the transit easement deed prior to recordation. |
| 3. | All exterior lighting will be full cutoff type. |
| 4. | All building facades shall be constructed from one or more of the following materials: glass, concrete and/or clay brick masonry, cementitious stucco, cementitious siding, including lap and panel products, native and manufactured stone, pre-cast concrete, and metal sidings. The following building siding material shall be prohibited in such areas: vinyl siding, fiberboard siding, pressure treated wood, synthetic stucco (EIFS); however EIFS shall be allowed for trim applications such as roof cornices, header details, or banding elements. Window frames, doorframes, soffits, and trim may be constructed of wood, fiberglass, metal, or vinyl. |
| 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 Kristy Meares Sides SFAS&VP for Wells Fargo Bank, NA, Trustee |
|---|--|





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 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. Per the City of Raleigh Proposed Land Use Map, 5901 Creedmoor Road is designated to be "Institutional". As described on page 35 of the 2030 Comprehensive Plan: "Institutional uses are permitted in a variety of zoning districts." OX-3 is consistent with this policy.
2. As the site is within 100-150 feet of a low to moderate density residential area, page 36 of the 2030 Comprehensive plan outlines this as an "Edge Area" and that "Permitted height in edge areas should generally match the surrounding area and not exceed 4 stories when located directly adjacent to existing three story structures." Per Table LU-2 of the 2030 Comprehensive Plan, Edge conditions in an Office & Residential Mixed Use category are listed as Max. of 4 stories in height. The requested 3 story height limitation is consistent with this policy.
3. Per Policy LU 5.4 of the 2030 Comprehensive Plan, "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." Per Chapter 3 of Part10A: Unified Development Ordinance, "OX- can serve as a land use transition between other mixed use districts and residential neighborhoods."
4. Policy LU 4.4 of the 2030 Comprehensive Plan provides the directive to "Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT)."

PUBLIC BENEFITS

Provide brief statements regarding the public benefits derived as a result of the rezoning request.

1. The development of this lot will provide the necessary transition between the Creedmoor Road corridor and the adjacent medium density residential.
2. The rezoning will bring the site into conformance with the 2030 Comprehensive Plan.
3. The proposed development will allow for a range of services within a short distance of residences, reducing the growth of vehicle miles traveled.
4. The proposed development will improve the pedestrian connectivity of the area by extending sidewalks as required where none currently exist.

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.

N/A – the property to be rezoned is not shown as a "mixed use center" or located along a Main Street or Transit Emphasis Corridor on the Urban Form Map in the 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> |



1304 Hillsborough Street | Raleigh, NC 27605 | tel 919.831.1308 | fax 919.831.9737

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Neighborhood Meeting Summary

Date: 19 September 2014

Time: 5:00 pm

Location: 1304 Hillsborough Street, Raleigh, NC 27605

Re: Proposed ReZoning of property at 5901 Creedmoor Road

A neighborhood meeting was held to discuss the proposed rezoning of property located at 5901 Creedmoor Road. Four people were in attendance including: Matt Kirkpatrick (Developer), Jon Wright (Developer's Architect), and Mark and Rita DeMario (6121 Ponderosa Road).

A brief presentation was given highlighting the location of the property along with the existing and proposed zoning. An enlarged portion of the future land use map was included to explain the process of determining the proposed zoning. Sections of the UDO were also included to help explain what the proposed zoning meant in terms of building size and occupancy type.

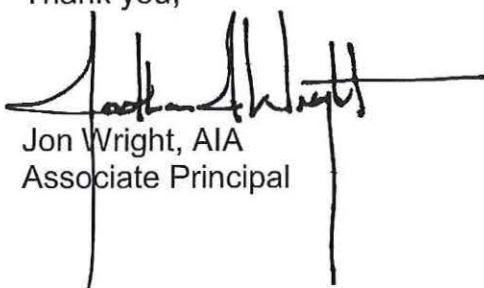
At this time, the neighbors in attendance (Mark and Rita DeMario) presented a list of opposition to any rezoning of the property stating that the current zoning was in their opinion the most desirable use. Each item on their list was reviewed and discussed in an effort to understand their concerns. The list has been provided for reference and review as part of this submittal.

Of the reasons provided, most focus on a general concern regarding development around the neighborhood as a whole. The remaining concerns would be addressed by standard development requirements, limitations of the proposed zoning, and Planning and Development Policy.

It was reiterated that the proposed rezoning was in conformance with requirements and policy as outlined in the UDO in an effort to transition from other mixed use districts to residential zoning as indicated on the future land use map.

The meeting adjourned at approx. 6:15pm.

Thank you,

A handwritten signature in black ink, appearing to read "Jon Wright".

Jon Wright, AIA
Associate Principal

Date: September 19, 2014

Re: 5901 Creedmoor Road

Jon Wright, AIA
Associate Principal

The following neighbors/property owners, listed below, have given Rita DeMario, the permission to voice their opposition to a potential rezoning of the property located at 5901 Creedmoor Road currently zoned R-4 and is proposed to be rezoned to OX-3.

Rita DeMario is given verbal permission for the purpose of this meeting held on Friday, September 19th.

The following Property Owners, Addresses, and Contact Information opposed.

Single Family Homes

Mark and Rita DeMario
6121 Ponderosa Road
Raleigh, NC 27612
919-781-4058

William and Linda Floyd
6004 Jeffreys Grove School Road
Raleigh, NC 27612
919-787-7115

Kathleen and son Walker Hammon
Jeffreys Grove School Road
Raleigh, NC 27612
919-706-0116

Business Property

Dr. Steven C Grubb
Creedmoor Road Animal Hospital
5919 Creedmoor Road
Raleigh, NC 27612
919-781-0696

Owners of adjacent single family parcels are opposed due to the following reasons:

1. Jeffreys Grove Elementary School creates a high density traffic situation. Traffic is backed the length of JGSR on to NC 50 causing safety issues.
2. No traffic signal at the intersection of Creedmoor Road and Jeffreys Grove School Road.
3. Existing property owners in Brookhaven create speeding hazards.
4. Waste Water flows from 5901 Creedmoor Road onto the adjacent single family homes creating pooling on the roads.
5. Currently under construction approval is the development of 27 additional single family homes At 6015 Jeffreys Grove School Road and extending west to Ponderosa Road.
6. Currently under construction approval 4 single family homes on 6113 Ponderosa Road.
7. Currently under construction approval 11 single family homes on south side of Ponderosa Road
8. Currently adjacent properties are under Wake County and would be annexed to the City of Raleigh.
9. No side walks for pedestrian traffic on Jeffreys Grove School Road.
10. Opposed to retail establishments due to the intersection of Millbrook Road and Creedmoor Road being high volume areas with established retail.
11. Approved and under construction new retail shopping Harris Teeter on the southeast corner of Creedmoor Road and Millbrook Road.
12. Security lights will disturb existing neighbors.
13. Noise from delivery and service vehicles.
14. OX3 designation is too easily changed to higher density development.
15. Current signage on the land falsely implies that a zoning change has already occurred.

Single family homes, under the current R4 zoning, would be the most desirable use of the property given the density of office and retail already built or under construction on Creedmoor Rd.

Sincerely,



Rita DeMario
Captain
Neighborhood Watch
Ponderosa Road

CC: William Floyd
Kathleen Hammon
Dr. Steven Grubb

Attendance Roster:

Name

Address

Mark and Rita DeMario

6121 Ponderosa RD

Raleigh, NC 27612

Speaking on behalf for:

1) William & Linda Floyd

6004 Jeffreys Grove School RD

Raleigh NC 27612

2) Kathleen & Walker Hammen

Jeffreys Grove School RD

Raleigh NC 27612

3) Dr Steven Grubb

Oak Park Creedmoor RD

Animal Hospital

5919 Creedmoor RD

Raleigh, NC 27612