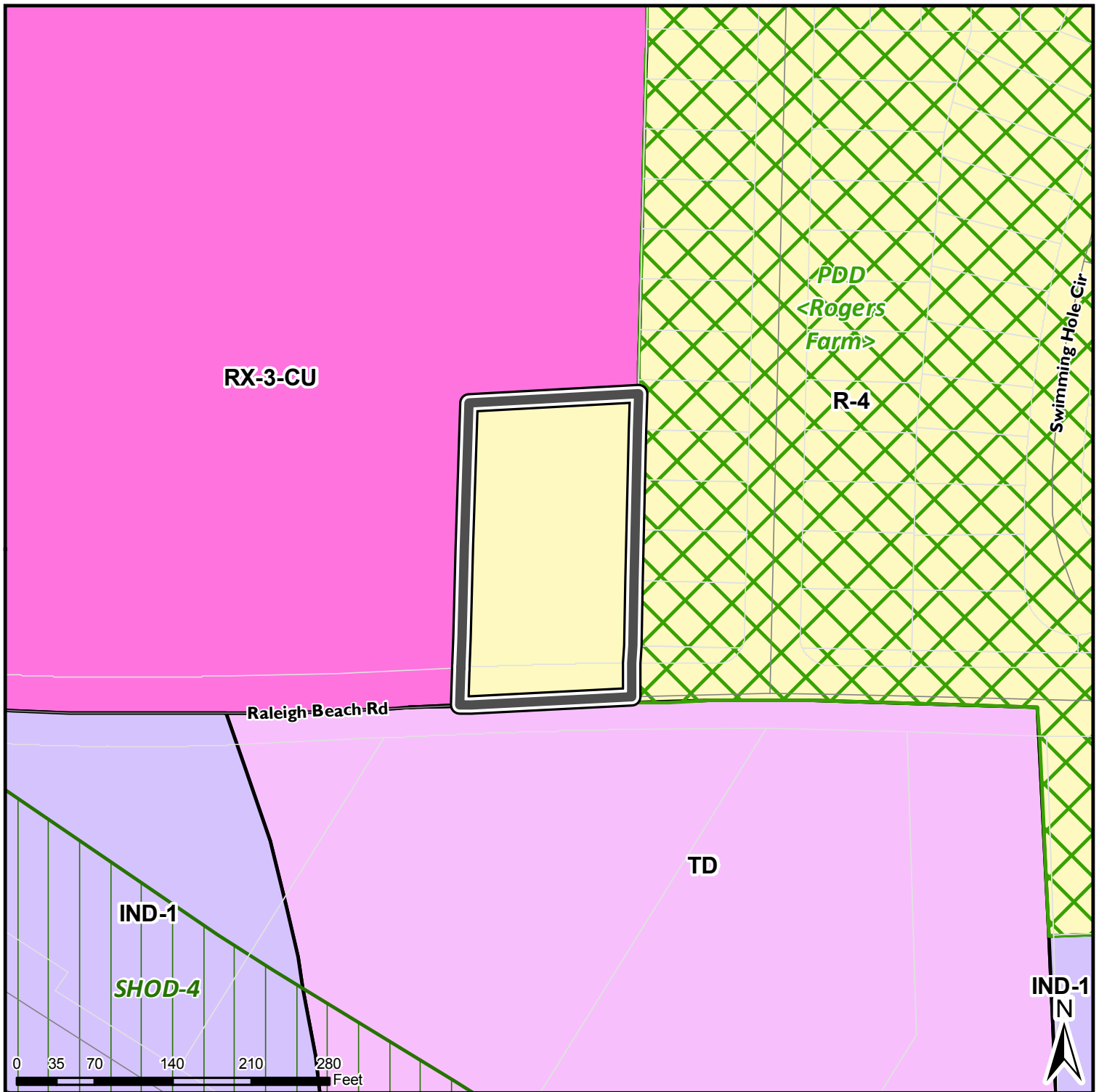


Existing Zoning Map

Z-35-2014



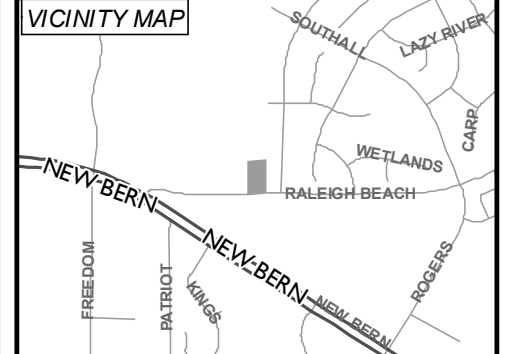
**Submittal
Date**

11/5/2014

Request:

**1 acres from
R-4
to RX-3-CU**

VICINITY MAP





Certified Recommendation

Raleigh Planning Commission

CR# 11605

Case Information Z-35-14 Raleigh Beach Rd

<i>Location</i>	Raleigh Beach Road, northeast of its intersection with New Bern Avenue Address: 4901 Raleigh Beach Road PIN: 1734258509
<i>Request</i>	Rezone property from R-4 to RX-3-CU
<i>Area of Request</i>	1 acre
<i>Property Owner</i>	A.B. Coley 403 Kinzer Road Hillsville, VA 24343
<i>Applicant</i>	Andrew Petesch Petesch Law 916 N. Blount Street Raleigh, NC 27604-1128
<i>Citizens Advisory Council (CAC)</i>	Northeast – Lillian Thompson: lillianonline@icloud.com
<i>PC Recommendation Deadline</i>	April 13, 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>	Community Mixed Use (CMU)
<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 5.4 — Density Transitions Policy LU 5.6 — Buffering Requirements Policy LU 2.6 — Zoning and Infrastructure Impacts
<i>INCONSISTENT Policies</i>	(None)

Summary of Proposed Conditions

1. Some uses are prohibited.
2. Most limited and special uses are prohibited.
3. Provision of 50' buffer adjacent to residentially-zoned properties.
4. Residential development limited to 650 total dwelling units and a density of 16 dwelling units per acre if recombined with adjacent 57 acre parcel.

5. Provision for distribution of allowed development intensity across subsequent parcels if the property is recombined with the adjacent 57 acre parcel.
6. No construction material or equipment stored in buffer areas.

Public Meetings

<i>Neighborhood Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>	<i>Public Hearing</i>
10/28/13	11/13/14 & 1/8/15 (Yes – unanimous)	1/13/15	1/20/15	

☐ **Valid Statutory Protest Petition**

Attachments

1. Staff report
2. Traffic Study 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. It allows for the addition of new housing options close to existing retail centers and the New Bern Avenue transit corridor. 3. The proposal is compatible with the surrounding area. Conditions prohibit several more intensive uses and require a setback from adjacent residentially-zoned properties that exceeds minimum Code standards.
<i>Motion and Vote</i>	Motion: Braun Second: Sterling Lewis In Favor: Braun, Buxton, Fleming, Fluhrer, Lyle, Schuster, Sterling-Lewis, 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	1/13/15 Date
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Staff Coordinator: Vivian Ekstrom: (919) 996-2657; vivian.ekstrom@raleighnc.gov



Zoning Staff Report – Case Z-35-14

Conditional Use District

Case Summary

Overview

This 1-acre parcel is located in east Raleigh north of New Bern Avenue between North New Hope Road to the west and North Rogers Lane to the east. The site is currently vacant and wooded. To the east of the site is the Rogers Farm single family neighborhood. The site is immediately adjacent on the west and north to an undeveloped 57-acre parcel that was recently rezoned from Residential-4 (R-4) to Residential Mixed Use, maximum height of 3 stories, conditional use (RX-3-CU) as part of zoning case Z-6-14. South of the property, across Raleigh Beach Road, are two industrial/commercial buildings. New Bern Avenue from the vicinity of the site west to the I-440 Beltline is mostly developed as a commercial strip.

Although not immediately adjacent, the site is close to the eastern boundary of a Mixed Use Center as designated on the City's Urban Form Map. The Mixed Use Center is clustered around the North New Hope Road/New Bern Avenue intersection and is anchored by a WalMart. New Bern Avenue approaching the Mixed Use Center from the east is designated as a Parkway Corridor.

Much of the New Bern Avenue corridor, including the site of the proposed rezoning, is designated "Community Mixed Use" on the Future Land Use Map. Land to the west and south of the site share this designation. The neighborhoods to the east of the site are designated for Low Density Residential. Land to the west is designated as a Mixed Use Center on the Urban Form Map.

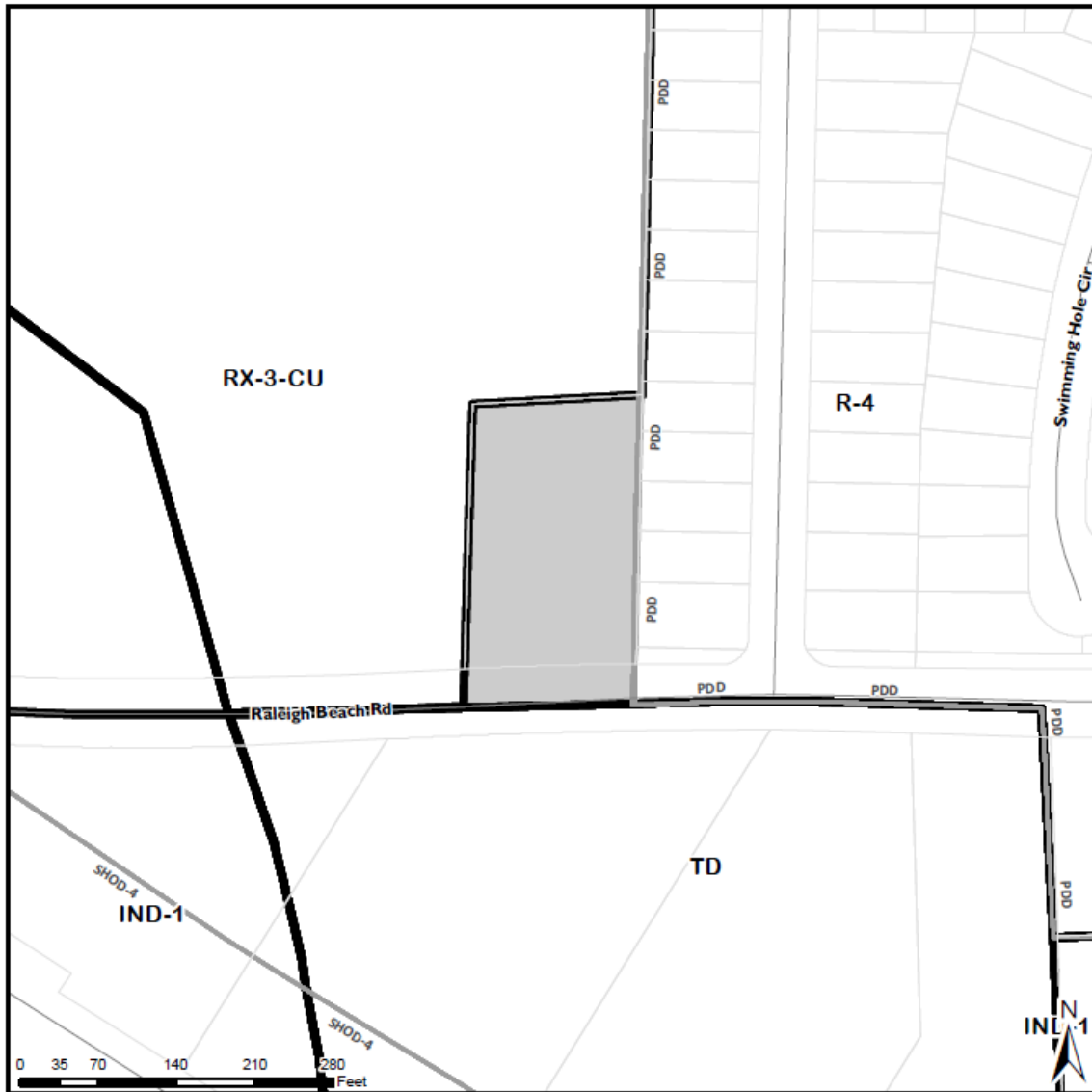
The site is currently zoned Residential-4 (R-4). As noted earlier, the 57-acre parcel which surrounds the subject property to the north and west is zoned Residential Mixed Use, maximum height of 3 stories, conditional use (RX-3-CU). Properties to the south are zoned Thoroughfare District (TD) and Industrial-1 (IND-1).

Outstanding Issues

<i>Outstanding Issues</i>	<i>None noted</i>	<i>Suggested Mitigation</i>	<i>N/A</i>
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Existing Zoning Map

Z-35-2014



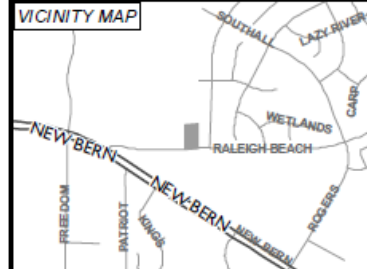
**Submittal
Date**

11/5/2014

Request:

1 acres from
R-4
to **RX-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>	R-4	RX-3-CU	R-4, IND-1, TD	R-4	RX-3-CU
<i>Additional Overlay</i>	n/a	n/a	SHOD-4	PDD	n/a
<i>Future Land Use</i>	Community Mixed Use	Community Mixed Use	Community Mixed Use	Low Density Residential	Community Mixed Use
<i>Current Land Use</i>	Vacant	Vacant	Commercial	Single family houses	Vacant
<i>Urban Form (if applicable)</i>	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	34 DUs/acre; 16 DUs/acre if recombined with 57 acre parcel
<i>Setbacks:</i> <i>Front:</i> <i>Side:</i> <i>Rear:</i>	20' 10' 30'	10' to 30' 0' or 6' (50' for portions abutting residentially-zoned properties per conditions) 20'
<i>Retail Intensity Permitted:</i>	Not allowed	Not allowed per conditions
<i>Office Intensity Permitted:</i>	Not allowed	Not allowed per conditions

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning*
<i>Total Acreage</i>	1 acre	1 acre
<i>Zoning</i>	R-4	RX-3-CU
<i>Max. Gross Building SF (if applicable)</i>	n/a	n/a
<i>Max. # of Residential Units</i>	4	34 (16 if recombined with 57 acre parcel)
<i>Max. Gross Office SF</i>	n/a	n/a
<i>Max. Gross Retail SF</i>	n/a	n/a
<i>Max. Gross Industrial SF</i>	n/a	n/a
<i>Potential F.A.R</i>	n/a	n/a

*The development intensities for proposed zoning districts were estimated using the ***Envision Tomorrow*** impact analysis tool. Reasonable assumptions are factored into the analysis to project the worst case development scenario for the proposed rezoning. The estimates presented in this table are rough estimates intended only to provide guidance for analysis in the absence of F.A.R's and density caps for specific UDO districts.

The proposed rezoning is:

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

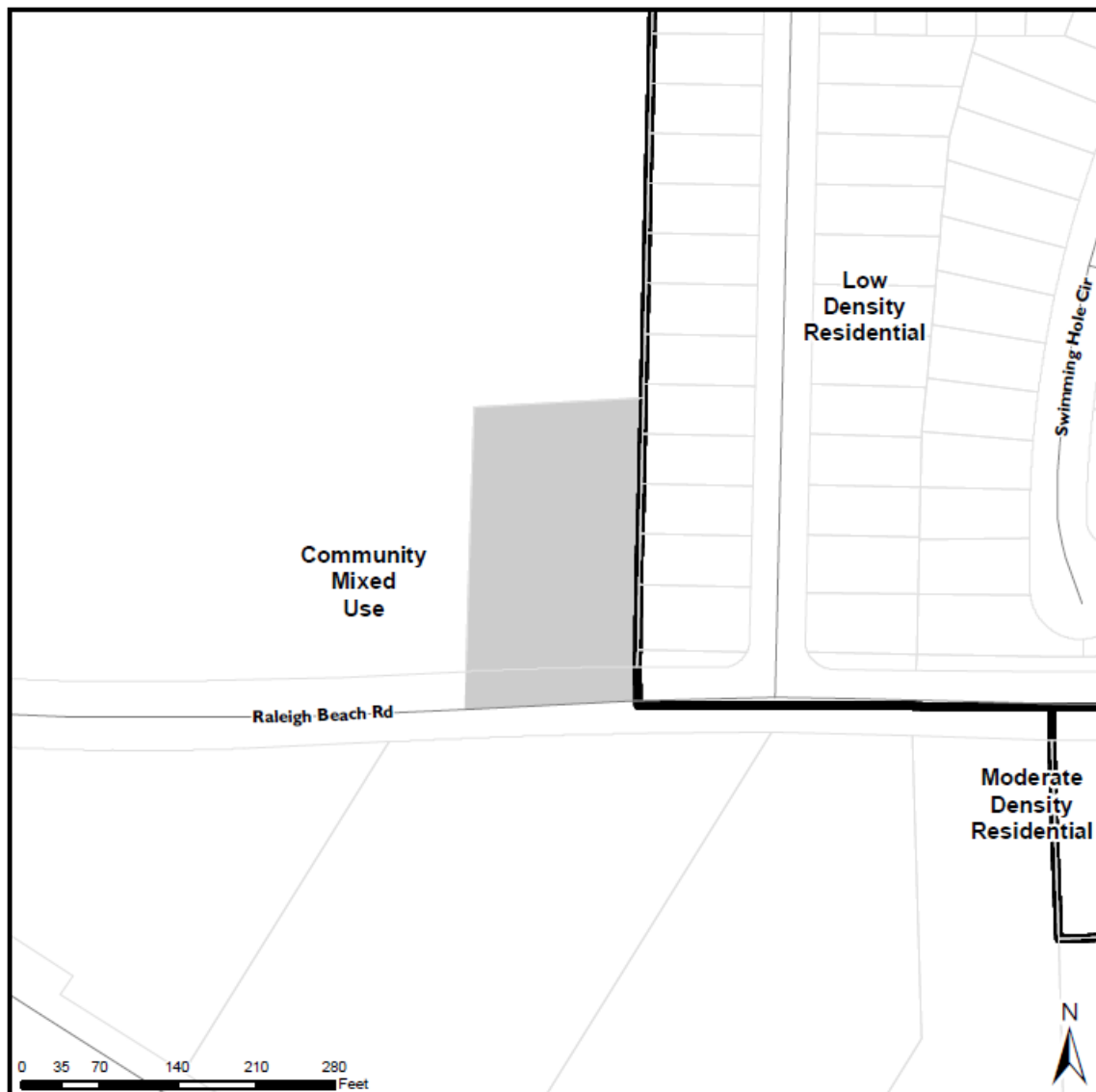
☐ **Incompatible.**

Analysis of Incompatibility:

Although the site is designated for Community Mixed Use on the FLUM, higher density housing as implied by the RX zoning district (rather than commercial development) would provide a transition between the lower density residential areas to the east and the commercial uses to the west and south.

Future Land Use Map

Z-35-2014

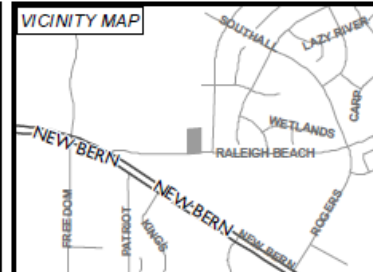


**Submittal
Date**

11/5/2014

Request:

1 acres from
R-4
to **RX-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?

Staff finds this case consistent. The proposal meets tests 1 and 3. Per test 2, although the property is designated Community Mixed Use on the Future Land Use Map, RX-3 is not inappropriate for the location, given that it lies between an RX zoned property and a single family area. In addition, the RX zoning helps provide an appropriate transition from the more intense retail development to the west and the single family area immediately to the east of the subject property. Existing community facilities and streets appear sufficient to accommodate the redevelopment possible under the proposed rezoning.

2.2 Future Land Use

Future Land Use designation:

The rezoning request is:

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

☐ **Inconsistent**

Analysis of Inconsistency:

The Community Mixed Use Designation does not preclude residential development, but it does create the possibility for higher density housing. Retail might not be suitable for this parcel, since there are underperforming retail developments in the vicinity, and access to the site from New Bern Avenue will be problematic due to the existing intersection configuration of New Bern Avenue and Raleigh Beach Road.

2.3 Urban Form

Not applicable, no Urban Form designations for this property.

2.4 Policy Guidance

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

(None)

2.5 Area Plan Policy Guidance

Not applicable, no area plan exists for this locale.

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

The proposal could provide additional housing fairly close in to town, with transit access available in the New Bern Avenue corridor. Nearby underperforming shopping areas could be invigorated by increased population in the area.

3.2 Detriments of the Proposed Rezoning

None noted.

4. Impact Analysis

4.1 Transportation

1. 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.
2. This segment of Raleigh Beach Road is classified as Avenue 2-Lane, Undivided 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 64 feet. Additional right-of-way dedication may be required upon development of the subject parcels.
3. In accordance with Section 6.5.4 of the Street Design Manual, only one driveway onto the public street system is required.
4. There are no CIP projects slated for this segment of Raleigh Beach Road.

Impact Identified: None noted

4.2 Transit

1. Express transit is currently provided on New Bern Avenue past this location.
2. Both the City of Raleigh Short Range Transit Plan and the Wake County 2040 Transit Study anticipate local transit along New Bern Avenue.
3. There is no anticipation of transit along Raleigh Beach Road.
4. There are no transit requests for this rezoning.

Impact Identified: None noted

4.3 Hydrology

<i>Floodplain</i>	No FEMA Floodplain present
<i>Drainage Basin</i>	Crabtree
<i>Stormwater Management</i>	Section 9.2 of the Unified Development Ordinance
<i>Overlay District</i>	none

Impact Identified: None

4.4 Public Utilities

	Maximum Demand (current)	Maximum Demand (proposed)
<i>Water</i>	2,000 gpd	8,500 gpd
<i>Waste Water</i>	2,000 gpd	8,500 gpd

Impact Identified:

1. The proposed rezoning would add approximately 6,500 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 east of the property in the adjacent subdivision will be required to be extended to serve the property.
2. 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.
3. 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 or greenway connector. Park services are provided via existing Anderson Point Park (2.4 miles) or future Milburnie Park West (.8 miles). Nearest greenway trail is Neuse River Trail at 0.8 miles.

Impact Identified: None noted

4.6 Urban Forestry

1. The subject parcel is smaller than two acres. Therefore, compliance with UDO Article 9.1. Tree Conservation is not required when the parcel is developed.
2. There are no tree preservation conditions submitted at this time.

Impact Identified: None

4.7 Designated Historic Resources

n/a

4.8 Community Development

n/a

4.9 Impacts Summary

No negative impacts are expected from this rezoning.

4.10 Mitigation of Impacts

N/A

5. Conclusions

The proposal is consistent with the Future Land Use Map and is compatible with surrounding land uses. Although the Future Land Use Map calls for Community Mixed Use on the property, RX-3 is a reasonable zoning category for the property and matches the recently approved rezoning for the adjacent 57 acre parcel.



Planning & Development

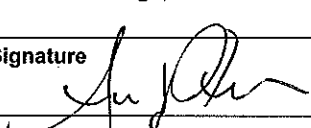
Development Services Customer Service Center

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

11/5/14
4:45 pm

Rezoning Application

Rezoning Request	OFFICE USE ONLY
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan	Transaction Number
Existing Zoning Classification: <u>R-4</u> Proposed Zoning Classification Base District: <u>RX</u> Height: <u>3 Stories & 50 Feet</u> Frontage: <u>None</u>	<u>412044</u>
If the property has been previously rezoned, provide the rezoning case number.	
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. <u>412044</u>	<u>235-14</u>

GENERAL INFORMATION			
Property Address	4901 Raleigh Beach Road, Raleigh NC		11/3/2014
Property PIN	1734258509		
Nearest Intersection	Raleigh Beach Road & New Bern Avenue		Property size (in acres) <u>1.00</u>
Property Owner A.B. COLEY 403 Kinzer Rd. Hillsville, VA 24343-4028	Phone	Fax	
	Email		
Project Contact Andrew Petesch Petesch Law 127 W. Hargett St., Ste 500 Raleigh, NC 27601	Phone 919-345-0442	Fax 888-848-9605	
	Email andy@peteschlaw.com		
Owner/Agent Signature 	Email andy@peteschlaw.com		

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



Planning & Development


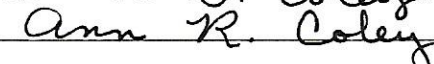
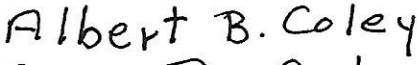
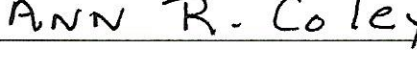
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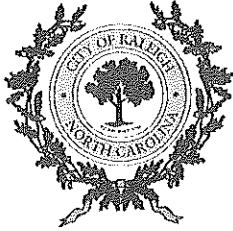
Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number: Z-35-14		Transaction Number
Date Submitted: 12-30-2014		

NARRATIVE OF ZONING CONDITIONS OFFERED	
1.	The following uses shall be prohibited: <ul style="list-style-type: none">• Dormitory, fraternity, sorority;• Rest Home;• Outdoor sports or entertainment facility of less than 250 seats; and• Hospitality House.
2.	Except for Multi-Unit Supportive Housing Residences and Supportive Housing Residences, all other Limited Uses and Special Uses shall be prohibited on all portions of the property, except: <ul style="list-style-type: none">• Health Club shall be allowed as a limited use accessory use;• Community Garden shall be allowed as a limited use accessory use; and• Produce Stand shall be allowed as a limited use accessory use.
3.	A principal building, parking, and accessory setback of at least fifty (50) feet shall be provided on all portions of the subject property that abut a residentially zoned parcel, but not to include any adjacent non-residentially zoned properties that are later rezoned to a residential zoning designation after the date of approval for this application. Within the setback area created under this Condition, an area at least thirty-two (32) feet in width measured from the subject property's boundary with adjacent residentially zoned parcels, shall be designated as secondary tree conservation area subject to the provisions of UDO Art. 9.1., including the observation of any applicable excluded areas set out in UDO § 9.1.4.C.
4.	Residential development on the subject parcel, if recombined with the adjacent 57.27 acre parcel (PIN 1734261556), shall not exceed six hundred fifty (650) total dwelling units, and no portion of the property shall exceed a density of sixteen (16) dwelling units per acre.
5.	Prior to the approval of any recombination of the subject property with the adjacent 57.27 acre parcel (PIN 1734261556), the owner of the subject property shall cause to be recorded in Wake County Registry a restrictive covenant that allocates allowable development upon the property as provided in the foregoing Condition No. 4 among all resulting parcels. Said recordation shall be made within fifteen (15) days following approval of the City Attorney or his or her deputy as to the form and substance of the restrictive covenant. Such restrictive covenant shall provide that it become null and void and of no effect whatsoever in the event that a court enters a final judgment (not subject to appeal) declaring the rezoning resulting from the approval of this case invalid. The restrictive covenant and the allocation of development set forth therein may be amended from time to time following recordation. Any such amendment shall require (a) the approval of the City Attorney or his or her deputy as to the form and substance of the amendment and (b) the written concurrence of the owner(s) of all portions of the subject property affected by the amendment. Following recordation, a copy of each amendment shall be mailed to the City of Raleigh Planning Director, P.O. Box 590, Raleigh, North Carolina 27602 with reference to Zoning Case Z-35-14.
6.	During construction, no construction materials, debris or equipment shall be stored, handled or parked within the setback areas described in Condition No. 3.

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.

Revision 10.16.13

Owner/Agent Signatures:  	Print Name: Albert B. Coley & Ann R. Coley  
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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 2-35-14

STATEMENT OF CONSISTENCY

Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map and any applicable policies contained within the 2030 Comprehensive Plan.

1.	The proposed RX classification is consistent with the City's Future Land Use Map ("FLUM"), which designates the subject property as Community Mixed Use.
2.	The subject property does not include any centers or corridors on the City's Urban Form Map. It is near an area located to the west, which is designated as a mixed-use center and includes a transit emphasis corridor and urban thoroughfares. A parkway corridor is designated to the south and east of the subject property.
3.	Among other points in the 2030 Comprehensive Plan, an RX classification would allow for development that improves neighborhood connectivity (Pol. UD 5.3 & LU 4.5), fulfills the FLUM's purpose (Pol. LU 1.1), promotes compact development (Pol. LU 2.2) and healthy communities (Pol. LU 2.5), provides a density transition for low density neighborhoods to the immediate north and east (Pol. LU 5.4), and adds variation in housing types (Pol. LU 8.1) while also preserving open space (Pol. LU 8.9).
4.	LU 3.2 Location-Growth. The development of vacant properties shall occur first within the City's limits, then within the City's planning jurisdiction, and lastly within the City's USAs to provide for more compact and orderly growth, including the provision of conservation areas. The subject property is within the Raleigh City limits.
5.	LU 4.5 Connectivity. New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors. The subject property, when developed, will complete and/or enhance connectivity with Southall Road, Corporation Parkway, Salamander Court, and Babbling Brook Drive.
6.	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. The purpose of this rezoning is to allow development of multi-family housing in both the form of rental apartments and townhomes for sale, both of which will add to the housing stock available in East Raleigh.

PUBLIC BENEFITS

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

1.	The RX classification allows for diversity of future development for a significant parcel of land uniquely located between what is currently mostly low to medium density residential, retail, industrial, and civic uses.
2.	This 1.00 acre parcel is located near an area designated as a mixed-use center on the Urban Form Map and RX allows for medium density residential development that would feed commercial retail investment in the mixed-use center.
3.	The potential for multi-family residential to the east of downtown Raleigh provides additional quality housing options close to a major growth area of the City that is more affordable than housing found in the immediate downtown area, which often commands premium rents and purchase prices.
4.	

Revision 10.16.13

URBAN DESIGN GUIDELINES

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

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

11.	<i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i>
12.	<i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i>
13.	<i>New public spaces should provide seating opportunities.</i>
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i>
15.	<i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i>
16.	<i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i>
17.	<i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i>
18.	<i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i>
19.	<i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i>
20.	<i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i>
21.	<i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i>
22.	<i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i>
23.	<i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i>
24.	<i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i>
25.	<i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i>
26.	<i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i>

SUMMARY OF ISSUES

A neighborhood meeting was held on October 28, 2013 to discuss a potential rezoning located at 4901 Raleigh Beach Road. The neighborhood meeting was held at Willow Oak Clubhouse in Hedingham Community, 4401 Willow Oak Road off Bartholomew Circle. There were **two (2)** neighbors in attendance. The general issues discussed were:

Summary of Issues:

- Connectivity between for existing roads, especially Southall Drive, access points for the proposed development.
- Proximity of build-to lines with respect to existing single-family homes and whether existing trees would be retained in buffer areas.
- Whether any improvement to Raleigh Beach Road would be necessitated as a result of future development of the subject property.

4901

Name _____

[illegible][illegible]