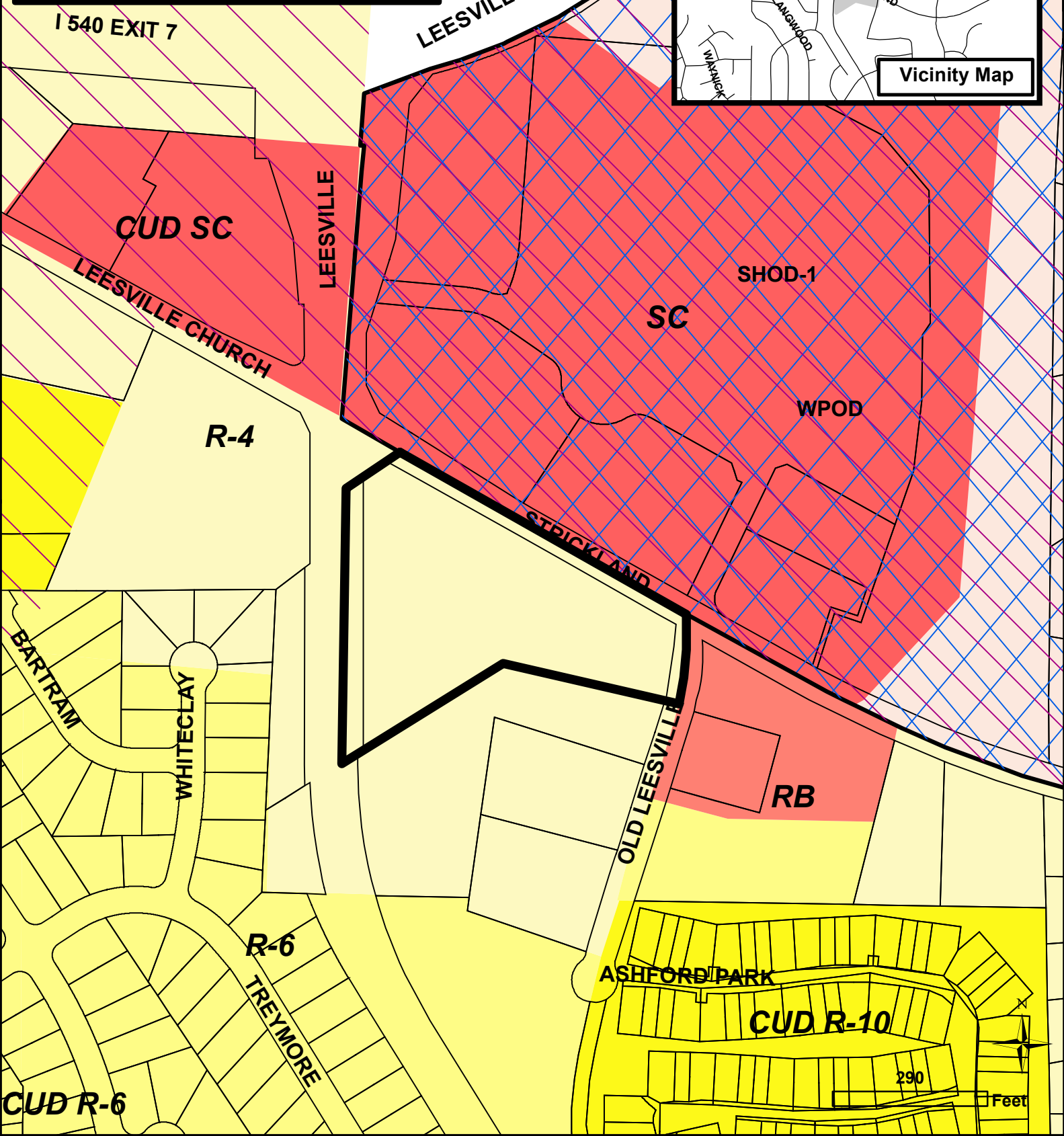
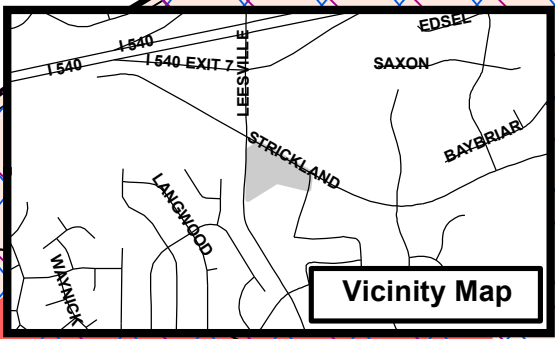


Existing Zoning Map Case Number: Z-11-12



Request:

3.91 ac from R-4 to SC CUD

City of Raleigh Public Hearing
April 17, 2012



Certified Recommendation

Raleigh Planning Commission

CR# 11529

Case Information Z-11-12 Strickland Rd. and Old Leesville Rd

<i>Location</i>	Southside, southwest of its intersection with Old Leesville Road
<i>Size</i>	3.91 acres
<i>Request</i>	Rezone property from Residential-4 to Shopping Center CUD

Overall Comprehensive Plan Consistency

Consistent

Inconsistent

Consistent

<i>Future Land Use Designation</i>	<input checked="" type="checkbox"/>	Neighborhood Mixed Use
<i>Consistent Policy Statements</i>		Policy LU 2.6 Zoning and Infrastructure Impacts Policy LU 4.4 Reducing VMT through Mixed Use Policy LU 4.5 Connectivity Policy LU 5.1 Reinforcing the Urban Pattern Policy LU 5.2 Managing Commercial Development Impacts Policy LU 5.4 Density Transitions Policy LU 5.5 Transitional and Buffer Zone Districts Policy LU 5.6 Buffering Requirements Policy LU 7.1 Encouraging Nodal Development Policy LU 7.3 Single-family Lots on Thoroughfare Policy LU 7.4 Scale and Design of New Commercial Uses Policy LU 7.6 Pedestrian-Friendly Development Policy LU 10.1 Mixed-Use Retail Policy LU 10.6 Retail Nodes Policy UD 2.1 Building Orientation Policy UD 2.3 Activating the Street Policy UD 2.4 Transitions in Building Density Policy UD 7.3 Design Guidelines (1-26 policies)
<i>Inconsistent Policy Statements</i>	<i>Not Consistent</i>	Policy UD 2.6 Parking Location and Design Policy UD 3.8 Screening of Unsightly Uses

Summary of Conditions

<i>Submitted Conditions</i>	<p>The following conditions are offered:</p> <ul style="list-style-type: none"> • Prohibit certain type of uses on the site • Limits building height to max. of 75 feet or five stories • Ground floor building surface - 33% of non-opaque surface • Transit easement of 20x15 foot along Leesville Road • Drive-through window to be located at rear/side of building, as viewed from Strickland Road and Leesville Road • Offer of cross-access to the property to the south • Retail development limited to max. of 29,000 SF, with covenant
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	<p>recorded with Wake County within 45 days of recording of a plat subdivision</p> <ul style="list-style-type: none"> • Provide for one bike rack per 5000 SF of building gross area, and located within 100 feet of a building entrance
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Issues and Impacts

<i>Outstanding Issues</i>	<ol style="list-style-type: none"> 1. Address key urban design guidelines - parking location and design, screening of garbage dumpsters 	<i>Suggested Conditions</i>	NA
<i>Impacts Identified</i>	<ol style="list-style-type: none"> 1. Transportation - slight changes in delay and overall levels-of-service 2. Increase demand for transit 3. Existing BMP to remain 4. Utility improvements may be required 5. Tree Conservation Ordinance to apply at site plan review 	<i>Proposed Mitigation</i>	<ol style="list-style-type: none"> 1. TIA report was submitted and reviewed 2. Transit easement offered

Public Meetings

<i>Neighborhood Meeting</i>	<i>Public Hearing</i>	<i>Committee</i>	<i>Planning Commission</i>
December 13, 2011	April 17, 2012	10/2/12 Approved 45 day time extension	4/24/12 Deferred to COW 6/26/12 Approved 45 day time extension 8/14/12 Approved 45 day time extension 10/09/12 Approved 45 day time extension 11/13/12 Approved 45 day time extension 1/8/13 Approved 45 day time extension 2/12/13 Approved 45 day time extension (noting that this will be the final time extension if no progress is made within the granted time) 4/9/13 PC approved with a minor technical change to a condition and with a recommendation to CC to consider requesting a condition for a parking maximum

Valid Statutory Protest Petition

Attachments

- 1. Staff report
- 2. Existing Zoning Map
- 3. Future Land Use Map

Planning Commission Recommendation

<i>Recommendation</i>	<p>The Planning Commission finds that the proposed rezoning is consistent with the Comprehensive Plan, and recommends, based on the findings and reasons stated herein, that the request be approved in accordance with zoning conditions dated April 9, 2013.</p> <p>The Planning Commissions also recommends that the City Council ask applicant to insert a new zoning condition reading as follows: “The amount of vehicular surface parking provided to serve the uses on the property shall not exceed 150% of the minimum amount of parking required by the Code at the time of site plan submittal.” The applicant is agreeable to this new zoning condition.</p>
<i>Findings & Reasons</i>	<p>(1)That the request is consistent with the Comprehensive Plan. The Future Land Use Map designates the site for Neighborhood Mixed Use. The proposed uses and conditions are consistent with this designation.</p> <p>(2) That the request is compatible with surrounding land uses and development patterns. The conditions offer cross-access, limit maximum building height and retail square footage, and address some design standards, which would help mitigate potential impacts of the rezoning to adjacent properties.</p> <p>(3) That the request is reasonable and in the public interest. Potential adverse impacts have been mitigated and appropriate density transitions established through appropriate conditions.</p>
<i>Motion and Vote</i>	<p>Motion: Terando Second: Fleming In Favor: Buxton, Fleming, Fluhrer, Harris Edmisten, Haq, Schuster, Sterling Lewis and Terando Excused: Mattox</p>

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 ^{4/9/13} Date

Staff Coordinator: Dhanya Sandeep dhanya.sandeep@raleighnc.gov



Zoning Staff Report – Case Z-11-12

Conditional Use District

Request

<i>Location</i>	Southside, southwest of its intersection with Old Leesville Road
<i>Request</i>	Rezone property from Residential-4 to Shopping Center CUD
<i>Area of Request</i>	3.91 acres
<i>Property Owner</i>	Saintsing Properties, LLC
<i>PC Recommendation Deadline</i>	April 22, 2013

Subject Property

	<i>Current</i>	<i>Proposed</i>
<i>Zoning</i>	Residential-4	Shopping Center CUD
<i>Additional Overlay</i>	NA	NA
<i>Land Use</i>	Vacant	Not specified
<i>Residential Density</i>	15 DU total	58 DU total 117 DU total w/PC approval (Conditions limit density to fit a building height of 75 feet)

Surrounding Area

	<i>North</i>	<i>South</i>	<i>East</i>	<i>West</i>
<i>Zoning</i>	SC, SHOD-1, WPOD	R-4	RB	R-4
<i>Future Land Use</i>	Neighborhood Mixed Use	Office & Residential Mixed Use	Moderate density residential	Institutional, Low density residential
<i>Current Land Use</i>	Shopping center	SF homes	Vacant, SF homes	Church, vacant lot

Comprehensive Plan Guidance

<i>Future Land Use</i>	Neighborhood Mixed Use
<i>Area Plan</i>	NA
<i>Applicable Policies</i>	Policy LU 2.6 Zoning and Infrastructure Impacts Policy LU 4.4 Reducing VMT through Mixed Use Policy LU 4.5 Connectivity Policy LU 5.1 Reinforcing the Urban Pattern Policy LU 5.2 Managing Commercial Development Impacts Policy LU 5.4 Density Transitions

	Policy LU 5.5 Transitional and Buffer Zone Districts Policy LU 5.6 Buffering Requirements Policy LU 7.1 Encouraging Nodal Development Policy LU 7.3 Single-family Lots on Thoroughfare Policy LU 7.4 Scale and Design of New Commercial Uses Policy LU 7.6 Pedestrian-Friendly Development Policy LU 10.1 Mixed-Use Retail Policy LU 10.6 Retail Nodes Policy UD 2.1 Building Orientation Policy UD 2.3 Activating the Street Policy UD 2.4 Transitions in Building Density Policy UD 2.6 Parking Location and Design Policy UD 3.8 Screening of Unsightly Uses Policy UD 7.3 Design Guidelines (1-26 policies)
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Contact Information

<i>Staff</i>	Dhanya Sandeep, 996--2659
<i>Applicant</i>	Thomas S. Erwin, 610-5263
<i>Citizens Advisory Council Contact</i>	Northwest Jay Gudeman, 789-9884, jay@kilpatrickgudeman.com

Case Overview

The 3.91 acre property is located in the southeast quadrant of the intersection of Strickland and Leesville Roads. Directly to the north across from Strickland Road is the Leesville Shopping Center. The I-540 Interchange is located about ¼ mile away; just to the north of the shopping center. Strickland Road is mostly developed for low density, single family dwellings on either side of the road, a result of the presence of the Falls Lake secondary watershed protection overlay.

The subject properties have been zoned Residential-4 since being brought into the Raleigh ETJ limits, well before I-540 and the Leesville shopping center opened. The petitioners are requesting a rezoning to Shopping Center Conditional use with the intent to allow a wider range of uses on the property, which is consistent with its neighborhood mixed use designation. While a mix of uses are encouraged in mixed use centers, the scale and intensity of these uses should be maintained at a designated neighborhood scale. The proposed conditions limit overall intensity to fit a building height of 75 feet and a max. of 29,000 SF of retail uses. Conditions also provide for some design standards such as building ground floor transparency and bike racks.

	Existing Residential 4	Proposed Shopping Center CUD
<i>Residential Density</i>	4 DU/acre	15 DU/acre (up to 30 DU/acre with PC approval) (Conditions limit density to fit a building height of 75 feet)
<i>Setbacks</i>	Front – 30 Side – 10 Corner Lot – 20 Rear - 30	Front – 15 Side – 0 Corner Lot – 15 Rear - 0
<i>Retail Use</i>	Not permitted	Max. of 29,000 SF per conditions

Exhibit C & D Analysis

Staff examines consistency with the Comprehensive Plan, compatibility with the surrounding area, public benefits and detriments of the proposal, and summarizes any associated impacts of the proposal.

1. Consistency of the proposed rezoning with the Comprehensive Plan and any applicable City-adopted plan(s)

1.1 Future Land Use

The property is designated for Neighborhood Mixed Use on the future land use map. 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 super-stores/centers), drug stores, dry cleaners, video stores, small professional offices, retail banking, and similar uses that serve the immediately surrounding neighborhood. While this is primarily a commercial category, mixed-use projects with upper story housing are also supported by this designation. The proposed Shopping Center zoning permits a mix of moderate density housing, office development, hotels, and/or retail uses. The zoning request is consistent with the future land use designation. While a mix of uses are encouraged in mixed use centers, the scale and intensity of these uses should be maintained at a designated neighborhood scale. The zoning condition offered limits density to fit into a building height of 75 feet with a max. retail of 29,000 SF, thus maintaining a neighborhood scale.

1.2 Policy Guidance

The following policy guidance is applicable with this request:

Policy LU 1.3 - Conditional Use District Consistency

All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan

The proposed zoning conditions are consistent with the Comprehensive Plan.

Policy LU 2.6 - Zoning and Infrastructure Impacts

Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed.

The proposed rezoning classification would introduce higher residential densities and retail uses into this site which is currently zoned primarily for low density residential uses. The proposed increased density would potentially impact infrastructure capacities for transportation, transit, and utilities. A Traffic Impact Assessment report was submitted and evaluated by staff. The proposed rezoning will not have major transportation impacts.

Policy LU 4.4 - Reducing VMT through Mixed Use

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.

The proposed request permits a mix of moderate density residential uses and/or retail uses in close proximity to the Strickland Road shopping center. Surrounded by residential zoning, the property offers the opportunity to integrate mixed uses within walking distance of surrounding neighborhoods and thus help in reducing the growth of VMT. The maximum amount of retail uses permitted is 29,000 SF, thus leaving remaining building

envelope of the 3.91 acre site for integrating other uses. The request is consistent with this policy.

Policy 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 request is consistent with this policy. Zoning conditions provide for cross-access to adjacent property to the south.

Policy LU 5.1 Reinforcing the Urban Pattern

New development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.

The proposed zoning site is in close proximity to an existing shopping center and the proposed zoning classification is consistent with its future land use designation. The property to the south is a vacant (recently burned down) R-4 zoned land. The Code would provide for appropriate transitional yard, if the southern property were to be developed for single-family uses. Conditions provide for cross-access to the property to the south. The request is consistent with this policy.

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.

The proposed rezoning request prohibits certain types of high impact uses. Conditions limit building height and cross-access for property to the south. The Traffic Impact Assessment does not indicate major impacts to transportation. The request is consistent with this 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.

LU 5.5 Transitional and Buffer Zone Districts

Maintain and enhance zoning districts which serve as transitional or buffer areas between residential and commercial districts and which also may contain institutional, non-profit, and office-type uses. Zoning regulations and conditions for these areas should ensure that development achieves appropriate height and density transitions, and protects neighborhood character.

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 Future Land Use Map designates the subject property for neighborhood mixed use. Neighborhood oriented commercial uses at a compatible scale and density would serve as an appropriate transition zone between the mixed use designation to the north and office mixed use zone to the south. A transitional protective yard (determined by adjacent uses), height and setbacks as specified in the Code will provide standard buffering and transitions. Zoning conditions address height limits. The request is consistent with these policies.

Policy LU 7.1 Encouraging Nodal Development

Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them.

Policy LU 7.4 Scale and Design of New Commercial Uses

New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.

There is an established shopping center at the Strickland and Leesville Road intersection. The subject site is designated for neighborhood scale commercial mixed uses. However, as proposed, drive-through uses may be permitted. Conditions limit the amount of retail uses and the visibility of drive-through windows. The request is consistent with these policies.

LU 7.3 Single-family Lots on Thoroughfare

No new single-family residential lots should have direct vehicular access from thoroughfares in an effort to minimize traffic impacts and preserve the long-term viability of these residential uses when located adjacent to thoroughfares.

The subject property is currently zoned R-4 with frontage along Strickland Road, a major thoroughfare. The proposed rezoning seeks a mix of commercial uses. The potential for development of commercial use on the site would discourage the development of single family homes that will require direct vehicular access from thoroughfares. The request is consistent with this policy.

Policy LU 7.6 Pedestrian-Friendly Development

New commercial developments and redeveloped commercial areas should be pedestrian-friendly.

The proposed request is located within a mixed use center and therefore, enhanced pedestrian connectivity is anticipated through application of urban design guidelines.

Policy LU 10.1 Mixed-Use Retail

Encourage new retail development in mixed-use developments.

The request is consistent with this policy as the proposed zoning classification allows a mix of limited retail uses on the site.

Policy LU 10.6 Retail Nodes

Retail uses should concentrate in mixed-use centers and should not spread along thoroughfares in a linear “strip” pattern unless ancillary to office or high-density residential use

The proposed request for a shopping center classification is consistent with its neighborhood mixed use designation. The request is consistent with this policy.

Policy UD 2.1 Building Orientation

Buildings in mixed-use developments should be oriented along streets, plazas and pedestrian ways. Their facades should create an active and engaging public realm.

Policy UD 2.3 Activating the Street

New retail and mixed-use centers should activate the pedestrian environment of the street frontage in addition to internal pedestrian networks and connections.

The conditions provide for building ground floor level transparency, non-visibility of drive-through windows, and bike racks in an attempt to encourage more pedestrian oriented activity. The request is consistent with these policies.

Policy UD 2.4 Transitions in Building Intensity

Establish gradual transitions between large-scale and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single family or row houses) can be made more pleasing when the transition is gradual rather than abrupt. The relationship can be further improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the adjacent properties planned for lower density.

The site is surrounded by single-family homes to the south. Conditions limit building height and provide for cross-access connecting the property to the south. . A transitional protective yard (determined by adjacent uses), height and setbacks as specified in the Code will provide standard buffering and transitions. Request is consistent with this policy.

Policy UD 2.6 Parking Location and Design

New surface parking lots should be avoided within mixed-use centers. Instead, shared parking garages with active ground floor uses and architectural treatments for all facades visible from a public right-of-way should be used.

Zoning conditions do not address parking structures and design details of potential parking garages or their facades. The request is inconsistent with this policy.

Policy UD 3.8 Screening of Unsightly Uses

The visibility of trash storage, loading, and truck parking areas from the street, sidewalk, building entrances and corridors should be minimized. These services should not be located adjacent to residential units and useable open space.

The request is inconsistent with this policy as the zoning conditions do not address screening of trash dumpsters from residential uses to the immediate south.

Policy UD 7.3 Design Guidelines

Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments or developments in mixed-use areas such as pedestrian Business Overlays, including preliminary site and development plans, petitions for the application of the Pedestrian Business or Downtown overlay districts, Planned Development Districts, and Conditional Use zoning petitions.

Since the majority of the site is located within a designated neighborhood mixed use center, the urban design guidelines apply. Application of majority of the urban design guidelines has been deferred to the site plan stage.

Elements of Mixed-Use Areas

1. *All Mixed-Use Areas should generally provide retail (such as eating establishments, food stores, and banks), office, and residential uses within walking distance of each other.*

Applicant response: The requested zoning district (SC-CD) permits retail, office and residential uses. The subject property is located within walking distance of an existing shopping center and other retail; existing single-family, multifamily and townhouse residential development; and offices, churches, a Raleigh City park and a proposed middle school site. Those mixed uses, nonetheless, are not presently “linked by a pedestrian-friendly network and development pattern” that would make walking “easy, pleasant and practical.” This area is thus not now a “horizontal” Mixed-Use area, as defined in the Raleigh Comprehensive Plan, and could only become one if the existing street network beyond the borders of the subject property were made more “pedestrian-friendly,” including the installation of sidewalks on street frontages of City-owned property. Please also see Applicant’s Responses to Guidelines 3, 4, 5 and 6 below.

Staff Comment: Noted.

Mixed-Use Areas /Transition to Surrounding Neighborhoods

2. *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.*

Applicant response: The subject property is not currently within a Mixed-Use area, as defined in the Comprehensive Plan. Please also see Applicant’s Response to Design Guideline 1 above. The subject property is also not adjacent to any existing “lower density neighborhoods.” It is adjacent on the west and north to streets that the City currently classifies as Major Thoroughfares and to properties that the City designates on the Future Land Use Map of the Comprehensive Plan as Neighborhood Mixed Use and Institutional and that are currently so developed. The subject property is adjacent on the east to a residential street and property zoned Residential Business and adjacent on the south to vacant property that the City designates Office Residential - Mixed Use on the Future Land Use Map. Thus no buildings subsequently built on the subject property will be “adjacent to lower density neighborhoods.”

Staff Comment: Noted.

Mixed-Use Areas /the Block, The Street and The Corridor

3. *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.*

Applicant response: The existing “neighborhood road network of the . . . community” surrounding the subject property consists primarily of major thoroughfares and residential streets, including numerous cul-de-sacs. The subject property lies in the southeastern quadrant of the intersection of two streets that the City currently classifies as “Major Thoroughfares” - Leesville Road and Strickland Road. The subject property is bounded on the west by the 110’ right of way of that part of Leesville Road - between Westgate Road and Strickland Road/Leesville Church Road - that was recently constructed on a

new alignment. That section of Leesville Road is comprised of two south bound lanes, a center turn lane at various points and two north bound lanes. There are currently no medians, bicycle lanes, sidewalks or on-street parking spaces within the existing right of way. At present there are no curb cuts at any point along this section of Leesville Road. On the west side of Leesville Road there is a recorded but unconnected, unopened and undeveloped 30' public greenway access within the Pemberton subdivision which adjoins the Leesville Road right of way. The design speed of this section of Leesville Road is 50 miles per hour.

The subject property is bounded on the north by the right of way of Strickland Road. The southern edge of Strickland Road that abuts the subject property is currently unimproved. Although typical two-way volumes on Strickland Road have been in the very low end of the range of streets classified as Minor Thoroughfares - between 9 and 10,000+ vehicles per a day - since soon after I-540 opened, the City classifies the road a Major Thoroughfare. In the Comprehensive Plan, the segment of Strickland Road between Leesville and Creedmoor Roads appears on the list of 91 proposed thoroughfare widenings for Raleigh with a proposed "4-lane divided" "ultimate future cross-section." In the CAMPO 2035 Long Range Transportation Plan, this segment of Strickland Road is proposed to be built sometime before 2035 with a projected budget of \$20,845,712 (2008 dollars), to be paid for with 20% Raleigh funding and 80% DOT funding. The funding source is shown as "planned" but not "programmed." This Strickland Road widening project does not appear in the current Transportation Improvement Program. Strickland Road is one of the oldest roads in Wake County, appearing in maps as early as Price and Strother's, "First Actual Survey of North Carolina," dated 1808.

The subject property is bounded on the east by Old Leesville Road, a residential cul-de-sac created by the City when Leesville Road was recently realigned from Westgate Road to Leesville Church Road/Strickland Road. Old Leesville Road currently serves four single-family detached houses and Draymoor Manor, a 112 unit townhouse development.

Staff Comment: It is unclear how many access points the development of the site will include to determine if connectivity is supported.

4. *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.*

Applicant response: This design guideline can be better addressed at the time of site plan review and approval. The City, however, currently has no plans to construct public streets within the subject property, so no street stubs will need to be provided. Any development of the subject property will be subject to the City requirement of at least one vehicular access to the abutting property to the south.

Staff Comment: Deferred to site plan stage. Applicant is encouraged to provide cross-access to properties to the south through zoning conditions.

5. *New development shall 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.*

Applicant response: The western boundary of the subject property that abuts Leesville Road is less than 660 feet long. The block face of that section of Leesville Road between

the center lines of Strickland Road/Leesville Road and Westgate Road - is approximately one third of a mile long, and currently there are no curb cuts on either side of this road. Currently the City has no plans to locate an intersecting public street on either side of this section of Leesville Road.

The block face of the section of Strickland Road - the distance between the center lines of Leesville Road and Old Leesville Road - is approximately 825+- feet long. On the north side of Strickland the block face is divided by an existing private road that provides access to a roundabout within the Leesville Towne Centre shopping center. That existing private road is approximately 452' east of the intersection of Leesville and Strickland Roads and approximately 373' west of the intersection of Old Leesville and Strickland Roads. In order for any new street on the south side of Strickland Road to facilitate vehicular movement, it would need to be designed and constructed to connect with this private road on the north side, but a barrier in the middle of Strickland Road in front of that private road currently prevents such connection. Thus existing City and NC DOT design requirements on the north side of Strickland currently prevent locating any connecting street on the south side of Strickland Road between Leesville and Old Leesville Roads.

Staff Comment: Noted.

Site Design/Building Placement

- 6. 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.*

Applicant response: This design guideline can be better addressed at the time of site plan review and approval. The City will require by law that pedestrian sidewalks be constructed as part of any future development of the subject property. Those sidewalks, however, will not connect with any other sidewalks, because there are no existing sidewalks on any property adjoining the subject property. To applicant's knowledge there are no current plans for pedestrian improvements to Leesville, Strickland and Old Leesville Roads beyond the borders of the subject property, although the City is in the process of developing such plans. The design speed and other characteristics of the sections of those roads that abut the subject property do not encourage pedestrian activity. Please also see Applicant's Response to Design Guideline 7 immediately below.

Staff Comment: Deferred to site plan stage.

- 7. 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.*

Applicant response: This guideline is inapplicable because there are currently no "pedestrian streets," as defined in the Comprehensive Plan, that abut the subject property, and the City has not identified the potential location of any "pedestrian streets" within the subject property. Those sections of Leesville Road and Strickland Road that abut the subject property are not currently "pedestrian streets" as defined in the Comprehensive Plan. The City built this section of Leesville Road about twelve years ago as a conventional five lane cross-section thoroughfare with a design speed of 50 mph, without sidewalks, bicycle lanes, pedestrian refuge medians, or on-street parking spaces. Strickland Road and Old Leesville Road are farm-to-market roads laid out from ditch to ditch, without sidewalks, bicycle lanes, pedestrian refuge medians or on-street parking spaces.

Staff Comment: Noted.

8. *If the building is located at a street intersection, the main building or part of the building placed should be placed at the corner. Parking, loading or service should not be located at an intersection.*

Applicant response: This guideline would be better addressed at the time of site plan review and approval. The subject property, however, is directly across Strickland Road from corner buildings built within the last decade with parking, loading or service located at an intersection.

Staff Comment: Deferred to site plan stage.

Site Design/Urban Open Space

9. *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.*

Applicant response: This design guideline would better be addressed at the time of site plan review and approval.

Staff Comment: Deferred to site plan stage.

10. *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.*

Applicant response: This design guideline would better be addressed at the time of site plan review and approval. The City will require by law that sidewalks be constructed as part of any future development of the subject property. Those sidewalks, however, will not connect with any other sidewalks, because there are no existing sidewalks on any property adjoining the subject property.

Staff Comment: Deferred to site plan stage.

11. *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.*

Applicant response: This design guideline would better be addressed at the time of site plan review and approval.

Staff Comment: Deferred to site plan stage.

12. *A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.*

Applicant response: This design guideline would better be addressed at the time of site plan review and approval.

Staff Comment: Deferred to site plan stage.

Site Design/Public Seating

13. *New public spaces should provide seating opportunities.*

Applicant response: This design guideline can better be addressed at the time of site plan review and approval.

Staff Comment: Deferred to site plan stage.

Site Design/Automobile Parking and Parking Structures

14. *Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.*

Applicant response: This design guideline can better be addressed at the time of site plan review and approval. The subject property, however, does not front on any existing “pedestrian-oriented street,” as defined in the Comprehensive Plan, nor are there any existing pedestrian routes to or from the subject property. Please also see Applicant’s Responses to Guidelines 3, 4, 5, 6, and 7 above.

Staff Comment: Deferred to site plan stage.

15. *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.*

Applicant response: This design guideline can better be addressed at the time of site plan review and approval.

Staff Comment: Deferred to site plan stage.

16. *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.*

Applicant response: This design guideline can better be addressed at the time of site plan review and approval.

Staff Comment: Deferred to site plan stage.

Site Design/Transit Stops

17. *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.*

Applicant response: The most appropriate location of walkable transit stops on or in proximity to the subject property can better be addressed at the time of site plan review and approval.

Staff Comment: Deferred to site plan stage.

18. *Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.*

Applicant response: The pedestrian network within the subject property and convenient, comfortable pedestrian access between transit stops and the entrances of any proposed buildings can better be addressed at the time of site plan review and approval.

Staff Comment: Deferred to site plan stage.

Site Design/Environmental Protection

19. *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.

Applicant response: This design guideline is not applicable because there are no sensitive landscape areas on the subject property.

Staff Comment: Noted.

Street Design/General Street Design Principles

20. *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.*

Applicant response: The subject property is bounded on the west and north by streets the City currently classifies as Major Thoroughfares with high design speeds and other characteristics that are not currently scaled for pedestrians or currently proposed to be scaled for pedestrians. Please also see Applicant's Responses to Design Guidelines 3, 4, 5, 6, and 7 above.

Staff Comment: Noted.

21. *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.*

Applicant response: This design guideline can be better addressed at the time of site plan review and approval.

Staff Comment: Deferred to site plan stage. The zoning code will require a safe, direct and convenient sidewalk connection between the property and the right-of-way.

22. *Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which compliment 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.*

Applicant response: This design guideline can be better addressed at the time of site plan review and approval.

Staff Comment: Deferred to site plan stage.

Street Design/Spatial Definition

23. *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.*

Applicant response: This design guideline can be better addressed at the time of site plan review and approval. Please also see Applicant's Responses to Design Guidelines 3, 4, 5, 6, and 7 above.

Staff Comment: Deferred to site plan stage.

Building Design/Facade Treatment

24. *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.*

Applicant response: This design guideline can be better addressed at the time of site plan review and approval.

Staff Comment: Deferred to site plan stage.

25. *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.*

Applicant response: This design guideline can be better addressed at the time of site plan review and approval. Please also see Applicant's Response to Design Guideline 7 above.

Staff Comment: Deferred to site plan stage.

Building Design/Street Level Activity

26. *The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.*

Applicant response: This design guideline can be better addressed at the time of site plan review and approval. Please also see Applicant's Response to Design Guideline 7 above.

Staff Comment: Deferred to site plan review stage.

1.3 Area Plan Guidance

None apply.

2. Compatibility of the proposed rezoning with the property and surrounding area

The Leesville Road shopping center is located directly across Strickland Road to the north of the subject property. To the immediate south is R-4 zoning and single-family homes. To the west across from Leesville Road is the Leesville Baptist Church. The property to the east across from old Leesville Road is zoned for Residential Business and R-6. However, it currently houses single-family homes. The proposed conditional use rezoning to Shopping Center would permit up to 30 dwelling units per acre (with PC approval), office, and retail uses. The proposed zoning classification is consistent with its future land use designation. Conditions limit retail uses to 29,000 SF. The properties to the immediate south remain zoned for low density residential uses. Conditions provide to limit building height and provide for cross-access to adjacent property to the south. The request is compatible with the surrounding properties and zoning.

3. Public benefits of the proposed rezoning

The following public benefits have been noted:

- Encourage wider range of uses on the site consistent with its neighborhood mixed use designation
- Provide convenient commercial uses within walking and short driving distances
- Reduce Vehicle Miles Travelled through mixed uses

4. Detriments of the proposed rezoning

There are no major detriments associated with this request. The scale and intensity of development is maintained at a neighborhood scale.

5. The impact on public services, facilities, infrastructure, fire and safety, parks and recreation, etc.

5.1 Transportation

<u>Primary Streets</u>	<u>Classification</u>	<u>Current Volume (ADT)</u>	<u>2035 Future Volume (ADT)</u>			
Strickland Road	Major Thoroughfare	9,100	25,511			
Leesville Road	Major Thoroughfare	28,000	42,400			
Old Leesville Road	Minor Residential Street	N/A	N/A			
Street Conditions						
<u>Strickland Road</u>	<u>Lanes</u>	<u>Street Width</u>	<u>Curb and Gutter</u>	<u>Right-of-Way</u>	<u>Sidewalks</u>	<u>Bicycle Accommodations</u>
Existing	2	41'	None	60'	None	None
City Standard	4	65'	Back-to-back curb and gutter section	90'	minimum 5' sidewalks on both sides	Striped bicycle lanes on both sides
Meets City Standard?	NO	NO	NO	NO	NO	NO
<u>Leesville Road</u>	<u>Lanes</u>	<u>Street Width</u>	<u>Curb and Gutter</u>	<u>Right-of-Way</u>	<u>Sidewalks</u>	<u>Bicycle Accommodations</u>
Existing	5	65'	Back-to-back curb and gutter section	100'	None	None
City Standard	4	65'	Back-to-back curb and gutter section	90'	minimum 5' sidewalks on both sides	Striped bicycle lanes on both sides
Meets City Standard?	YES	YES	YES	YES	NO	NO
<u>Old Leesville Road</u>	<u>Lanes</u>	<u>Street Width</u>	<u>Curb and Gutter</u>	<u>Right-of-Way</u>	<u>Sidewalks</u>	<u>Bicycle Accommodations</u>
Existing	2	22'	None	60'	None	None
City Standard	2	26'	Back-to-back curb and gutter section	50'	minimum 5' sidewalks on one side	N/A
Meets City Standard?	YES	NO	NO	YES	NO	N/A
Expected Traffic Generation [vph]	<u>Current Zoning</u>	<u>Proposed Zoning</u>	<u>Differential</u>			
AM PEAK	19	74	55			
PM PEAK	17	278	261			
Suggested Conditions/Impact Mitigation:			Staff has reviewed a traffic impact analysis (TIA) study for Z-11-12. Analyses of the traffic simulation models indicate that by 2014 all signalized intersections within the study area will operate with overall level-of-service LOS-D or better during the AM and PM peak periods. Approval of rezoning case Z-11-			

	2012 will result in slight changes in delay and overall levels-of-service.
Additional Information:	Neither NCDOT nor the City of Raleigh have any projects scheduled in the vicinity of this case.

Impact Identified:

Traffic Impact Analysis has been submitted and reviewed. Approval of rezoning case Z-11-2012 will result in slight changes in delay and overall levels-of-service.

5.2 Transit

Transit does not currently serve this area of Strickland Rd nor is it identified as a future transit corridor in the 2035 Transit Plan.

This development intensity may increase demand for transit in a corridor. However, given the nature of the area and based on citizen requests for transit service in this area it is not unreasonable to expect that this development will someday be served by transit. Therefore, we request that a transit easement be established on the property. The exact location can be determined at site plan review.

Impact Identified:

This development intensity may increase demand for transit in a corridor that is not identified for transit service in the 2035 Transit Plan.

5.3 Hydrology

<i>Floodplain</i>	No Floodplains present on site.
<i>Drainage Basin</i>	Sycamore
<i>Stormwater Management</i>	Subject to Part 10, Chapter 9
<i>Overlay District</i>	none

Impact Identified:

Neuse River Buffers are present on the site. A portion of the site is a Stormwater BMP device utilized by the existing shopping center to the North and must remain.

5.4 Public Utilities

	Maximum Demand (current)	Maximum Demand (proposed)
<i>Water</i>	7,820 gpd	17,595 gpd
<i>Waste Water</i>	7,820 gpd	17,595 gpd

Impact Identified: The proposed rezoning will add approximately 9,775 gpd to the wastewater collection and water distribution systems of the City. There is an eight (8") inch sanitary sewer located within the Leesville Road right-of-way. There is a sixteen (16") inch water main located within the Strickland Road right-of-way. The property would use these mains for connection to the City's utilities. The subsequent development would be responsible for the installation of all internal sanitary sewer and water mains required.

Down stream sanitary sewer improvements may be required by the City or the developer, depending upon the actual use as a downstream sewer capacity study and those required improvements identified by the study will need to be permitted and constructed in conjunction with or prior to the proposed development being constructed. Verification of available capacity for water fire flow is required as part of the Building permit submittal process. Any water system improvements required to meet fire flow requirements will also be required.

5.5 Parks and Recreation

This site is not adjacent to any greenway corridors. There is no park search area located in this area.

Impact Identified: None

5.6 Urban Forestry

1. This site is over 2 acres and wooded. The proposed development on this property will have to comply with 10-2082.14 Establishment and Protection of Tree Conservation.

Impact Identified:

No easements of any kind are allowed to be located in Tree Conservation Areas. 10-2082.14(d)

5.7 Designated Historic Resources

There are no historic resources on the site.

Impact Identified: None

5.8 Community Development

This site is not in a redevelopment area.

Impact Identified: None

5.9 Impacts Summary

- Traffic Impact Analysis has been submitted and reviewed. Approval of rezoning case Z-11-2012 will result in slight changes in delay and overall levels-of-service.
- This development intensity may increase demand for transit in a corridor that is not identified for transit service in the 2035 Transit Plan.
- A portion of the site is a Stormwater BMP device utilized by the existing shopping center to the North and must remain.
- Downstream sanitary sewer improvements may be required by the City or the developer. Verification of available capacity for water fire flow is required as part of the Building permit submittal process. Any water system improvements required to meet fire flow requirements will also be required.
- Tree conservation ordinance will apply during site plan stage.

5.10 Mitigation of Impacts

- Based on the allowable land use intensity permitted under the requested zoning and the proximity of intersecting major thoroughfares a traffic impact analysis (TIA) study was recommended for Z-11-12. The Traffic Impact Analysis Report has been evaluated.
- Transit easement has been offered.

6. Appearance Commission

This request is not subject to review by the Appearance Commission.

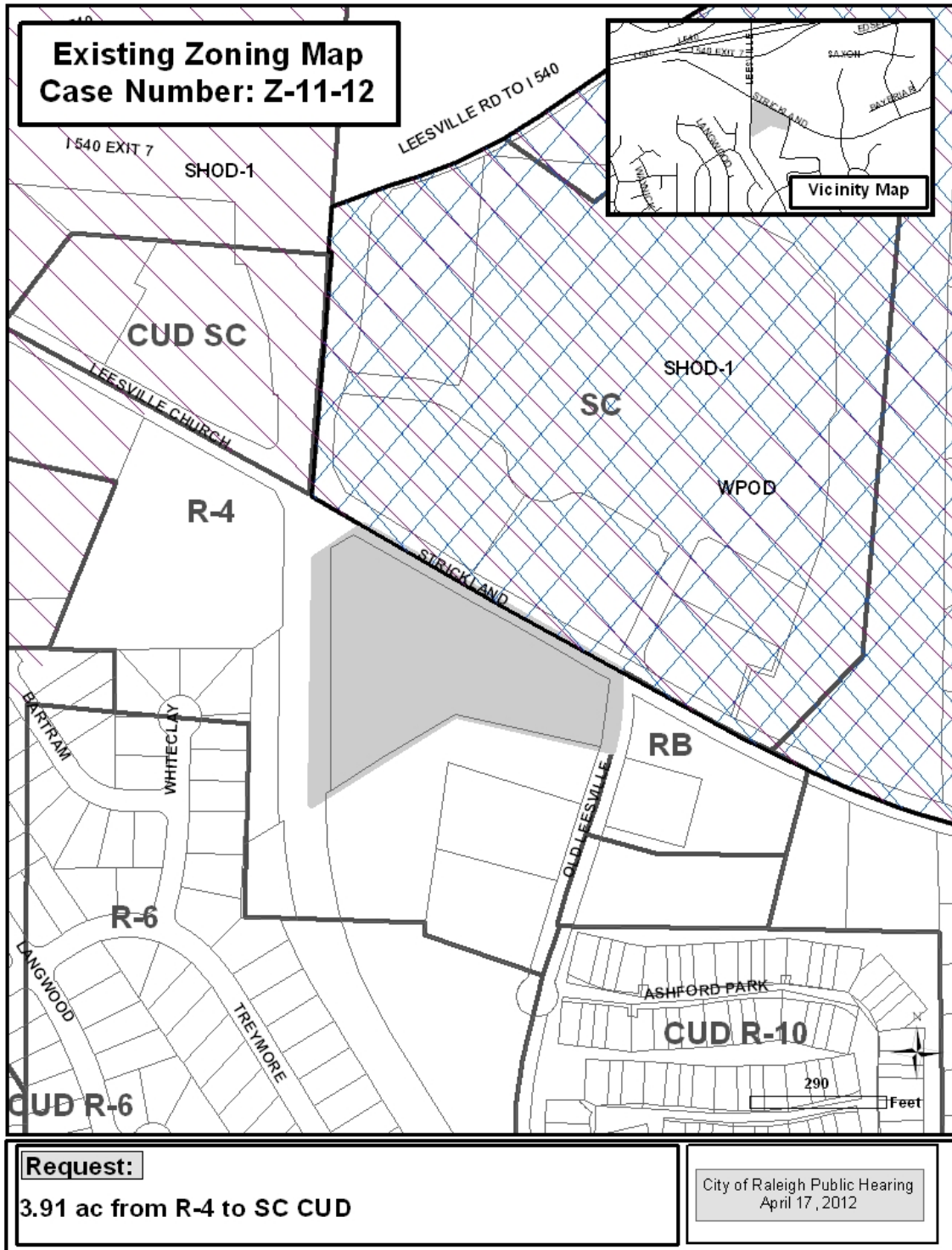
7. Conclusions

The request is consistent with its Future Land Use designation. While a mix of uses are encouraged in mixed use centers, the scale and intensity of these uses will be maintained at a designated neighborhood scale, per zoning conditions offered.

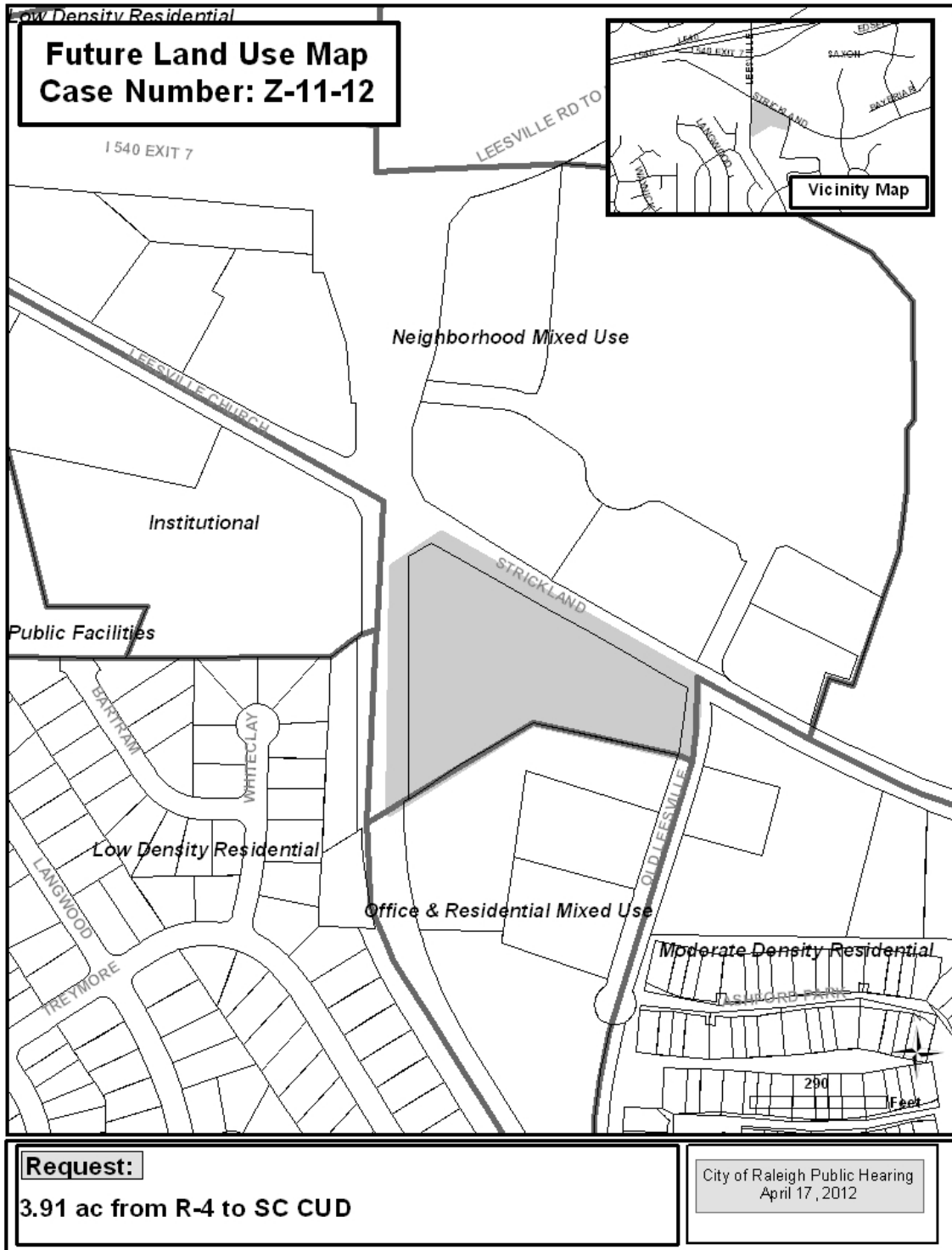
Outstanding Issues:

- Address key urban design guidelines - parking location and design, screening of dumpsters

Existing Zoning Map



Future Land Use Map





Petition to Amend the Official Zoning Map

Before the City Council of the City of Raleigh, North Carolina

Pd 1081.00 by
CK # 1856
Z-11-12

The following items are required with the submittal of rezoning petition. For additional information on these submittal requirements, see the *Filing Instructions* addendum.

Rezoning Application Submittal Package Checklist

- Completed Rezoning Application which includes the following sections:**
 - Signatory Page**
 - Exhibit B**
 - Exhibit C (only for Conditional Use filing)**
 - Exhibit D**
 - Map showing adjacent property owner names with PIN's**

- Application Fee**
 - \$540 for General Use Cases**
 - \$1081 for Conditional Use Cases**
 - \$2702 for PDD Master Plans**

- Neighborhood Meeting Report (only for Conditional Use filing)**

- Receipt/ Verification for Meeting Notification Mail out**

- Traffic Impact Generation Report OR written waiver of trip generation from Raleigh Transportation Services Division**

- (General Use ONLY) if applicant is not the petitioner must provide proof of notification to the adjacent property owners per G.S. 160A-384**



Petition to Amend the Official Zoning Map

Before the City Council of the City of Raleigh, North Carolina

The petitioner seeks to show the following:

1. That, for the purposes of promoting health, morals, or the general welfare, the zoning classification of the property described herein must be changed.
2. That the following circumstance(s) exist(s):
 - City Council has erred in establishing the current zoning classification of the property by disregarding one or a combination of the fundamental principles of zoning as set forth in the enabling legislation, North Carolina General Statutes Section 160A-381 and 160A-383.
 - Circumstances have so changed since the property was last zoned that its current zoning classification could not properly be applied to it now were it being zoned for the first time.
 - The property has not heretofore been subject to the zoning regulations of the City of Raleigh.
3. That the requested zoning change is or will be consistent with the Raleigh Comprehensive Plan.
4. That the fundamental purposes of zoning as set forth in the N.C. enabling legislation would be best served by changing the zoning classification of the property. Among the fundamental purposes of zoning are:
 - a. to lessen congestion in the streets;
 - b. to provide adequate light and air;
 - c. to prevent the overcrowding of land;
 - d. to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements;
 - e. to regulate in accordance with a comprehensive plan;
 - f. to avoid spot zoning; and
 - g. to regulate with reasonable consideration to the character of the district, the suitability of the land for particular uses, the conservation of the value of buildings within the district and the encouragement of the most appropriate use of the land throughout the City.

THEREFORE, petitioner requests that the Official Zoning map be amended to change the zoning classification of the property as proposed in this submittal, and for such other action as may be deemed appropriate. All property owners must sign below for conditional use requests.

ALL CONDITIONAL PAGES MUST BE SIGNED BY ALL PROPERTY OWNERS

Signature(s)	Print Name	Date
	Edna S. Dillard, Member Manager, Saintsing Properties, LLC	December 16, 2011

	Thomas S. Erwin, Member Manager, Saintsing Properties, LLC	
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EXHIBIT B. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

	Name(s)	Address	Telephone/Email
Petitioner(s)	Saintsing Properties, LLC	9608 Old Leesville Rd Raleigh, NC 27613	
(for conditional use requests, petitioners must own petitioned property)			
Property Owner(s)	Same as above		
Contact Person(s)	Thomas S. Erwin	1214 College Place	919.610.5263

Contact Information

Property information

Property De	0788056251
Nearest Maj	Leesville Road and Strickland Road
Area of Sub	3.91 acres
Current Zon	R-4
Requested	Shopping Center Conditional Use

EXHIBIT C. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

Z-11-12
4/9/13
pg 1 of 2

Conditional Use District requested: Shopping Center Conditional Use (Z-11-12)

- 1) The following uses shall be prohibited:
 - (a) automotive service and repair facilities;
 - (b) landfills of all types;
 - (c) manufacturing of all types;
 - (d) mini-warehouse storage facilities; and
 - (e) riding stables;
 - (f) outdoor stadium;
 - (g) theater;
 - (h) amphitheater;
 - (i) racetrack;
 - (j) correction / penal facility;
 - (k) kennel/cattery;
 - (l) outdoor movie theater;
 - (m) airfield/landing strip;
 - (n) non-hospital related heliports;
 - (o) adult establishments.

CITY OF RALEIGH
CITY PLANNING DEPT
2013 APR -9 PM 4:52

- 2) Building height shall not exceed a maximum of five stories or 75 feet.
- 3) At least thirty-three percent (33%) of the surface of the ground floor level of building facades facing Strickland Road shall be non-opaque glass window(s) and/or non-opaque glass door(s), (with ground floor level being measured between three (3) feet and twelve feet (12) feet above the adjacent sidewalk).
- 4) If requested by the City, prior to the subdivision of the property or the issuance of a building permit for the property, whichever shall occur first, a transit easement measuring twenty (20) by fifteen (15) feet along Leesville Road (or such lesser size as requested by the City Transit Division) shall be granted to the City pursuant to a transit easement deed approved by the City Attorney and recorded in the Wake County Registry.

(Continued on 5-B)

I acknowledge that these restrictions and conditions are offered voluntarily and with knowledge of the guidelines stated in the *Filing Addendum*. If additional space is needed, this form may be copied. Each page must be signed by **all property owners**.

ALL CONDITIONAL PAGES MUST BE SIGNED BY ALL PROPERTY OWNERS

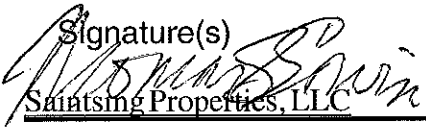
Signature(s)	Print Name	Date
	Thomas S. Erwin	4/9/13
Saintsing Properties, LLC	Member Manager	
	Saintsing Properties, LLC	

EXHIBIT C. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

2-11-12
4/9/13
Pg 2 of 2

Conditional Use District requested: Shopping Center Conditional Use (Z-11-12)

- 5) Any drive-through window serving the subject property shall be located at the rear or side of any building as viewed from Strickland Road and Leesville Road.
- 6) Prior to obtaining a building permit for any development within the subject property, the property owner requesting the permit shall provide for access to the adjoining property identified as PIN 0788045738 (Deed Book 12987/Page1214) by either making a recorded offer of cross access to such property to the south, to be approved by the office of the Raleigh City Attorney, or dedicating right-of-way to the public which connects said property to the right-of-way of Strickland Road.
- 7) Retail development shall be limited to no more than 29,000 square feet floor area. Within forty-five (45) days of recording of a plat subdividing the subject property, a covenant allocating the retail square footage to the various lots shall be recorded with the Wake County Registry. For purposes of this condition, "retail" shall mean any retail sales, eating establishments and personal services listed in the permitted land use schedule irrespective of any exclusions.
- 8) Unless a more stringent standard is required, Development of the property shall require covered or uncovered bicycle parking facilities (bike racks) at a ratio of one bike space per 5,000 square feet of building area gross; such bike racks shall be located within 100 feet of a building entrance.

I acknowledge that these restrictions and conditions are offered voluntarily and with knowledge of the guidelines stated in the *Filing Addendum*. If additional space is needed, this form may be copied. Each page must be signed by **all property owners**.

ALL CONDITIONAL PAGES MUST BE SIGNED BY ALL PROPERTY OWNERS

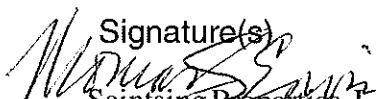
Signature(s)	Print Name	Date
 Saintsing Properties, LLC	Thomas S. Erwin	4/9/13
<hr/>		
Member Manager		
Saintsing Properties, LLC		
<hr/>		

EXHIBIT D. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

This section is reserved for the applicant to state factual information in support of the rezoning request.

Required items of discussion:

The Planning Department is instructed not to accept any application for amending the official zoning map without a statement prepared by the applicant analyzing the reasonableness of the rezoning request. This statement *shall* address the consistency of the proposed rezoning with the Comprehensive Plan and any other applicable City-adopted plan(s), the compatibility of the proposed rezoning with the *property* and surrounding area, and the benefits and detriments of the proposed rezoning for the landowner, the immediate neighbors and the surrounding community.

Recommended items of discussion (where applicable):

1. An error by the City Council in establishing the current zoning classification of the property.
2. How circumstances (land use and future development plans) have so changed since the property was last zoned that its current zoning classification could not properly be applied to it now were it being zoned for the first time.
3. The public need for additional land to be zoned to the classification requested.
4. The impact on public services, facilities, infrastructure, fire and safety, parks and recreation, topography, access to light and air, etc.

PETITIONER'S STATEMENT:

I. Consistency of the proposed map amendment with the Comprehensive Plan (www.raleighnc.gov).

A. Please state the recommended land use(s) for this property as shown on the Future Land Use Map and discuss the consistency of the proposed land uses:

The recommended land use district for this property as shown on the Future Land Use Map is "Neighborhood Mixed Use." The Comprehensive Plan specifies that typical uses within "Neighborhood Mixed Use" districts include "corner stores or convenience stores, restaurants, bakeries, supermarkets (other than super-stores/centers), drug stores, dry cleaners, video stores, small professional offices, retail banking, and similar uses that serve the immediately surrounding neighborhood. While this is primarily a commercial category, mixed-use projects with upper story housing are also supported by this designation." Shopping Center is an appropriate and consistent zoning classification for property designated "Neighborhood Mixed Use" on the Future Land Use Map.

B. Please state whether the subject property is located within any Area Plan or other City Council-adopted plans and policies and discuss the policies applicable to future development within the plan(s) area.

The subject property is not located within any Area Plan or City Council-adopted plan or subject to any City Council-adopted policies specific to the area.

EXHIBIT D. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

- C. Is the proposed map amendment consistent or inconsistent with the Comprehensive Plan and other City Council-adopted plans and policies? All references to Comprehensive Plan policies should include both the policy number (e.g. LU 4.5) and short title (e.g. “Connectivity”).**

The proposed map amendment is consistent with the Comprehensive Plan and the Future Land Use Map in general and specifically consistent with Policy LU 1.2 “Future Land Use Map and Zoning Consistency” and Policy LU 1.3 “Conditional Use District Consistency,” because the proposed Shopping Center district permits those commercial uses envisioned by the Future Land Use Map for properties designated “Neighborhood Mixed Use.” The proposed map amendment is consistent with Policy LU 4.4 “Reducing VMT Through Mixed Use” by permitting “a range of services within a short distance of residences” thereby reducing “the growth of vehicle miles traveled (VMT).” The proposed map amendment is also consistent with Policy LU 7.1 “Encouraging Nodal Development” by permitting retail uses at a commercial node developed, zoned and planned for nonresidential uses.

EXHIBIT D. Request for Zoning Change

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II. Compatibility of the proposed map amendment with the property and the surrounding area.

A. Description of land uses within the surrounding area (residential housing types, parks, institutional uses, commercial uses, large parking lots, thoroughfares and collector streets, transit facilities):

The subject property is bounded on the north by a major thoroughfare and shopping center and commercial uses; on the west by a major thoroughfare and partly by institutional uses (including a church and middle school site) and partly by a vacant strip of land approximately 60 feet wide bordering Leesville Road and an R-6 residential development beyond that vacant strip; on the south by vacant property designated Office Mixed Use on the Future Land Use Map; and on the east by property zoned Residential Business.

B. Description of existing Zoning patterns (zoning districts including overlay districts) and existing built environment (densities, building heights, setbacks, tree cover, buffer yards):

North and northwest: Shopping Center – Conditional Use (Leesville Shopping Center – one story)
 West: R-4 (Leesville Baptist Church - wooded lot)
 R-4 (vacant wooded strip approximately 60 feet wide)
 R-6 (Pemberton subdivision, two-story residential)
 South: R-4 (vacant, designated Office Mixed Use on FLUM)
 East: RB (undeveloped)

C. Explanation of how the proposed zoning map amendment is compatible with the suitability of the property for particular uses and the character of the surrounding area:

The subject property is located at the intersection of two major thoroughfares with access to both roads and within 800 feet of an Interstate interchange. The proposed map amendment would permit additional commercial uses on the property, which would be compatible with the surrounding area and consistent with the character of the area.

III. Benefits and detriments of the proposed map amendment.

A. For the landowner(s):

The proposed map amendment benefits the property owner by permitting a wider range of uses that are consistent with designation of the property on the Future Land Use Map as “Neighborhood Mixed Use.”

EXHIBIT D. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

B. For the immediate neighbors:

The proposed map amendment would benefit immediate residential neighbors by providing convenient commercial uses within walking and short driving distances.

C. For the surrounding community:

The proposed map amendment would benefit the surrounding community by permitting convenient commercial uses within walking and short driving distances to many surrounding neighborhoods.

IV. Does the rezoning of this property provide a significant benefit which is not available to the surrounding properties? Explain:

No. The proposed map amendment does not provide a significant benefit that is not available to the surrounding properties, because many of the surrounding properties are either currently zoned for or designated on the FLUM for office, retail and mixed uses.

EXHIBIT D. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

Explain why the characteristics of the subject property support the proposed map amendment as reasonable and in the public interest.

The proposed map amendment is reasonable and in the public interest because the subject property is located at an existing commercial node at the intersection of a secondary arterial and a major thoroughfare and within 800 feet of an interstate intersection and is bordered by existing commercial and institutional uses and properties designated on the FLUM for mixed use development.

V. Recommended items of discussion (where applicable).

- a. **An error by the City Council in establishing the current zoning classification of the property.**

Not applicable.

- b. **How circumstances (land use and future development plans) have so changed since the property was last zoned that its current zoning classification could not properly be applied to it now were it being zoned for the first time.**

Not applicable.

- c. **The public need for additional land to be zoned to the classification requested.**

Not applicable.

- d. **The impact on public services, facilities, infrastructure, fire and safety, parks and recreation, topography, access to light and air, etc.**

Not applicable.

FILING ADDENDUM: Instructions for filing a petition to amend the official Zoning Map of the City of Raleigh, North Carolina

e. How the rezoning advances the fundamental purposes of zoning as set forth in the N.C. enabling legislation.

The proposed map amendment advances the fundamental purposes of zoning by regulating in accordance with the Raleigh Comprehensive Plan and with reasonable consideration to the character of the surrounding area and the suitability of the property or particular uses.

VI. Other arguments on behalf of the map amendment requested.

The applicant has no other arguments on behalf of the requested map amendment at this time.

Elements of Mixed-Use Areas

1. All Mixed-Use Areas should generally provide retail (such as eating establishments, food stores, and banks), office, and residential uses within walking distance of each other.

Applicant Response: The requested zoning district (SC-CD) permits retail, office and residential uses. The subject property is located within walking distance of an existing shopping center and other retail; existing single-family, multifamily and townhouse residential development; and offices, churches, a Raleigh City park and a proposed middle school site. Those mixed uses, nonetheless, are not presently “linked by a *pedestrian-friendly* network and development pattern” that would make walking “easy, pleasant and practical.” This area is thus not now a “horizontal” Mixed-Use area, as defined in the Raleigh Comprehensive Plan, and could only become one if the existing street network beyond the borders of the subject property were made more “pedestrian-friendly,” including the installation of sidewalks on street frontages of City-owned property. Please also see Applicant’s Responses to Guidelines 3, 4, 5 and 6 below.

Mixed-Use Areas /Transition to Surrounding Neighborhoods

2. 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.

Applicant Response: The subject property is not currently within a Mixed-Use area, as defined in the Comprehensive Plan. Please also see Applicant’s Response to Design Guideline 1 above. The subject property is also not adjacent to any existing “lower density neighborhoods.” It is adjacent on the west and north to streets that the City currently classifies as Major Thoroughfares and to properties that the City designates on the Future Land Use Map of the Comprehensive Plan as Neighborhood Mixed Use and Institutional and that are currently so developed. The subject property is adjacent on the east to a residential street and property zoned Residential Business and adjacent on the south to vacant property that the City designates Office Residential - Mixed Use on the Future Land Use Map. Thus no buildings subsequently built on the subject property will be “adjacent to lower density neighborhoods.”

Mixed-Use Areas / The Block, The Street and The Corridor

3. 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.

Applicant Response: The existing “neighborhood road network of the . . . community” surrounding the subject property consists primarily of major thoroughfares and residential streets, including numerous cul-de-sacs. The subject property lies in the southeastern quadrant of the intersection of two streets that the City currently classifies as “Major Thoroughfares” - Leesville Road and Strickland Road. The subject property is bounded on the west by the 110’ right of way of that part of Leesville Road - between Westgate Road and Strickland Road/Leesville Church Road - that was recently constructed on a new alignment. That section of Leesville Road is comprised of two south bound lanes, a center turn lane at various points and two north bound lanes. There are currently no medians, bicycle lanes, sidewalks or on-street parking spaces within the existing right of way. At present there are no curb cuts at any point along this section of Leesville Road. On the west side of Leesville Road there is a recorded but unconnected, unopened and undeveloped 30’ public greenway access within the Pemberton subdivision which adjoins the Leesville Road right of way. The design speed of this section of Leesville Road is 50 miles per hour.

The subject property is bounded on the north by the right of way of Strickland Road. The southern edge of Strickland Road that abuts the subject property is currently unimproved. Although typical two-way volumes on Strickland Road have been in the very low end of the range of streets classified as Minor Thoroughfares - between 9 and 10,000+ vehicles per a day - since soon after I-540 opened, the City classifies the road a Major Thoroughfare. In the Comprehensive Plan, the segment of Strickland Road between Leesville and Creedmoor Roads appears on the list of 91 proposed thoroughfare widenings for Raleigh with a proposed "4-lane divided" "ultimate future cross-section." In the CAMPO 2035 Long Range Transportation Plan, this segment of Strickland Road is proposed to be built sometime before 2035 with a projected budget of \$20,845,712 (2008 dollars), to be paid for with 20% Raleigh funding and 80% DOT funding. The funding source is shown as "planned" but not "programmed." This Strickland Road widening project does not appear in the current Transportation Improvement Program. Strickland Road is one of the oldest roads in Wake County, appearing in maps as early as Price and Strother's, "First Actual Survey of North Carolina," dated 1808.

The subject property is bounded on the east by Old Leesville Road, a residential cul-de-sac created by the City when Leesville Road was recently realigned from Westgate Road to Leesville Church Road/Strickland Road. Old Leesville Road currently serves four single-family detached houses and Draymoor Manor, a 112 unit townhouse development.

4. 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.

Applicant Response: This design guideline can be better addressed at the time of site plan review and approval. The City, however, currently has no plans to construct public streets within the subject property, so no street stubs will need to be provided. Any development of the subject property will be subject to the City requirement of at least one vehicular access to the abutting property to the south.

5. Block faces should have a length generally not exceeding 660 feet.

Applicant Response: The western boundary of the subject property that abuts Leesville Road is less than 660 feet long. The block face of that section of Leesville Road between the center lines of Strickland Road/Leesville Road and Westgate Road - is approximately one third of a mile long, and currently there are no curb cuts on either side of this road. Currently the City has no plans to locate an intersecting public street on either side of this section of Leesville Road.

The block face of the section of Strickland Road - the distance between the center lines of Leesville Road and Old Leesville Road - is approximately 825+- feet long. On the north side of Strickland the block face is divided by an existing private road that provides access to a roundabout within the Leesville Towne Centre shopping center. That existing private road is approximately 452' east of the intersection of Leesville and Strickland Roads and approximately 373' west of the intersection of Old Leesville and Strickland Roads. In order for any new street on the south side of Strickland Road to facilitate vehicular movement, it would need to be designed and constructed to connect with this private road on the north side, but a barrier in the middle of Strickland Road in front of that private road currently prevents such connection. Thus existing City and NC DOT design requirements on the north side of Strickland currently prevent locating any connecting street on the south side of Strickland Road between Leesville and Old Leesville Roads.

Site Design/Building Placement

6. *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.*

Applicant Response: This design guideline can be better addressed at the time of site plan review and approval. The City will require by law that pedestrian sidewalks be constructed as part of any future development of the subject property. Those sidewalks, however, will not connect with any other sidewalks, because there are no existing sidewalks on any property adjoining the subject property. To applicant's knowledge there are no current plans for pedestrian improvements to Leesville, Strickland and Old Leesville Roads beyond the borders of the subject property, although the City is in the process of developing such plans. The design speed and other characteristics of the sections of those roads that abut the subject property do not encourage pedestrian activity. Please also see Applicant's Response to Design Guideline 7 immediately below.

7. *Buildings should be located close to the pedestrian street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings.*

Applicant Response: This guideline is inapplicable because there are currently no "pedestrian streets," as defined in the Comprehensive Plan, that abut the subject property, and the City has not identified the potential location of any "pedestrian streets" within the subject property. Those sections of Leesville Road and Strickland Road that abut the subject property are not currently "pedestrian streets" as defined in the Comprehensive Plan. The City built this section of Leesville Road about twelve years ago as a conventional five lane cross-section thoroughfare with a design speed of 50 mph, without sidewalks, bicycle lanes, pedestrian refuge medians, or on-street parking spaces. Strickland Road and Old Leesville Road are farm-to-market roads laid out from ditch to ditch, without sidewalks, bicycle lanes, pedestrian refuge medians or on-street parking spaces.

8. If the building is located at a street intersection, the main building or part of the building placed should be placed at the corner. Parking, loading or service should not be located at an intersection.

Applicant Response: This guideline would be better addressed at the time of site plan review and approval. The subject property, however, is directly across Strickland Road from corner buildings built within the last decade with parking, loading or service located at an intersection.

Site Design/Urban Open Space

9. *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.*

Applicant Response: This design guideline would better be addressed at the time of site plan review and approval.

10. *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.*

Applicant Response: This design guideline would better be addressed at the time of site plan review and approval. The City will require by law that sidewalks be constructed as part of any future development of the subject property. Those sidewalks, however, will not

connect with any other sidewalks, because there are no existing sidewalks on any property adjoining the subject property.

11. 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.

Applicant Response: This design guideline would better be addressed at the time of site plan review and approval.

12. A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.

Applicant Response: This design guideline would better be addressed at the time of site plan review and approval.

Site Design/Public Seating

13. New public spaces should provide seating opportunities.

Applicant Response: This design guideline can better be addressed at the time of site plan review and approval.

Site Design/Automobile Parking and Parking Structures

14. Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.

Applicant Response: This design guideline can better be addressed at the time of site plan review and approval. The subject property, however, does not front on any existing "pedestrian-oriented street," as defined in the Comprehensive Plan, nor are there any existing pedestrian routes to or from the subject property. Please also see Applicant's Responses to Guidelines 3, 4, 5, 6, and 7 above.

15. 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.

Applicant Response: This design guideline can better be addressed at the time of site plan review and approval.

16. 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.

Applicant Response: This design guideline can better be addressed at the time of site plan review and approval.

Site Design/Transit Stops

17. 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.

Applicant Response: The most appropriate location of walkable transit stops on or in proximity to the subject property can better be addressed at the time of site plan review and approval.

18. *Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.*

Applicant Response: The pedestrian network within the subject property and convenient, comfortable pedestrian access between transit stops and the entrances of any proposed buildings can better be addressed at the time of site plan review and approval.

Site Design/Environmental Protection

19. *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.*

Applicant Response: This design guideline is not applicable because there are no sensitive landscape areas on the subject property.

Street Design/General Street Design Principles

20. *It is the intent of these guidelines to build streets that are integral components of community design. Streets should be designed as the main public spaces of the City and should be scaled for pedestrians.*

Applicant Response: The subject property is bounded on the west and north by streets the City currently classifies as Major Thoroughfares with high design speeds and other characteristics that are not currently scaled for pedestrians or currently proposed to be scaled for pedestrians. Please also see Applicant's Responses to Design Guidelines 3, 4, 5, 6, and 7 above.

21. *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.*

Applicant Response: This design guideline can be better addressed at the time of site plan review and approval.

22. *Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which compliment 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.*

Applicant Response: This design guideline can be better addressed at the time of site plan review and approval.

Street Design/Spatial Definition

23. *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.*

Applicant Response: This design guideline can be better addressed at the time of site plan review and approval. Please also see Applicant's Responses to Design Guidelines 3, 4, 5, 6, and 7 above.

Building Design/Facade Treatment

24. 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.

Applicant Response: This design guideline can be better addressed at the time of site plan review and approval.

25. 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.

Applicant Response: This design guideline can be better addressed at the time of site plan review and approval. Please also see Applicant's Response to Design Guideline 7 above.

Building Design/Street Level Activity

26. The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.

Applicant Response: This design guideline can be better addressed at the time of site plan review and approval. Please also see Applicant's Response to Design Guideline 7 above.



FUSS & O'NEILL

December 14, 2011

Mr. Eric Lamb, P.E.
 Transportation Planning Manager
 City of Raleigh
 One Exchange Plaza – Suite 727
 PO Box 590
 Raleigh, NC 27602

Re: Trip Generation Analysis
 Proposed Zone Change – Strickland Road at Leesville Road

Dear Mr. Lamb:

Fuss & O'Neill has prepared a trip generation analysis to document the maximum potential increase in trips related to the rezoning of the property located at the southeastern corner of Strickland Road at Leesville Road in Raleigh. The property is currently zoned Residential – 4, however is proposed to be rezoned as Shopping Center.

The potential site generated traffic data for the site under each zoning scenario was calculated using empirical data from the Institute of Transportation Engineers (ITE) publication *Trip Generation*, 8th Edition, 2008. Trip generation data for the existing zoning were calculated using land use code 210, "Single Family Homes." Under the proposed rezoning, land use 820, "Shopping Center" was utilized, as that represents the greatest possible trip generation that may be realized under the proposed zoning category.

Trip generation data for each land use were calculated using both the fitted curve method and the average rate method, as discussed in our meeting held December 8, 2011. For the shopping center land use, the fitted curve method typically generates significantly more trips than the average rate method for smaller developments. The data for both options are shown in the table below.

Land Use Code	Description	Size	A.M. Peak Trips (Adjacent)			P.M. Peak Trips (Adjacent)			Daily Trips
			Total	In	Out	Total	In	Out	
Fitted Curve Method									
210	Single Family Homes	13 units	19	5	14	17	11	6	159
820	Shopping Center	29,000 sf	74	45	29	278	136	142	3,037
Difference			55	40	15	261	125	136	2,878
Average Rate Method									
210	Single Family Homes	13 units	10	2	8	13	8	5	124
820	Shopping Center	29,000 sf	29	18	11	108	53	55	1,245
Difference			19	16	3	95	45	50	1,121

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FUSS & O'NEILL

Mr. Eric Lamb, P.E.

December 14, 2011

Page 2

It was presumed that under the existing zoning, the maximum possible development would provide 13 single family homes. Under the proposed zoning, it is estimated that it would be possible to construct approximately 29,000 square feet of building space (2.9 acres @ 10,000 SF/acre). Important to note is that there is an existing permanent easement occupying approximately 0.53 acres on this site. The area of this third party easement is excluded from the calculations used to determine future development potential due to the limitations imposed on that part of the property.

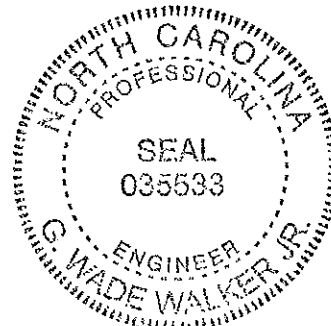
The table indicates that the proposed rezoning could potentially allow an increase of approximately 2,900 daily trips based on the fitted curve method, including 55 more trips during the morning peak hour and 261 more trips during the afternoon peak hour. If the average rate method were used, the resulting increase would be approximately 60 percent lower.

If you have any questions or comments regarding this analysis, please feel free to call our office at (860)646-2469, x5207. Thank you very much.

Sincerely,

Patrick Baxter, P.E.
Senior Transportation Engineer

G. Wade Walker, P.E.
Director of Transportation Planning



14. Dec. 2011

EXHIBIT D**REPORT OF NEIGHBORHOOD MEETING**

On Tuesday, December 13, 2011, at 7:00 p.m., Saintsing Properties, LLC held a neighborhood meeting for the owners of property adjacent to the property proposed to be rezoned. Edna S. Dillard, Thomas S. Erwin, Manager Members of Saintsing Properties, LLC and Warren A. Raybould, attended representing Saintsing Properties. Alex Bee and Jack Alphin attended representing Mason Street, LLC. The following items were discussed:

1. Current zoning and use of the property
2. Raleigh Comprehensive Plan 2030 Future Land Use Map (FLUM) designation of the subject property
3. FLUM designation of nearby properties
4. Land uses allowed in Shopping Center zoning district
5. Proposed condition
6. Zoning process and timeline

Z-11-12

EXHIBIT A

NOTICE OF REQUIRED NEIGHBORHOOD MEETING

(See attached)

Z-11-12

mailed out 11-2-11
(DN)

SAINTSING PROPERTIES, LLC
9608 OLD LEESVILLE ROAD
RALEIGH, NORTH CAROLINA 27613

December 2, 2011

Notice of Meeting with Neighboring Property Owners to Discuss the Potential Rezoning of approximately 3.91 Acres of Land in the Southeastern Quadrant of the Intersection of Leesville Road and Strickland Road in the City of Raleigh, with the Street Address of 9701 Leesville Road, 27613, having the Wake County PIN Number 0788056251 (the "Property")

Saintsing Properties, LLC, owns the Property referred to above and is considering petitioning the Raleigh City Council to rezone the Property from its current zoning of R-4 to Shopping Center – Conditional Use.

You are invited to a meeting to discuss this potential rezoning at 7:00 pm, Tuesday, December 13, 2011, at 9608 Old Leesville Road, Raleigh, NC.

This meeting is required by the City of Raleigh to be held before a rezoning application may be filed. Although neighbors are not required to attend, this meeting will afford neighbors the opportunity to ask the owner about the proposed rezoning, and allow the owner to hear comments from neighbors. The owner will prepare a report of the meeting to accompany the rezoning application.

Please call Tom Erwin at 919.610.5263 or email him at tserwin@yahoo.com if you have any questions regarding this notice or the meeting.

CITY OF RALEIGH
CITY PLANNING DEPT
2011 DEC -2 PM 4:09

EXHIBIT B

List of Property Owners Notified of Required Neighborhood Meeting

Edna Dillard
9608 Old Leesville Rd
Raleigh, NC 27613-75520

CVS 75127 NC LLC
C/O CVS Corporation
1 CVS Dr
Woonsocket, RI 02895-61546

Leesville Baptist Church
13305 Leesville Church Rd
Raleigh, NC 27617-5249

WRI Raleigh LP
PO Box 450233
Atlanta GA 31145-0233

Mason Street LLC
115 S. Mason St
Apex, NC 27502-1916

Edna Saintsing Dillard
9608 Old Leesville Rd
Raleigh, NC 27613-7520

Junius E. Dillard
9608 Old Leesville Rd
Raleigh, NC 27613-7520

EXHIBIT C

STAMPED ADDRESSED ENVELOPES

(See attached)

PIN_NUM	OWNER	ADDR1	ADDR2	ADDR3
0788141859	DILLARD, EDNA	9608 OLD LEESVILLE RD	RALEIGH NC 27613-7520	
0788052815	CVS 75127 NC LLC	C/O CVS CORPORATION	1 CVS DR	
0788050482	LEESVILLE BAPTIST CHURCH	13305 LEESVILLE CHURCH RD	RALEIGH NC 27617-5249	WOONSOCKET RI 02895-6146
0788150309	WRI RALEIGH LP	PO BOX 450233	ATLANTA GA 31145-0233	
0788048872	MASON STREET LLC	115 S MASON ST	APEX NC 27502-1916	
0788056587	WRI RALEIGH LP	PO BOX 450233	ATLANTA GA 31145-0233	
0788152189	WRI RALEIGH LP	PO BOX 450233	ATLANTA GA 31145-0233	
0788045738	MASON STREET LLC	115 S MASON ST	APEX NC 27502-1916	
0788143748	DILLARD, EDNA SAINTSING	9608 OLD LEESVILLE RD	RALEIGH NC 27613-7520	
0788150784	WRI RALEIGH LP	PO BOX 450233	ATLANTA GA 31145-0233	
0788056251	DILLARD, JUNIUS E	9608 OLD LEESVILLE RD	RALEIGH NC 27613-7520	