



Certified Recommendation

Raleigh Planning Commission

CR# 11595

Case Information Z-19-14 Louisburg Road

<i>Location</i>	Louisburg Road, south side, between its intersection with North New Hope Road to the south and Spring Forest Road to the north. Address: 5520 Louisburg Road PIN: 1736150379
<i>Request</i>	Rezone property from R-1 to R-10-CU
<i>Area of Request</i>	11.56 acres
<i>Property Owner</i>	Yathrib Oasis LLC, Art Builders LLC and Muslim Youth Community Center 114 Rocklyn Lane Apex, NC 27502-4126
<i>Applicant</i>	Elizabeth C. Trahos Smith Moore Leatherwood LLP 434 Fayetteville Street, Suite 2800 Raleigh, NC 27606
<i>Citizens Advisory Council (CAC)</i>	Northeast CAC Interim Chairperson 1st Vice Chairperson Lillian Thompson (919) 850-4594 lillianonline@icloud.com 2nd Vice-Chairperson Paul Brant (919) 875-1114 paulbrant@mindspring.com
<i>PC Recommendation Deadline</i>	November 12, 2014

Comprehensive Plan Consistency

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

Future Land Use Map Consistency

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

Comprehensive Plan Guidance

<i>FUTURE LAND USE</i>	Moderate Density Residential
<i>URBAN FORM</i>	Louisburg Road is a Parkway Corridor
<i>CONSISTENT Policies</i>	Policy LU 1.2 – Future Land Use Map and Zoning Consistency Policy LU 1.3 – Conditional Use District Consistency Policy LU 2.6 – Zoning and Infrastructure Impacts Policy LU 7.3 – Single Family Lots on Thoroughfares
<i>INCONSISTENT Policies</i>	None noted

Staff Coordinator: James Brantley: (919) 996-2651; james.brantley@raleighnc.gov



Zoning Staff Report – Case Z-19-14 Louisburg Road

Conditional Use District

Case Summary

Overview

The site is 11.56 acres in northeast Raleigh just south of I-540, on the east side of Louisburg Road between its intersections with North New Hope Road to the south and Spring Forest Road to the north. Currently there is a single family house on the property.

The site is in an area that is about equally rural and suburban, with rural lots being replaced gradually with suburban housing. In the vicinity there is a scattering of older single family houses on lots of varying sizes, vacant land, townhouses and single family detached neighborhoods.

The site is designated for Moderate Density Residential on the Future Land Use Map. Lands to the north, south and east are also designated for Moderate Density Residential, with property to the east designated as Low Density Residential. Approximately 175 feet to the north of the property is an area designated Neighborhood Mixed Use.

Louisburg Road is designated a Parkway on the Urban Form Map.

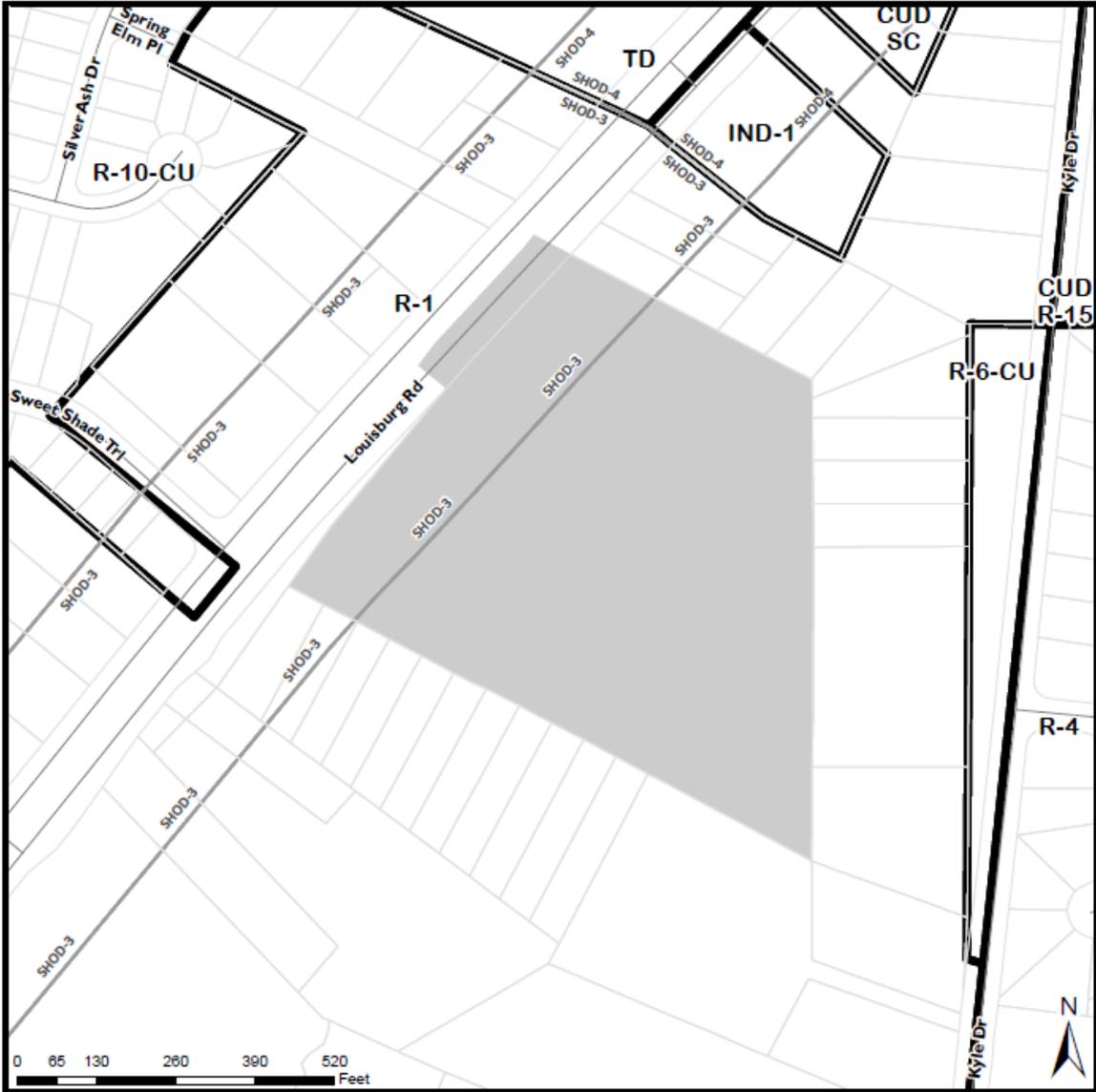
Adjacent properties on all sides are currently zoned R-1, but surrounding this R-1 area are R-4, R-6, R-1- and R-15 zoning. To the north along Louisburg Road are SC, NB and TD zoning.

Outstanding Issues

<i>Outstanding Issues</i>	None noted	<i>Suggested Mitigation</i>	None noted 2.
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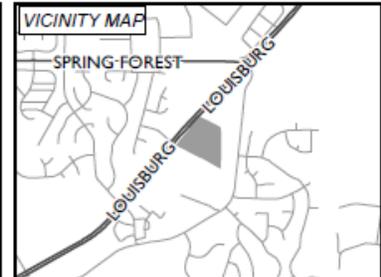
ZONING REQUEST

Existing Zoning Map **Z-19-2014**



Submittal Date
6/13/2014

Request:
11.56 acres from
R-1 w/ SHOD-3
to R-10-CU



Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
<i>Existing Zoning</i>	R-1	R-1	R-1	R-1	R-1
<i>Additional Overlay</i>	N/A	N/A	N/A	N/A	N/A
<i>Future Land Use</i>	Moderate Density Residential	Moderate Density Residential	Moderate Density Residential	Moderate Density Residential	Moderate Density Residential
<i>Current Land Use</i>	Single family house	Single family housing, vacant	Vacant	Single family housing, vacant	Single family housing, vacant
<i>Urban Form (if applicable)</i>	Louisburg Road is a designated Parkway	Louisburg Road is a designated Parkway	Louisburg Road is a designated Parkway	N/A	Louisburg Road is a designated Parkway

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
<i>Residential Density:</i>	1 dwelling per acre	6 dwellings per acre
<i>Setbacks:</i>		
<i>Front:</i>	40'	10'
<i>Side:</i>	10'	0' or 6'
<i>Rear:</i>	30'	20'
<i>Retail Intensity Permitted:</i>	Retail not allowed	Retail not allowed
<i>Office Intensity Permitted:</i>	Office not allowed	Office not allowed

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning*
<i>Total Acreage</i>	11.56	11.56
<i>Zoning</i>	R-1	R-10-CU
<i>Max. Gross Building SF (if applicable)</i>	Cannot be determined	Cannot be determined
<i>Max. # of Residential Units</i>	11	75
<i>Max. Gross Office SF</i>	Office not allowed	Office not allowed
<i>Max. Gross Retail SF</i>	Retail not allowed	Retail not allowed
<i>Max. Gross Industrial SF</i>	Industrial not allowed	Industrial not allowed
<i>Potential F.A.R</i>	Cannot be determined	Cannot be determined

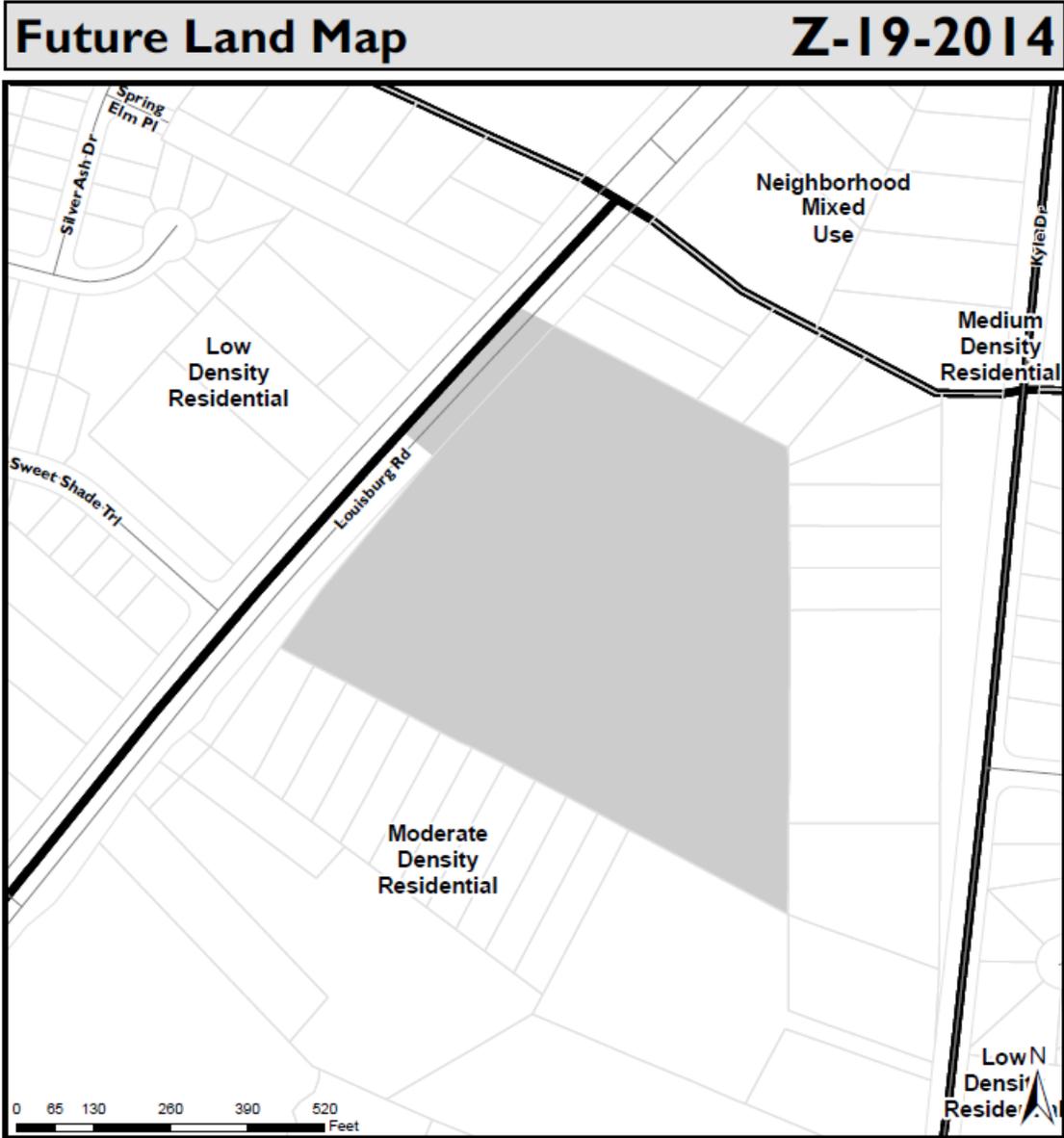
*The development intensities for proposed zoning districts were estimated using the **Envision Tomorrow** impact analysis tool. Reasonable assumptions are factored into the analysis to project the worst case development scenario for the proposed rezoning. The estimates presented in this table are rough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

The proposed rezoning is:

- Compatible** with the property and surrounding area.
- Incompatible** with the property and surrounding area.
Analysis of Incompatibility:

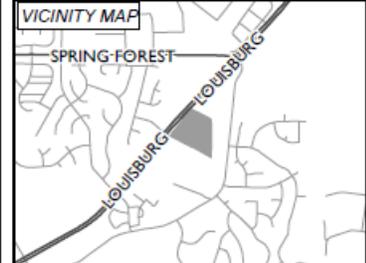
A possible residential density of 10 dwellings per acre is currently out of character with the rural character of the immediately surrounding land, but is compatible with nearby newer housing development. The trend in the area is towards suburbanization of rural land.

FUTURE LAND USE MAP



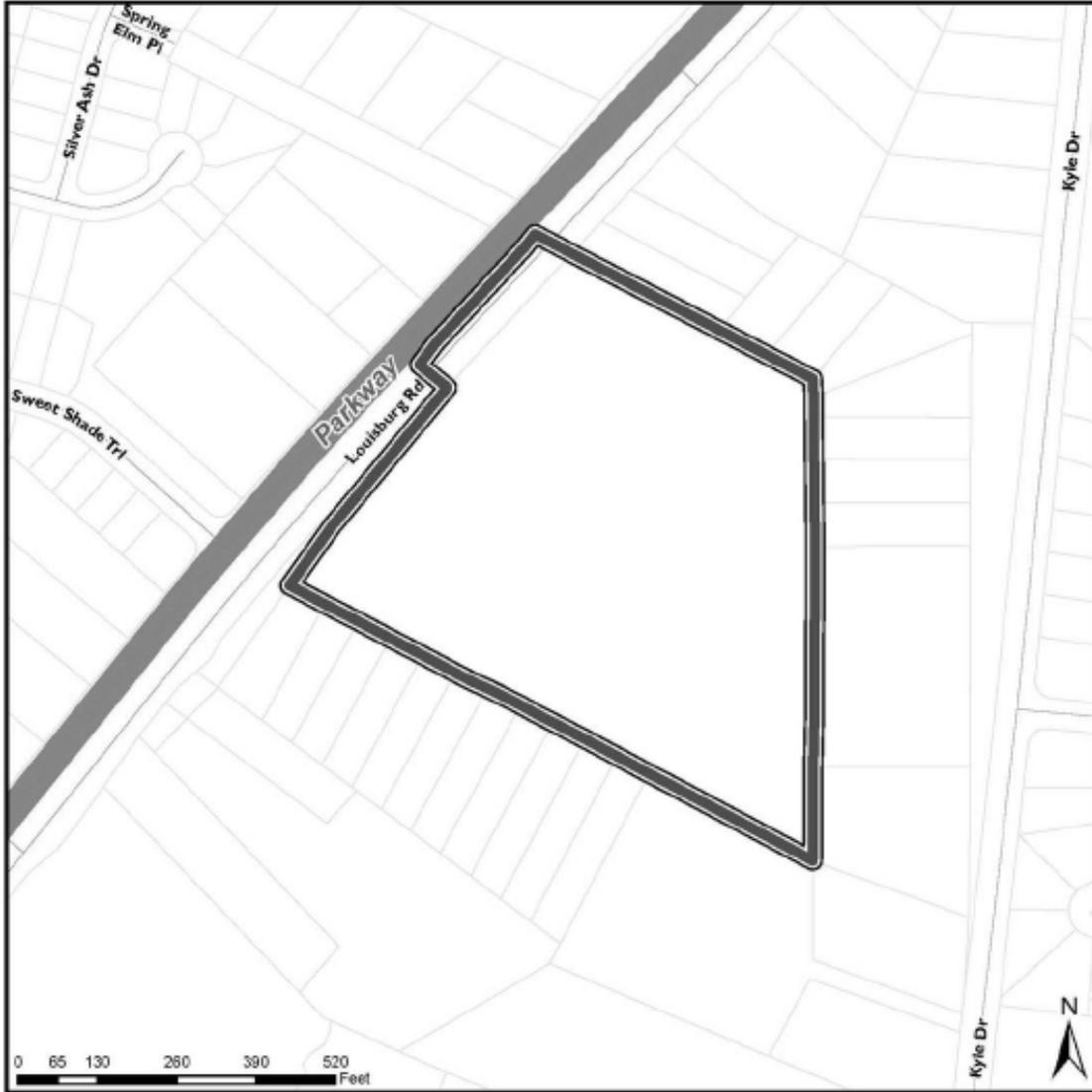
Submittal Date
6/13/2014

Request:
11.56 acres from
R-1 w/ SHOD-3
to R-10-CU



URBAN FORM MAP

Urban Form Map Z-19-2014



Submittal Date
6/13/2014

Request:
11.56 acres from
R-1 w/ SHOD-3
to R-10-CU



2. Comprehensive Plan Consistency Analysis

2.1 Comprehensive Plan

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

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

Staff finds this case consistent. The proposal is consistent with the Comprehensive Plan, which recommends a maximum of 14 dwellings per acre in the Moderate Density Residential category. Therefore the proposal does meet tests 1 and 2. Test 3 is not applicable. The proposal also meets test 4 in that city infrastructure and services are adequate to serve the development.

2.2 Future Land Use

Future Land Use designation:

The rezoning request is:

Consistent with the Future Land Use Map.

Inconsistent

Analysis of Inconsistency:

2.3 Urban Form

Urban Form designation: Louisburg Road is has a Parkway designation on the Urban Form Map. Frontages are not applicable, however, because the request is not for a mixed use zoning district.

2.4 Policy Guidance

No inconsistent policies noted.

2.5 Area Plan Policy Guidance

Not applicable; no area plan has been prepared for this vicinity.

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

The proposed rezoning would increase the housing stock, therefore helping to keep housing costs down. New housing in the area would support the Neighborhood Mixed Use area to the north.

3.2 Detriments of the Proposed Rezoning

None noted.

4. Impact Analysis

4.1 Transportation

1. Louisburg Road is classified as a six-lane divided avenue according to Map T-1 of the 2030 Comprehensive Plan and requires a total of 126' of R/W. The petitioner will need to dedicate 63' of R/W measured from the existing centerline to the subject parcel if the R/W does not currently exist.
2. The block perimeter for the proposed site is greater than 3,000 feet. Section 8.3.2 of the Unified Development Ordinance identifies a maximum block perimeter of 3,000 feet for development up to four stories under the Commercial Mixed Use zoning classification. New public streets may be required to maintain a well-connected street network to meet this standard.
3. The expected increase in peak hour trips is 44 vehicles per hour for the PM peak period; the expected increase in daily trips is 440 vehicles per day. A traffic study is not recommended for case Z-19-2014.

Impact Identified: None

4.2 Transit

Impact Identified: The proposed rezoning would increase the demand for transit in this corridor. The offer of a transit easement is acceptable and will offset the increased demand. Prior to lot recordation or the issuance of any building permit, whichever shall first occur, the owner of the property shall deed to the City a transit easement measuring twenty feet (20') long by fifteen feet (15') wide adjacent to the public right-of-way on Louisburg Rd to support future transit services in the area. The location of the transit easements shall be reviewed and approved by the Transit Program of the City and the City Attorney or his designee shall approve the transit easement deed prior to recordation in the Wake County Registry

4.3 Hydrology

<i>Floodplain</i>	No FEMA floodplain present
<i>Drainage Basin</i>	Beaver-E
<i>Stormwater Management</i>	Subject to Article Chapter 9 of the UDO
<i>Overlay District</i>	none

Impact Identified: None

4.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	7,225 gpd	18,000 gpd
<i>Waste Water</i>	7,225 gpd	18,000 gpd

Impact Identified: The proposed rezoning would add approximately 10,772 gpd to the wastewater collection and water distribution systems of the City. There are existing water mains adjacent to the proposed rezoning area. The petitioner would be required to extend the City's sanitary sewer system.

At the time of development plan submittal, a downstream sewer capacity study may be required to determine the adequacy of capacity to support the proposed development. Any required improvements identified by the study would be required to be permitted and constructed prior to the issuance of a building permit.

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

4.5 Parks and Recreation

Park services for this site are available at Spring Forest Road Park 1.1 miles distance.

Impact Identified: None

4.6 Urban Forestry

The current R-1 Zoning would require 15% of the site to be saved in wooded tree conservation areas. The proposed rezoning would reduce the required tree conservation area to 10%.

Impact Identified: Tree conservation required per UDO Article 9.1.3.

4.7 Designated Historic Resources

N/A

4.8 Community Development

N/A

4.9 Appearance Commission

N/A

4.10 Impacts Summary

The possible impacts of the rezoning request are minimal and can be adequately addressed by existing City infrastructure and services.

4.11 Mitigation of Impacts

None noted.

5. Conclusions

The proposal is consistent with the Future Land Use Map and will create minimal impacts on City infrastructure and services. The general area of the rezoning is becoming suburbanized and an R-10 development on the site is in keeping with this general trend, and would support the Neighborhood Mixed Use FLUM designated area to the north.

CHK 1025



Planning & Development

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

Rezoning Application

Rezoning Request	OFFICE USE ONLY
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan Existing Zoning Classification: Residential-1 Proposed Zoning Classification: Residential-10 and Parkway Frontage Conditional Use (R-10 with PK CU) <i>remove frontage juB 6/18/14</i>	Transaction Number <p style="font-size: 2em;">378107</p>
If the property has been previously rezoned, provide the rezoning case number. <hr/> Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. <i>370148</i>	<p style="font-size: 1.5em;">2-19-14</p>

GENERAL INFORMATION			
Property Address: 5520 Louisburg Road, Raleigh, NC 27616		Date: May 28, 2014	
Property PIN 1736150379			
Nearest Intersection: Louisburg and Spring Forest Road		Property size (in acres): 11.56±	
Property Owner: Yathrib Oasis LLC 114 Rocklyn Lane Apex, NC 27502 Art Builders, LLC 3722 Holloway Street Durham, NC 27703 Muslim Youth Community Center 2315 School Creek Pl Raleigh, NC 27606	Phone:	Fax	
	Email		
Project Contact Person: Elizabeth C. Trahos Smith Moore Leatherwood LLP 434 Fayetteville St., Suite 2800 Raleigh, NC 27601	Phone: 919-755-8760	Fax 919-838-3167	
	Email: beth.trahos@smithmoorelaw.com		
Owner/Agent Signature: YATHRIB OASIS, LLC By: <i>Moussafa El Fadaly</i> Printed Name: <u>Moussafa El Fadaly</u> Title: <u>Manager</u>		Email	
ART BUILDERS, LLC By: <i>Waleed Elheraty</i> Printed Name: <u>Waleed Elheraty</u> Title: <u>Manager</u>			
MUSLIM YOUTH COMMUNITY CENTER By: <i>Abdul Salaam</i> Printed Name: <u>ABDUL SALAM SALAM</u> Title: <u>Board Member</u>			

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



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

Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number	Z-19-14	Transaction Number
Date Submitted	9/23/14	

NARRATIVE OF ZONING CONDITIONS OFFERED	
1.	No more than 75 dwelling units shall be permitted on the property.
2.	The property owners shall dedicated to the City a twenty foot (20') by fifteen foot (15') transit easement to support a bus stop along Louisburg Road in the southernmost portion of the property prior to subdivision or the issuance of building permit, whichever shall first occur.
3.	The subject property shall be limited to no more than one (1) accessway onto Louisburg Road.
4.	Prior to approval of a subdivision of the subject property, the property owner shall submit to the City Attorney's office a restrictive covenant allocating the permitted dwelling units between the proposed lots or parcels of land. Once approved by the City Attorney's office as to form and substance, the property owner shall cause the restrictive covenant to be recorded in the Wake County Registry prior to the recording of the first subdivision plat. The restrictive covenant and the allocation of dwelling units between the various lots or parcels of land may be amended with the approval of the City Attorney's office and the owners of all of the property subject to this zoning case, however reconfigured. A copy of the restrictive covenant shall be provided to the Planning Director, or his designee, with reference to zoning case Z-19-14 and the relevant subdivision number within thirty (30) days of recording in the Wake County Registry.

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

Owner/Agent Signature:
YATHRIB OASIS, LLC

By: [Signature]
Printed Name: AMRAN EL Fadaly
Title: Manager

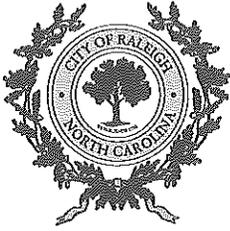
ART BUILDERS, LLC

By: [Signature]
Printed Name: Waleed Elherdady
Title: Secretary of Art Builders LLC

MUSLIM YOUTH COMMUNITY CENTER

By: [Signature]
Printed Name: Waleed Elherdady, Board member MYCC





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One Exchange Plaza
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Rezoning Application Addendum

Comprehensive Plan Analysis	OFFICE USE ONLY
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive plan, or that the request be reasonable and in the public interest.</p>	<p>Transaction Number 378107 Zoning Case Number Z-19-14</p>

STATEMENT OF CONSISTENCY	
<p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map and any applicable policies contained within the 2030 Comprehensive Plan.</p>	
1.	<p>The Future Land Use Plan Map recommends Moderate Density Residential for this property. Medium Density Residential is a land use category that encourages a variety of residential land uses with a density of between 6 and 14 units per acre. R-10 us specifically recommend as an appropriate zoning district for properties designated as Moderate Density Residential. This property is not subject to a more detailed land use plan. All proposed conditions are consistent with the 2030 Comprehensive Plan. The proposed rezoning request for R-10 CU is consistent with the Future Land Use Map.</p>
2.	<p>The property fronts on and has direct access to busy Louisburg Road. The street typology for Louisburg Road is an Avenue, Six Lane divided. The Urban Form Map recommends the Parkway Frontage along Louisburg Road. The proposed zoning provides for the suggested Parkway Frontage. The property has direct access to Louisburg Road (US 401), and is located a short distance from the US 401/I-540 interchange.</p>
3.	<p>The Property is located within the City's planning jurisdiction, in an area that has experienced significant growth in the last 15 years. This is also an area of Neighborhood Mixed-Use development, as well as an area designated for "Medium Density Residential" development, north and northeast of the Property. The proposed zoning will allow for a more compact land use pattern to support the efficient provision of public services and improve the performance of transportation networks.</p>
4.	<p>Under the R-10-CU zoning with Parkway Frontage, the Property will provide a better transition from Louisburg Road to the Low Density Residential east & west of the Property, and the Neighborhood Mixed-Use and Medium Density Residential areas designated on the land use plan north and northeast of the Property.</p>
5.	<p>The proposed rezoning is consistent with the following policies of the 2030 Comprehensive Plan: LU 1.2 <u>Future Land Use and Zoning Consistency</u>; LU 1.3 <u>Conditional Use District Consistency</u>; LU 2.2 <u>Compact Development</u>; LU 3.2 <u>Location of Growth</u>; LU 4.9 <u>Corridor Development</u>; and LU 5.4 <u>Density Transitions</u>.</p>

PUBLIC BENEFITS

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

1.	The proposed rezoning from R-1 to R-10-CU with the Parkway Frontage provides an opportunity to develop the property in a manner that is consistent with the Comprehensive Plan. The proposed rezoning will help to achieve the intent of the Urban Form Map which designates US 401 as a Parkway Corridor.
2.	The rezoning will benefit the public by providing a transit easement that will facilitate implementation of a commuter bus route along Louisburg Road.
3.	The rezoning will benefit the public by facilitating development that will limit the number of driveway cuts on Louisburg Road.

URBAN DESIGN GUIDELINES

If the property to be rezoned is shown as a "mixed use center" or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan. *** **(The Urban Design Guidelines do not apply to this rezoning request.)*****

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

***** (The Urban Design Guidelines do not apply to this rezoning request.)*****

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

Pre-submittal Rezoning Information Meeting Minutes

A Pre-submittal Rezoning Information Meeting was held on Thursday, May 15, 2014 at 6:30 p.m. at Millbrook Exchange Park to discuss the proposed rezoning of property located at 5520 Louisburg Road.

Ms. Trahos called the meeting to order about 6:45. After a brief presentation about the proposed rezoning from R-1 to R-10, attendees were given the opportunity to ask questions. The following items were discussed:

- the likelihood of adjacent properties being annexed into the City of Raleigh;
- Raleigh's ETJ and zoning authority in the area;
- bus route and transit stops;
- site access;
- the likelihood of the site including a religious facility; and
- uses permitted within the R-10 zoning district

The meeting adjourned about 7:15.

Attached please find a copy of the letter setting the neighborhood meeting (labeled Exhibit A); a list of neighbors to whom the letters were sent (labeled Exhibit B); and the sign-in sheet from the meeting (labeled Exhibit C).

May 1, 2014

Dear Sir or Madame:

We contact you in regard to property located at 5520 Louisburg Road in Raleigh, North Carolina. You are receiving this letter because public records indicate that you own nearby property.

You are invited to participate in a meeting to discuss a proposed rezoning on the property on Thursday, May 15, 2014 at 6:30 p.m. at the Millbrook Exchange Park Community Center, located at 1905 Spring Forest Road in Raleigh in Room 2.

This property is currently zoned Residential-1. Significant changes have taken place in this area since the zoning was last reviewed. We anticipate a request to amend the zoning map designation to Residential-10 Conditional Use, consistent with the City's Comprehensive Plan designation of Moderate Density Residential. Enclosed please find a map identifying the property in question.

We hope to see you at the meeting on May 15th. In the interim, do not hesitate to contact me with questions.

Sincerely,

SMITHMOORE LEATHERWOOD LLP



Elizabeth C. Trahos

SITE
MUSLIM YOUTH COMMUNITY CENTER YATHRIB OASIS LLC
YATHRIB OASIS LLC
114 ROCKLYN LN
APEX NC 27502-4126

1
MARVIN ONEAL RIDDICK
77 PENNSYLVANIA AVE
MOUNT VERNON NY 10552-2419

2
EDWARD E BROOKS, HEIRS
MICHAEL BROOKS
5600 LOUISBURG RD
RALEIGH NC 27616-5318

3, 4, 5 & 6
JAMES & JOYCE DUNN
3024 OLD MILBURNIE RD
RALEIGH NC 27604-9656

7 & 8
JAMES & KRISTEN RIVERS
4216 BLUEWING RD
RALEIGH NC 27616-9509

9 & 10
VIOLA JACKSON
5415 KYLE DR
RALEIGH NC 27616-6103

11 & 12
CLYDE & CORA RIDDICK
3805 SUE ELLEN DR
RALEIGH NC 27604-4247

13
LOUISE M GOODSON
5400 LOUISBURG RD
RALEIGH NC 27616-5314

14 & 15
RODNEY & GLADYS MIMS
1605 JEFFREY ST
RALEIGH NC 27610-3203

16

WINDSOR JONES
917 S STATE ST
RALEIGH NC 27601-2051

17

HELEN J BURTON
C/O ALMARIE J CAUDLE
5401 LOUISBURG RD
RALEIGH NC 27616-5313

18

GLADYS J BURT, HEIRS
C/O ALMARIE J CAUDLE
5401 LOUISBURG RD
RALEIGH NC 27616-5313

19

FREDERICK JONES
726 N 46TH ST APT A
PHILADELPHIA PA 19139-190

20

JANICE WALL ROBERTSON
5420 LOUISBURG RD
RALEIGH NC 27616-5313

21

MAURICE JONES
4825 HAVERFORD AVE
PHILADELPHIA PA 19139-1703

22

EVANS JONES, HEIRS
729 RAVEL ST
RALEIGH NC 27606-2410

23

WILLIE A JONES
C/O ANITA SCOTT
1639 POWELL RD
BROOKHAVEN PA 19015-1933

24 & 25

NC DEPARTMENT OF TRANSPORTATION

815 STADIUM DR
DURHAM NC 27704-2713

26
CLEMENTINE ROBERTSON
5425 LOUISBURG RD
RALEIGH NC 27616-5313

27 & 29
KB HOME RALEIGH DURHAM INC
4518 S MIAMI BLVD STE 180
DURHAM NC 27703-8053

28
AMERICAN HOMES 4 RENT PROPERTIES NINE LLC
30601 AGOURA RD STE 200
AGOURA HILLS CA 91301-2148

30, 34 & 35
DAVID UTLEY & MARTHA JONES
C/O WILBERT JONES
5301 LOUISBURG RD
RALEIGH NC 27616-5313

31 & 32
MICHAEL & GLENDA UTLEY
5501 LOUISBURG RD
RALEIGH NC 27616-5313

33
KAY SEBERRY, CO-EXECUTOR
332 BALMORAL ST
CLAYTON NC 27520-4046

36
JOHNNY & ETHEL JEFFERYS
5601 LOUISBURG RD
RALEIGH NC 27616-5317

Neighborhood Meeting, 5/15/14

Name

Address

Telephone # or E-mail

HEZE GOODSON

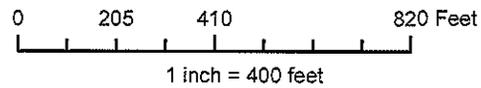
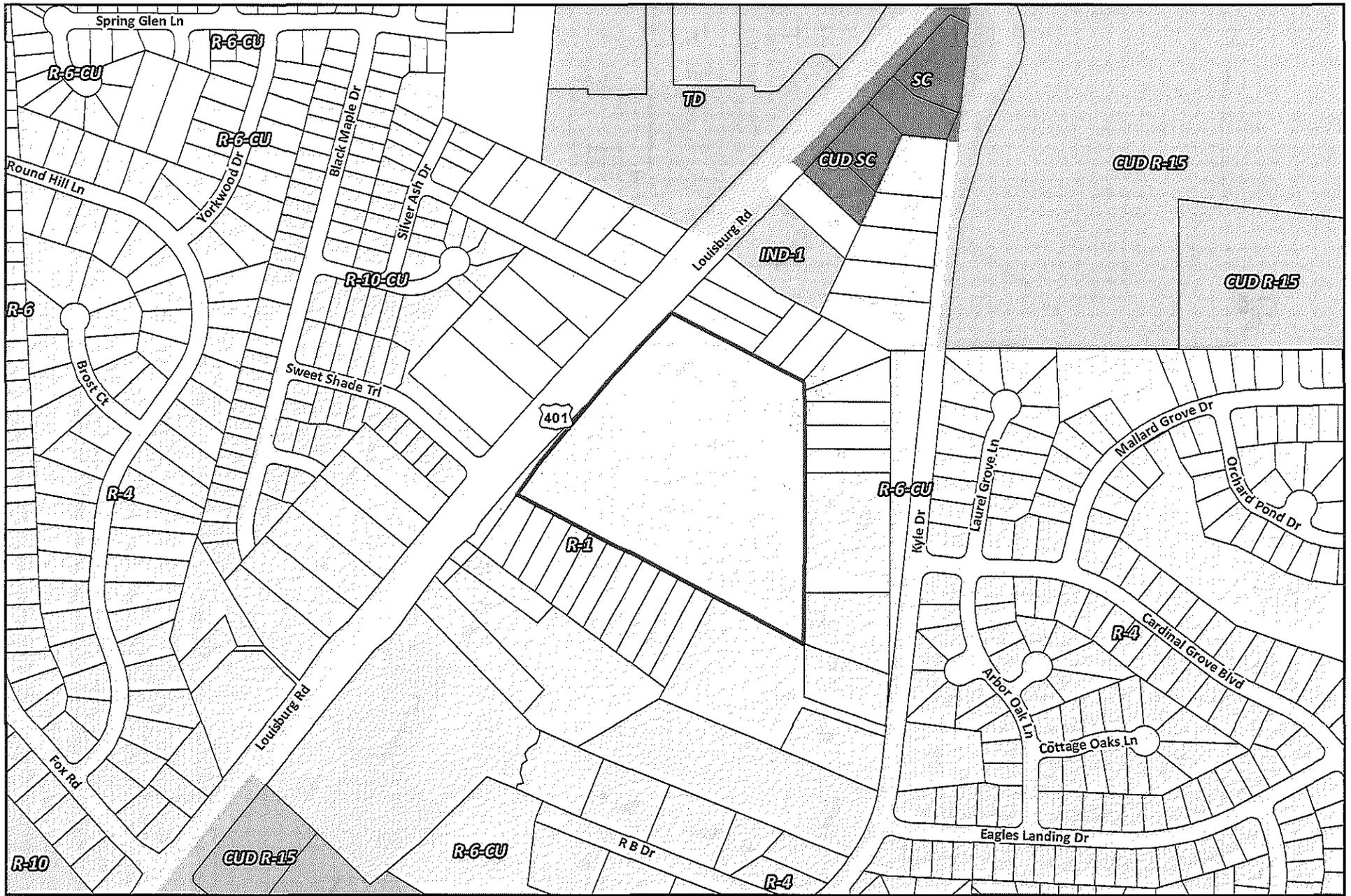
5317 Kyle Dr 27616

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Henny Jeffers

" " " " "



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