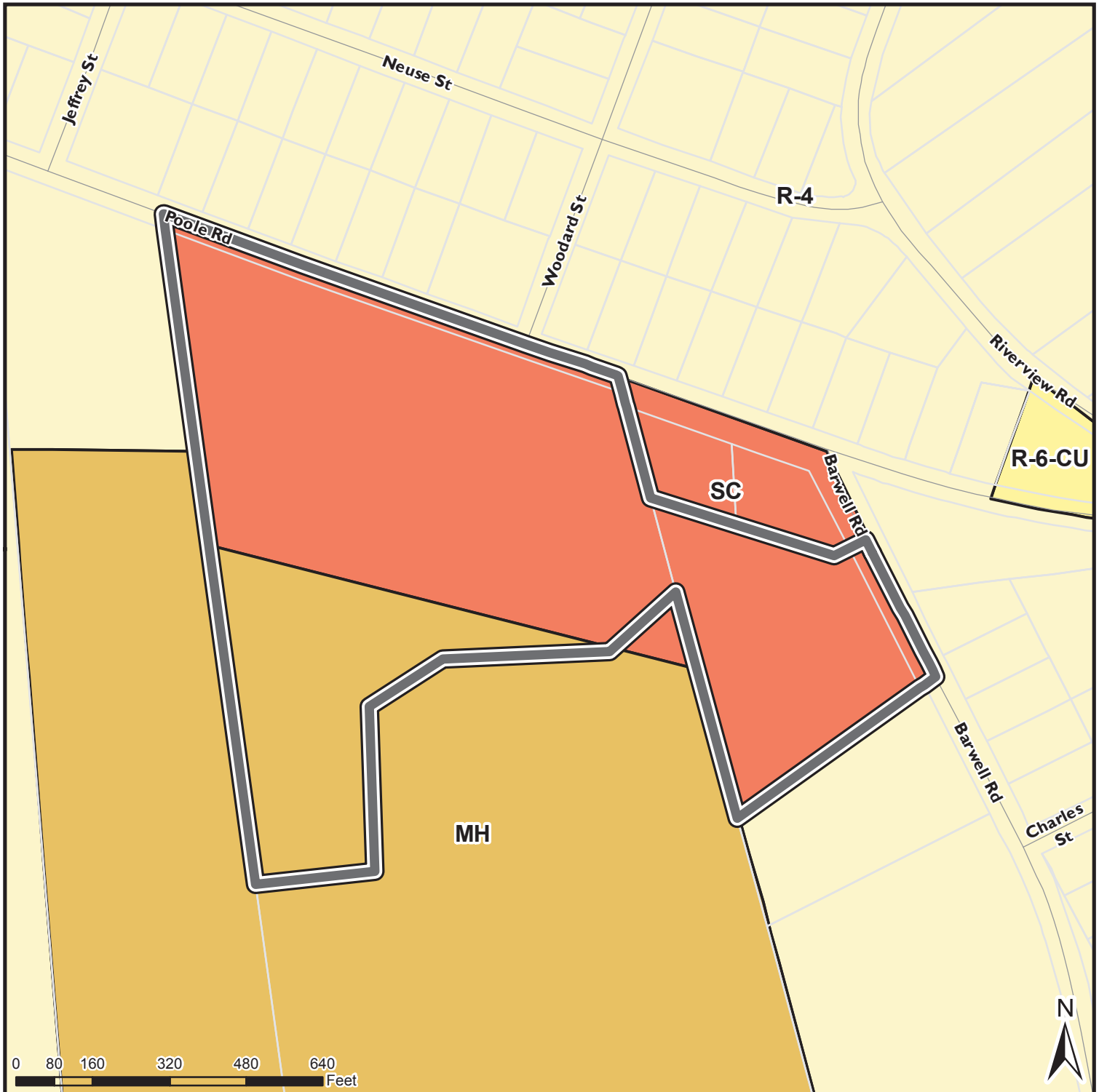


Existing Zoning Map

Z-31-2015



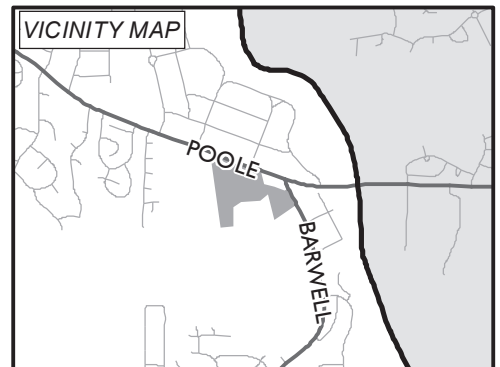
**Submittal
Date**

8/13/2015

Request:

**22.87 acres from
SC & MH
to RX-4**

VICINITY MAP





Certified Recommendation

Raleigh Planning Commission

CR# 11671

Case Information: Z-31-15 – Poole & Barwell Roads

<i>Location</i>	Poole Road, south side, west of Barwell Road, and Barwell Road, west side, south Poole Road Addresses: 6120 Poole Road & 1920 Barwell Road PINs: 1732695822 & 1732793534
<i>Request</i>	Rezone property from Shopping Center & Manufactured Housing (SC & MH) to Residential Mixed Use-4 stories [General Use] (RX-4)
<i>Area of Request</i>	22.87 acres
<i>Property Owner</i>	Wake County Board of Education/ c/o Real Estate Services Director/ 1429 Rock Quarry Road, Suite 116/ Raleigh, NC 27610
<i>Applicant</i>	Kenneth C. Haywood: 919-832-3915; khaywood@bbghlaw.com
<i>Citizens Advisory Council (CAC)</i>	Southeast – Tim Sit, Chairperson: 919-632-9483; sit@mindspring.com
<i>PC Recommendation Deadline</i>	January 11, 2016

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 Residential Density (6-14 DUs/ acre)
<i>URBAN FORM</i>	Center: <i>(None designated)</i> Corridor: <i>(None designated)</i>
<i>CONSISTENT Policies</i>	Policy LU 2.6 - Zoning and Infrastructure Impacts Policy LU 5.3 - Institutional Uses Policy LU 5.4 - Density Transitions Policy LU 5.5 - Transitional and Buffer Zone Districts Policy LU 5.6 - Buffering Requirements Policy LU 9.2 - Coordinating Institutional Growth
<i>INCONSISTENT Policies</i>	Policy LU 1.2 - Future Land Use Map and Zoning Consistency

Summary of Proposed Conditions

(None – General Use.)

Public Meetings

<i>Neighbor Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>	<i>Public Hearing</i>
7/28/15	6/11/15; 10/8/15: Y- 4, N- 9	10/13/15	10/20/15	11/3/15

☐ **Valid Statutory Protest Petition**

Attachments

1. Staff report
2. E-28 School TIA Review Memo

Planning Commission Recommendation

<i>Recommendation</i>	Approve. City Council may now schedule this proposal for Public Hearing, or refer it to committee for further study and discussion.
<i>Findings & Reasons</i>	<ol style="list-style-type: none"> 1. While the proposal is inconsistent with the Future Land Use Map (which calls for Moderate Density Residential uses on the site), it is consistent with nearly all pertinent policies of the Comprehensive Plan. 2. The proposed rezoning is reasonable and in the public interest. The proposed school behind the rezoning request will address a pressing need in the community. 3. The proposal is compatible with the surrounding area. The anticipated school combines limited height, considerable setbacks, landscaping, and open space, with intensity (i.e., traffic generation) less than what current zoning would permit.
<i>Motion and Vote</i>	Motion: Swink Second: Terando In Favor: Braun, Buxton, Fluhrer, Hicks, Lyle, Schuster, Swink, Terando and Whitsett

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

Planning Director _____ Date _____ Planning Commission Chairperson 10/13/15 Date _____

Staff Coordinator: Doug Hill: (919) 996-2622; Doug.Hill@raleighnc.gov



Zoning Staff Report – Z-31-15

General Use District

Case Summary

Overview

The request is for rezoning to permit construction of a new public elementary school, temporarily titled E-28. A preliminary site plan, [SR-14-15](#), has been submitted for the development of the school, and is in review by City staff.

The site encompasses two properties. The tract accessed from Barwell Road tract is zoned SC (Shopping Center), which allows school operations. The property accessed from Poole Road is split zoned, with SC (Shopping Center) on the north, and MH (Manufactured Housing) on the south. Schools are not a permitted land use in the latter zoning district.

Schools are permitted as a Limited Use in most other City zoning districts, subject to certain locational conditions, and provisions for protective yards. The proposed zoning—RX-4 (General Use)—is being requested to allow portions of the building to be up to 4 stories/ 62 feet in height. (The submitted site plan shows three occupied stories, topped in part by enclosed mechanical space.)

The parcels wrap around two properties at the Poole/ Barwell intersection, zoned SC. Other nearby zoning is residential: R-4 to the north, east, and partially on the west and south; MH on the south. Across Poole Road is the Riverview Estates subdivision, and across Barwell, a small commercial complex at the corner, and the Beechwood neighborhood south of that. A series of single-family and manufactured houses are immediately west. Most the properties to the south are undeveloped; some are wooded but others contain significant open ground. Edging their southernmost reach is Walnut Creek, the floodplains of which extend within 150 feet of the southern boundary of the subject site.

Under the school proposal, access is planned from both Poole and Barwell roads, connected across the site via an internal driveway.

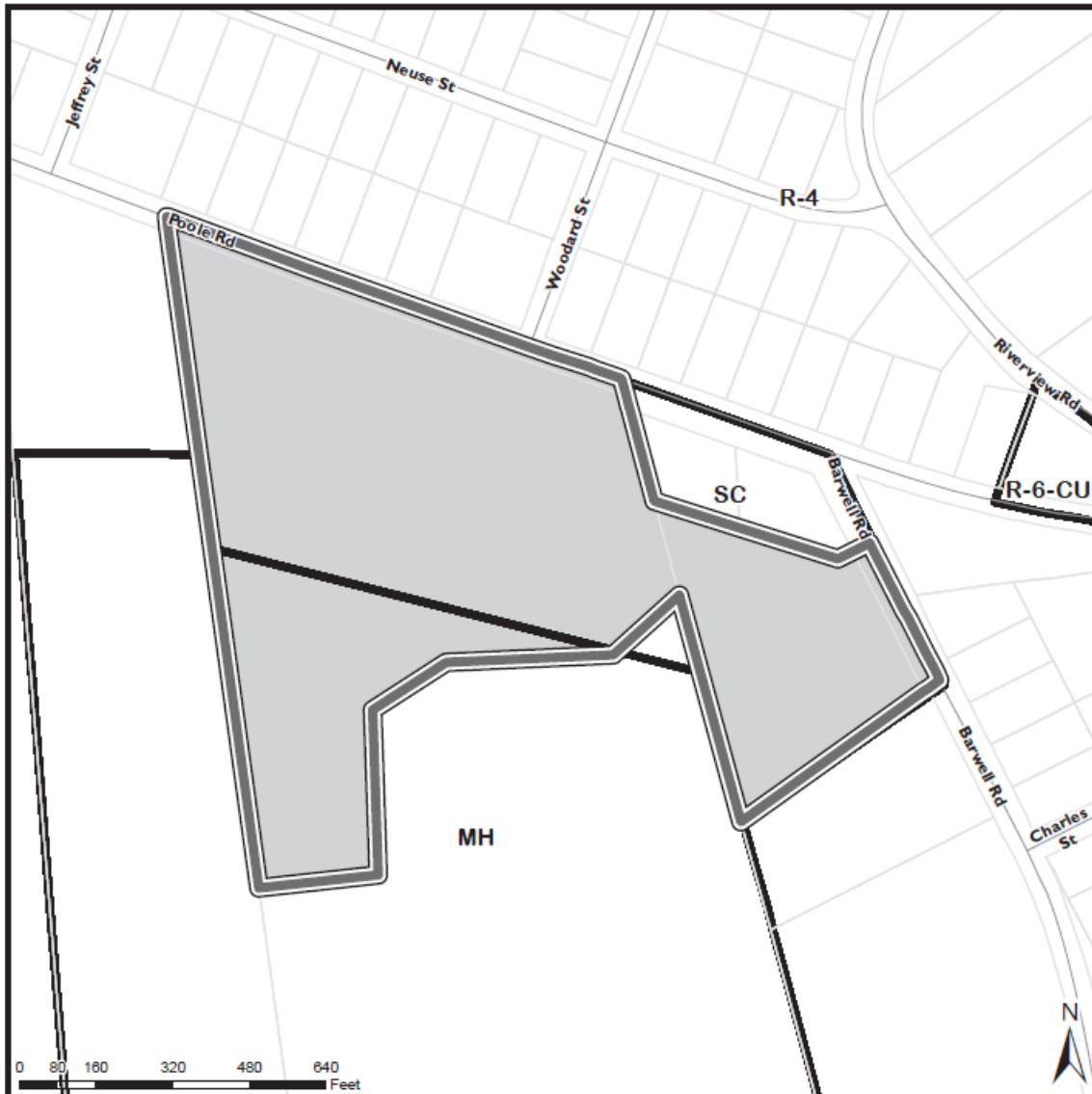
The Future Land Use Map designates the site for Moderate Density Residential, defined as 6 to 14 dwellings per acre. The requested zoning, RX (Residential Mixed Use) general use, carries no density cap; in potentially exceeding the recommended density, the rezoning is inconsistent with the Future Land Use designation. The requested zoning district, however, is the least intensive which would permit buildings of the height under consideration; the next step down, R-10, would impose a 3-story/ 45-foot height cap. There is no Urban Form designation for the site, or for adjacent roadways.

Outstanding Issues

<i>Outstanding Issues</i>	<ol style="list-style-type: none">1. Potential traffic congestion.2. Demand for transit is expected to increase.3. Sewer and fire flow matters may need to be addressed upon development.	<i>Suggested Mitigation</i>	<ol style="list-style-type: none">1. Provide recommended roadway improvements.2. Provide transit easement and shelter.3. Address sewer and fire flow capacities at the site plan stage.
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Existing Zoning Map

Z-31-2015

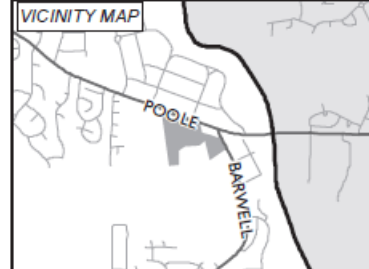


**Submittal
Date**

8/13/2015

Request:

22.87 acres from
SC & MH
to RX-4



Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
Existing Zoning	Shopping Center; Manufactured Housing	Residential-4; Shopping Center	Manufactured Housing; Residential-4	Residential-4	Residential-4; Manufactured Housing
Additional Overlay	N/ A	N/ A	N/ A	N/ A	N/ A
Future Land Use	Moderate Density Residential	Low Density Residential; Moderate Density Residential	Moderate Density Residential	Convenience Store; Low Density Residential	Moderate Density Residential
Current Land Use	Single-Unit Living; Manufactured Home; Agriculture	Single-Unit Living; Vacant (wooded)	Vacant (open, wooded)	Single-Unit Living	Manufactured Homes
Urban Form	N/ A	N/ A	N/ A	N/ A	N/ A

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
Residential Density:	24.22 DUs/ acre (max. 554 DUs total)	33.76 DUs/ acre (max. 772 DUs total)
Setbacks:	<i>SC</i> <i>MH</i>	<i>If Civic Building Type:</i>
Front:	15' 20'	10'
Side:	0 5' (15' aggr.)	0 or 6'
Rear:	0 (30' aggr.) 20'	0 or 6'
Retail Intensity Permitted:	235,000	4,000
Office Intensity Permitted:	472,000	4,000

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning**
Total Acreage	22.87	22.87
Zoning	SC; MH	RX-4 (General Use)
Max. Gross Building SF <i>(if applicable)</i>	609,400 <i>(if residential)</i>	1,000,000 <i>(if residential)*</i>
Max. # of Residential Units	554	772
Max. Gross Office SF	472,000	4,000

<i>Max. Gross Retail SF</i>	235,000	4,000
<i>Max. Gross Industrial SF</i>	<i>(not permitted)</i>	<i>(not permitted)</i>
<i>Potential F.A.R.</i>	0.61	1.00

***Proposed school** (per submitted site plan): 103,517 square feet

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

The proposed rezoning is:

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

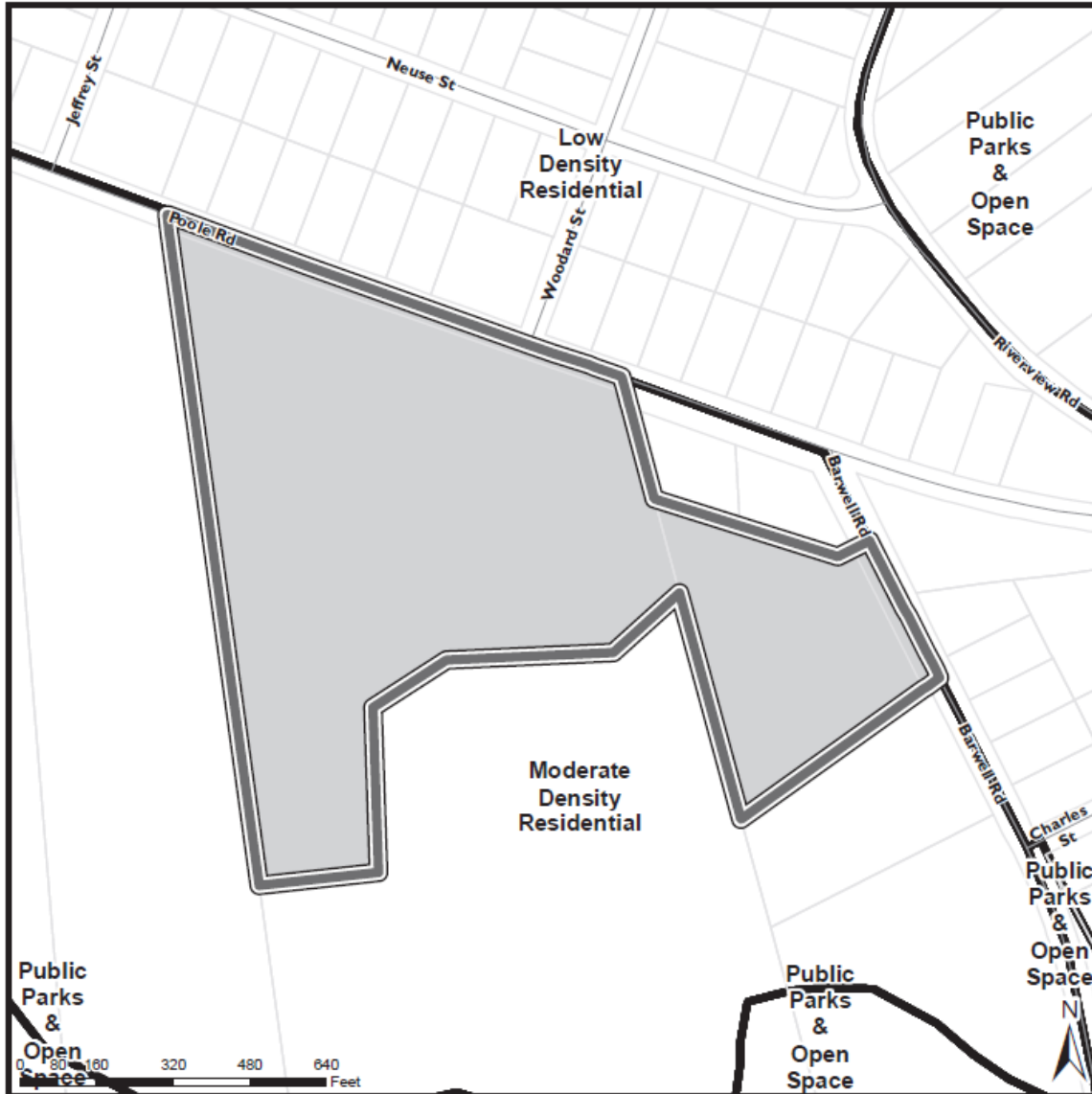
☐ **Incompatible.**

Analysis of Incompatibility:

(N/A)

Future Land Use Map

Z-31-2015

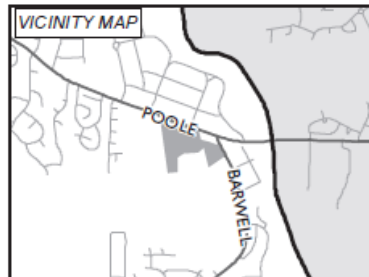


Submittal
Date

8/13/2015

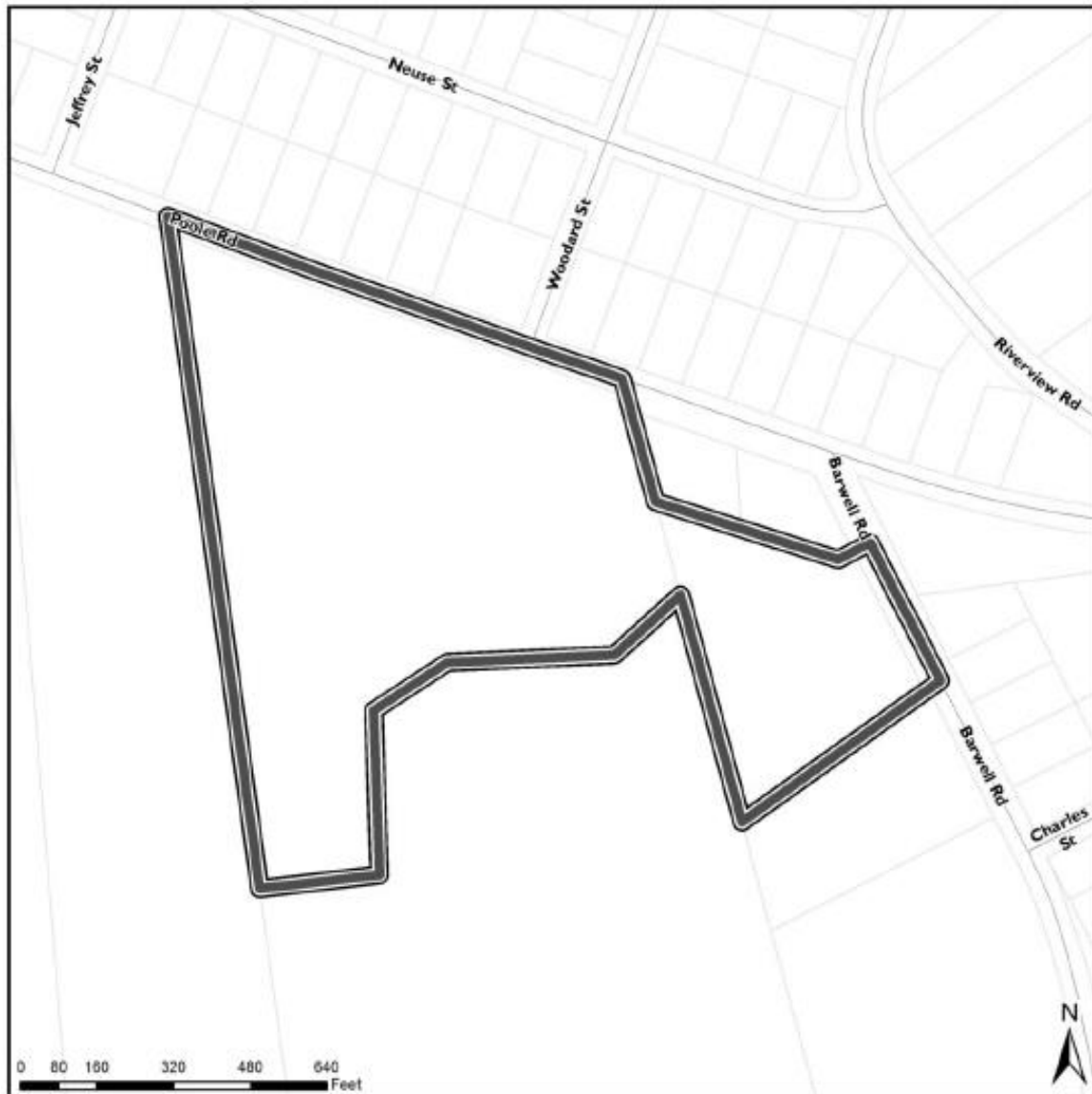
Request:

22.87 acres from
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to RX-4



Urban Form Map

Z-31-2015



**Submittal
Date**

8/13/2015

Request:

**22.87 acres from
SC & MH
to RX-4**

VICINITY MAP



2. Comprehensive Plan Consistency Analysis

2.1 Comprehensive Plan

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

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

The proposal is consistent with most pertinent policies of the Comprehensive Plan. The higher-density residential development possible under the requested zoning is inconsistent with the site's Moderate Density Residential designation under the Future Land Use map. However, the intended use—a public elementary school—is permitted within moderate-density zoning districts (R-6 and R-10); the chief reason for the requested RX-4 zoning is the design flexibility it would afford regarding maximum building height.

The proposal is consistent with Vision Themes “Managing Our Growth” and “Growing Successful Neighborhoods and Communities.” The planned setbacks, protective yards, and open space associated with school construction enhance the compatibility of the projected development.

With implementation of transportation improvements cited in the Transportation impacts analysis, infrastructure and facilities can be expected to be sufficient to accommodate the planned development of the school.

2.2 Future Land Use

Future Land Use designation: Moderate Density Residential

The rezoning request is:

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

☒ **Inconsistent**

Analysis of Inconsistency:

Moderate Density Residential designation foresees a maximum of 14 dwelling units per acre. It is estimated that rezoning could permit up to 35 units per acre (plus up to 4,000 square feet of non-residential uses on apartment building ground floors, at street intersections).

2.3 Urban Form

Urban Form designation:

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

The rezoning request is:

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

☐ **Inconsistent**

Analysis of Inconsistency:

(N/A)

2.4 Policy Guidance

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

Policy LU 1.2 - Future Land Use Map and Zoning Consistency

The Future Land Use Map and associated Comprehensive Plan policies shall be used to guide zoning, ensure the efficient and predictable use of land capacity, guide growth and development, protect public and private property investments from incompatible land uses, and efficiently coordinate land use and infrastructure needs.

The Future Land Use map designates the site for Moderate Density Residential uses, with 6 to 14 dwelling units per acre. The proposed zoning could permit density beyond that range, as well as introduction of limited non-residential uses within street corner apartment structures. However, the school facility anticipated on the site is a land use permitted in moderate-density zoning districts (R-6 or R-10).

2.5 Area Plan Policy Guidance

The rezoning request is not within a portion of the City subject to an Area Plan.

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- Developed as a school, the site would provide an important civic resource to meet the demands of a growing population, reducing overcrowding elsewhere and offering a new school facility in the subject area of the City.

3.2 Detriments of the Proposed Rezoning

- Developed as a school, traffic congestion could occur during peak travel times unless recommended roadway improvements occur.

4. Impact Analysis

4.1 Transportation

A traffic impact analysis report has been received and reviewed by transportation planning staff. The following improvements are recommended to mitigate the impacts created by an elementary school with 900 pupils.

- Add an exclusive right-turn lane with 150 feet of storage on eastbound Poole Road at its intersection with Barwell Road.
- Add an exclusive right-turn lane with 100 feet of storage on northbound Barwell Road at its intersection with Poole Road.
- Modify the existing traffic signal to provide "Overlap" phases for the eastbound and northbound approaches to the Poole/Barwell intersection.
- Add an exclusive left-turn lane with 100 feet of storage on westbound Poole Road at the E-28 school driveway.
- Add an exclusive left-turn lane with 100 feet of storage on northbound Barwell Road at the E-28 school driveway.
- Add an exclusive right-turn lane with 250 feet of storage on southbound Barwell Road at the E-28 school driveway.
- Provide 1,930 feet of internal stacking within the school site.

Impact Identified: Traffic congestion.

Note: If the site is to be developed for uses under RX other than a public school, then a revised Traffic Study must be submitted prior to preliminary plan approval.

4.2 Transit

This section of Poole Rd is not currently served by transit. Currently the closest stop is on Bus Way at Poole Rd. Neither the City of Raleigh Short Range Transit Plan nor the 2040 Wake County Transit Study recommend extending transit here but the Transit Program has received numerous requests for service east of the existing terminus on Poole Rd and all along Barwell Rd. The construction of a school here will increase demand for transit. A 15'x20' transit easement with an ADA-accessible transit shelter is recommended.

Impact Identified: Development will increase demand for transit.

4.3 Hydrology

<i>Floodplain</i>	No FEMA Floodplain present
<i>Drainage Basin</i>	Walnut/Neuse
<i>Stormwater Management</i>	Subject to Part 10, Chapter 9
<i>Overlay District</i>	None.

Neuse Riparian Buffer may be located on a portion of the site. A buffer determination will be required.

Impact Identified: None.

4.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	95,905 gpd	39,000 gpd
<i>Waste Water</i>	95,905 gpd	39,000 gpd

The proposed rezoning would not impact the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the properties.

Impact Identified: The developer may be required to submit a downstream sanitary sewer capacity study and those required improvements identified by the study must be permitted and constructed in conjunction with and prior to the proposed development being constructed.

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

4.5 Parks and Recreation

No existing or proposed greenway trail, corridor, or connector is located within the site. The Walnut Creek Trail extends south of the property, approximately 0.18 miles in distance; opportunity exists for providing additional bike and pedestrian access to the school. Recreation opportunities are provided by Anderson Point Park, 1.5 miles.

Impact Identified: None.

4.6 Urban Forestry

This site, being larger than 2 acres in size, will be required to comply with UDO Article 9.1 (Tree Conservation) at the time of development (site plan or subdivision submittal).

Impact Identified: None.

4.7 Designated Historic Resources

There are no known historic resources on the site or within 1,000 feet of it.

Impact Identified: None.

4.8 Community Development

This site is not located within a redevelopment plan area.

Impact Identified: None.

4.9 Impacts Summary

- Potential traffic congestion.
- Demand for transit is expected to increase.
- Sewer and fire flow matters may need to be addressed upon development.

4.10 Mitigation of Impacts

- Provide recommended roadway improvements.
- Provide transit easement/ shelter.
- Address sewer and fire flow capacities at the site plan stage.

5. Conclusions

The proposed zoning is consistent with most pertinent policies of the Comprehensive Plan. Although inconsistent with the Future Land Use map, the anticipated development of the site as a school facility is a use permitted in zoning districts of lesser density. The anticipated school would provide a needed public resource in this section of the City. The site plan submitted in concert with the rezoning request offers added assurance of development compatibility. Roadway improvements and provision for transit recommended by staff should help mitigate potential traffic impacts.



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 checked="" type="checkbox"/> General Use <input type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan Existing Zoning Classification Shopping Center and Manufactured Housing Proposed Zoning Classification Base District RX Height 4 Frontage If the property has been previously rezoned, provide the rezoning case number. Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. 435304	Transaction Number Z-31-15

GENERAL INFORMATION		
Property Address 6120 Poole Road and 1920 Barwell Road		8-5-15
Property PIN 1732695822	Deed Reference (Book/Page) 16026/1168	
Nearest Intersection Poole Road and Barwell Road		Property size (in acres) 18.28
Property Owner/Address Wake County Board of Education c/o Real Estate Services Director 1429 Rock Quarry Road, Suite 116 Raleigh, NC 27610	Phone 919-664-5601	Fax 919-856-8288
	Email bparker@wcpss.net	
Project Contact Person/Address Kenneth C. Haywood, Attorney Boxley, Bolton, Garber & Haywood, LLP Post Office Drawer 1429 Raleigh, NC 27602	Phone 919-832-3915	Fax 919-832-3918
	Email khaywood@bbghlaw.com	
Owner/Agent Signature 	Email khaywood@bbghlaw.com	

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



Planning & Development

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Rezoning Application Addendum

Comprehensive Plan Analysis	OFFICE USE ONLY
The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.	Transaction Number
	Zoning Case Number

STATEMENT OF CONSISTENCY

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

1. The proposed use is for a Wake County Public School to open the summer of 2017. WCPSS plans to improve the site with an elementary school. The future land use map shows this area as Moderate Density Residential. The proposed zoning is RX which is what the land use map states as a base zoning for this area. Height is driven by the fact that one of the two school buildings is three stories in order to accommodate a larger school population. New schools are increasing in building size as a result of the scarcity of suitable sites in the County. Wake County schools are often placed in areas designated residential.
2. The Comprehensive Plan states on Page 314--317 that the City is to collaborate with the Wake County Board of Education on school siting for the expanding school population.
3. Schools are compatible with the existing character of the surrounding areas since many times the children that attend the school live in the neighborhoods near the school. The use of the school will not have a negative impact on city services. The school will be required by the City, County and State to make road improvements and sidewalk improvements adjacent to the school site.
- 4.

PUBLIC BENEFITS

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

1. The Wake County Public School System has identified the school site as necessary to meet the expanding needs of the growing population of school age children in this area of Wake County.
2. The most obvious public benefit is to reduce present and future overcrowding in schools by offering additional classroom seats for elementary age children.
3. Once rezoned, the site will be improved with a new elementary school meeting the building guidelines established by the State of North Carolina, the City of Raleigh, Wake County and the Wake County Board of Education.
- 4.

URBAN DESIGN GUIDELINES

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

1.	<i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i>
2.	<i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i>
3.	<i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i>
4.	<i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i>
5.	<i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i>
6.	<i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i>
7.	<i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i>
8.	<i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i>
9.	<i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i>
10.	<i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i>
11.	<i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i>
12.	<i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i>
13.	<i>New public spaces should provide seating opportunities.</i>
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i>
15.	<i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i>
16.	<i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i>

17.	<i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i>
18.	<i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i>
19.	<i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i>
20.	<i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i>
21.	<i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i>
22.	<i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i>
23.	<i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i>
24.	<i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i>
25.	<i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i>
26.	<i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i>

BOXLEY, BOLTON, GARBER & HAYWOOD, L.L.P.

ATTORNEYS AT LAW

THE NASH SQUARE BUILDING

227 WEST MARTIN STREET

POST OFFICE DRAWER 1429

RALEIGH, NORTH CAROLINA 27602

TELEPHONE (919) 832-3915

FAX (919) 832-3918

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LAWRENCE E. BOLTON
RONALD H. GARBER
KENNETH C. HAYWOOD
EVERETT M. BOLTON
NATHAN G. ZALESKI

Z-310-15

July 14, 2015

Neighboring Property Owners:

Re: 6120 Poole Road and 1920 Barwell Road, Raleigh NC;
E-28 Wake County Board of Education Elementary School

You are invited to attend a neighborhood meeting on July 28, 2015. The meeting will be held at Barwell Elementary School, 3925 Barwell Road, Raleigh. The meeting will begin at 6:30 p.m.

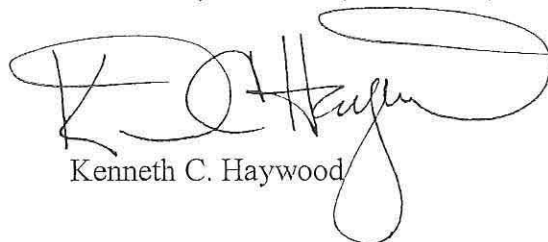
The purpose of this meeting is to discuss the rezoning of the property located at 6120 Poole Road and 1920 Barwell Road which is currently zoned manufactured housing and shopping center and is proposed to be rezoned to RX 5. The applicant will be the Wake County Board of Education which intends to build a new elementary school on the site.

The City of Raleigh requires that prior to any submittal of any rezoning application, a neighborhood meeting involving the property owners within 100 feet of the area requested for rezoning.

If you have any questions about the proposed neighborhood meeting, please call me at (919) 832-3915.

Sincerely,

BOXLEY, BOLTON, GARBER, & HAYWOOD, LLP



Kenneth C. Haywood

KCH/lbf

SUMMARY OF ISSUES

A neighborhood meeting was held on July 28, 2015 to discuss a potential rezoning located at 6120 Poole Road. The neighborhood meeting was held at Barwell Elementary School. There were approximately eight neighbors in attendance. The general issues discussed were:

Summary of Issues:

1. Need for a middle school in proximity to the new school.
2. What improvements will be made to Poole Road and how will that impact surrounding property owners.
- 3.

Attendance Roster:

Name

Address

Natasha Diamond

6301 Poole Road, Raleigh 27610

Keith Downley

5816 Campbell St. Raleigh 27609

Steve Zetts

3832 COTTAGE ROSE LANE

Angie C. Easterday

1015 Princeton View Ln. Knightdale 27545

Rick Hines

634 Redford Pkwy Sr. Rolesville

Leander Kee

3436 Griffith Mill Rd Raleigh NC

Leisha Kee

3436 Griffith Mill Rd Raleigh NC

Robert Tate

5112 Busted Rock Trail, Raleigh NC

SHERI GREEN

WCPSS Staff

Robin Parrish

WCPSS

Marta Gutzman

5124 Busted Rock Trail, Raleigh NC 27610

Jeleea Morrison

5325 Heather Ridge Ln Raleigh NC