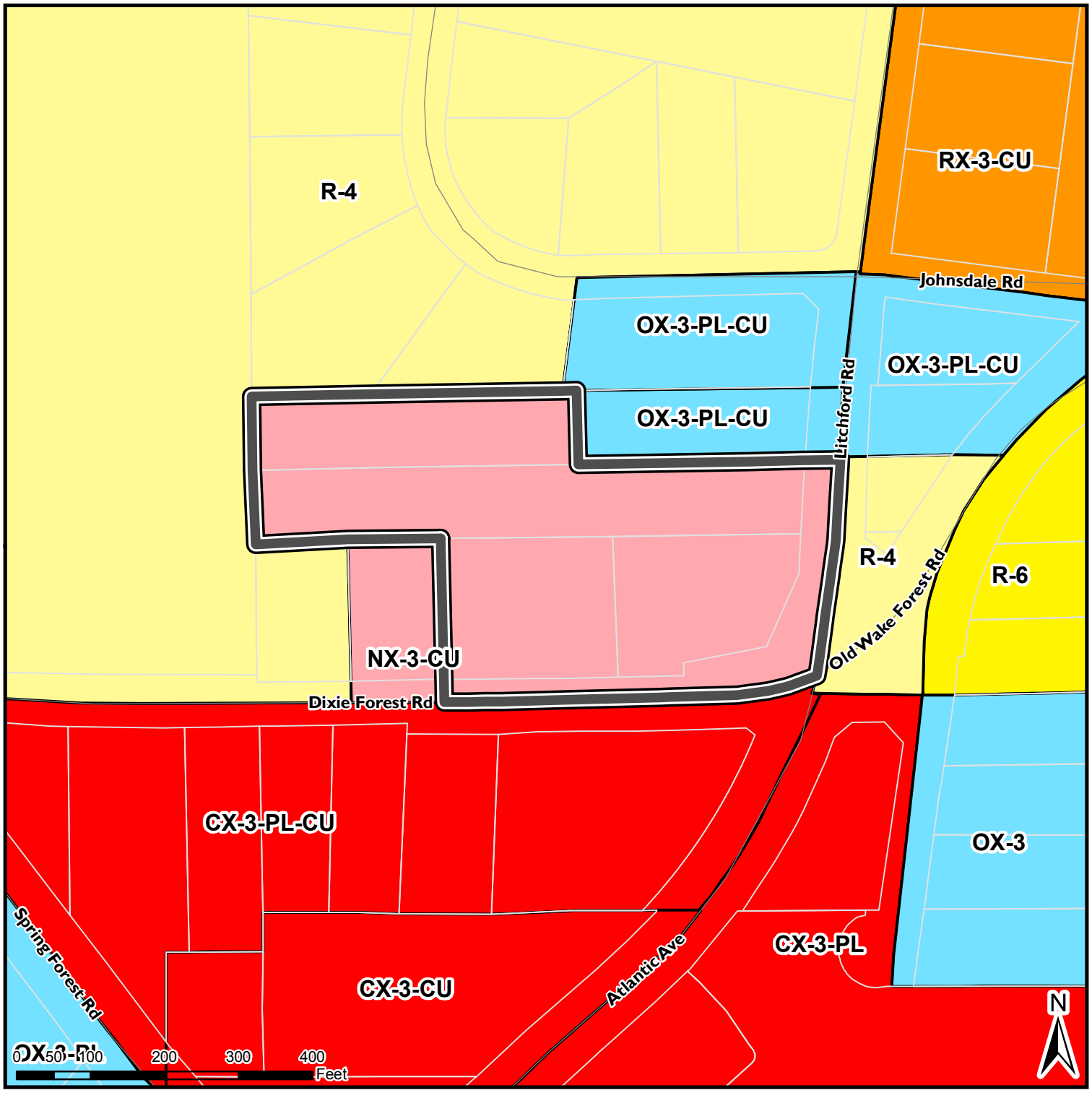
Existing Zoning Map Z-24-2016



Submittal Date

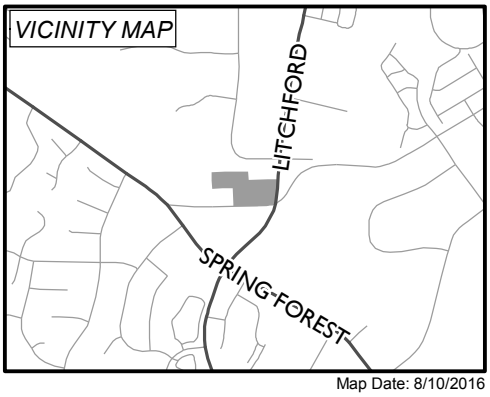
8/9/2016

Request:

4.57 acres from

NX-3-CU

to **CX-3-CU**



Map Date: 8/10/2016

Certified Recommendation

Raleigh Planning Commission

CR#

Case Information: Z-24-16 – Litchford Road

Location	Northwest quadrant of intersection of Litchford and Dixie Forest roads Addresses: 6211 Litchford Road, 6205 Litchford Road, 6201 Litchford Road, 2321 Dixie Forest Road PINs: 1716894783, 1716897614, 1716897581, 1716896409
Request	Rezone property from Neighborhood Mixed Use- 3 stories-Conditional Use (NX-3-CU) to Commercial Mixed Use- 3 stories-Conditional Use (CX-3-CU)
Area of Request	4.57 acres
Property Owner	Eagle Land, LLC/ 3700 Computer Dr., Suite 280/ Raleigh, NC 27609
Applicants	Thomas C. Worth, Jr./ P.O. Box 1799/ Raleigh, NC 27602 Isabel Worthy Mattox/ P.O. Box 946/ Raleigh, NC 27602
Citizens Advisory Council (CAC)	North: Michael O'Sullivan, Chairperson; (919) 302-7557, mjo78@nc.rr.com
PC Recommendation Deadline	February 6, 2017

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

FUTURE LAND USE	Moderate Density Residential
URBAN FORM	Center: City Growth Corridor: Urban Thoroughfare (Litchford Road) Within ½-Mile Transit Buffer: Yes
CONSISTENT Policies	Policy LU 2.6 - Zoning and Infrastructure Impacts Policy LU 6.4 - Bus Stop Dedication
INCONSISTENT Policies	Policy LU 1.2 - Future Land Use Map and Zoning Consistency 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 UD 7.3 - Urban Design Guidelines

Summary of Proposed Conditions

1. Uses limited to self-service storage (maximum 185,000 sf), single-unit living; EMS/fire/police station; park; minor utilities; and remote parking.
2. A transit easement will be provided.

3. Evergreens will be used for tree and shrub requirements. 4. Build-to, entrance orientation, pedestrian access, & parking locations specified.

Public Meetings

Neighbor Meeting	***CAC***	***Planning Commission***	***City Council***	***Public Hearing***
6/6/16	9/20/16; 10/18/16 (vote: Yes: 8; No: 1)	11/8/16		

Attachments
1. Staff Report
2. Current Zoning Conditions [Z-7-14: Ordinance (2015) 448 ZC 711; effective: 6/2/15]
3. Traffic Study Worksheet

Planning Commission Recommendation

Recommendation	
Findings & Reasons	
Motion and Vote	

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 Date

Staff Coordinator: Jason Hardin: (919) 996-2622; Jason.Hardin@raleighnc.gov

Zoning Staff Report – Case

Conditional Use District

Case Summary

Overview

This site consists of 4.57 acres at the northwest corner of the intersection of Litchford Road and Dixie Forest Road, which becomes Old Wake Forest Road to the east of the intersection. Litchford Road becomes Atlantic Avenue to the south of the property.

The site is currently bordered by a wide range of uses: the westernmost section of the property is adjacent to Millbrook High School while single-family detached houses and a day care are to the east and north. A gas station and restaurant are across Dixie Forest Road to the south. The Litchford/Dixie Forest/Old Wake Forest intersection is to the east.

The site is designated for Moderate Density Residential on the Future Land Use Map. Land to the east and south is designated for Community Mixed Use. Land to the west is designated for Moderate Density Residential and Public Facilities (Millbrook High). Land to the north is designated for Moderate Density Residential (the portion closer to Litchford Road) and Low Density Residential. The site is within a City Growth Center on the Urban Form Map. Litchford Road/Atlantic Avenue is designated as an Urban Thoroughfare.

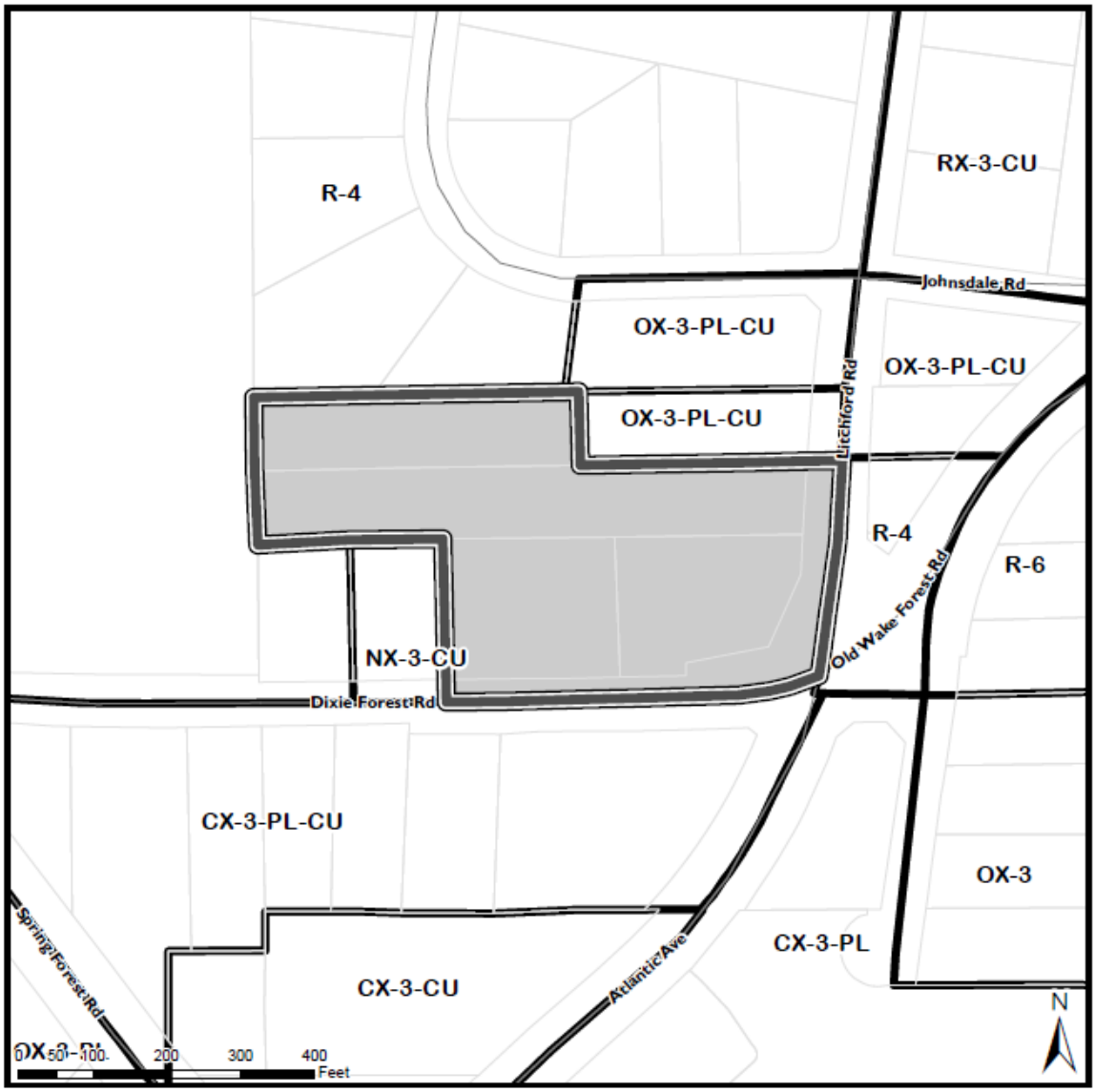
The area is currently zoned Neighborhood Mixed Use-Three Stories-Conditional Use. Current conditions prohibit certain uses; limit uses and intensity to achieve a maximum level of automobile trips; and specify build-to lines and other design standards. The requested zoning is Community Mixed Use-Three Stories-Conditional Use. The area to the south is zoned Community Mixed Use-Parking Limited-Conditional Use. The area to the west (Millbrook High) is zoned R-4. The area to the north is zoned R-4 (on the west side) and Office Mixed Use-Three Stories-Parking Limited-Conditional Use (on the Litchford Road side). The area to the east across Litchford Road is zoned R-4.

The proposed zoning has a condition which prohibits most of the uses that are allowed in the Commercial Mixed Use zoning district that are not allowed in residential districts. The exceptions are Self-Service Storage and Remote Parking Lot (a Special Use in Residential districts).

Outstanding Issues

Outstanding Issues	1. The proposal is not consistent with the Future Land Use Map and several Comprehensive Plan policies. 2. The proposal is not consistent with the Comprehensive Plan's Urban Design Guidelines.	*Suggested Mitigation*	1. Amend the proposal to eliminate uses not consistent with the Map and Plan. 2. Reduce the amount of parking potentially allowed between buildings and the street and ensure that no parking is located at the intersection of Litchford and Dixie Forest roads.

Existing Zoning Map Z-24-2016



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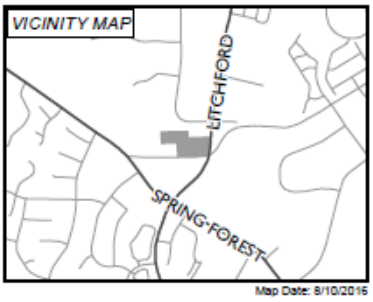


Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	***North***	***South***	***East***	***West***
Existing Zoning	Neighborhood Mixed Use-3 stories-Conditional Use	Residential-4, Office Mixed Use-3 stories-Parking Limited-Conditional Use	Residential-4, Commercial Mixed Use-3 stories-Parking Limited-Conditional Use	Office Mixed Use-3 stories-Parking Limited-Conditional Use, Residential-4	Residential-4, Neighborhood Mixed Use-3 stories-Conditional Use
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, Community Mixed Use	Community Mixed Use	Public Facilities, Moderate Density Residential
Current Land Use	Vacant	Single unit living; day care	Single unit living; Eating establishment; Fuel/ Convenience Sales	Single unit living	High school campus; single unit living
Urban Form	W/n ½-Mile Transit Buffer; City Growth Center; Urban Thoroughfare	W/n ½-Mile Transit Buffer; partially w/n City Growth Center; Urban Thoroughfare	W/n ½-Mile Transit Buffer; mostly w/n City Growth Center	W/n ½-Mile Transit Buffer; City Growth Center; Urban Thoroughfares	W/n ½-Mile Transit Buffer; partially w/n City Growth Center

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	***Proposed Zoning***
Residential Density:	191 DUs *(max. 37.4 DUs per acre)*	63 DUs *(max. 13.8 DUs per acre)*
Setbacks: *Front:* *Side:* *Rear:*	*If General Building:* 5' 0' or 6'* 0' or 6'*	*If General Building:* 5' 0' or 6'* 0' or 6'*
Build-to: *Litchford:* *Dixie Forest:*	*0'-100'* *0'-100'*	*0'-100'* *0'-100'*

**50' adjacent to low density residential districts*

1.3 Estimated Development Intensities

	Existing Zoning**	***Proposed Zoning*****
Total Acreage	4.57	4.57
Zoning	NX-3-CU	CX-3-CU
Max. Gross Building SF	127,138	249,558
Max. # of Residential Units	191	63
Max. Gross Office SF	108,107	-
Max. Gross Retail SF	60,325	-
Max. Gross Industrial SF	n/a	185,000 (self-service storage)
Potential F.A.R.	0.64	1.25

***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.

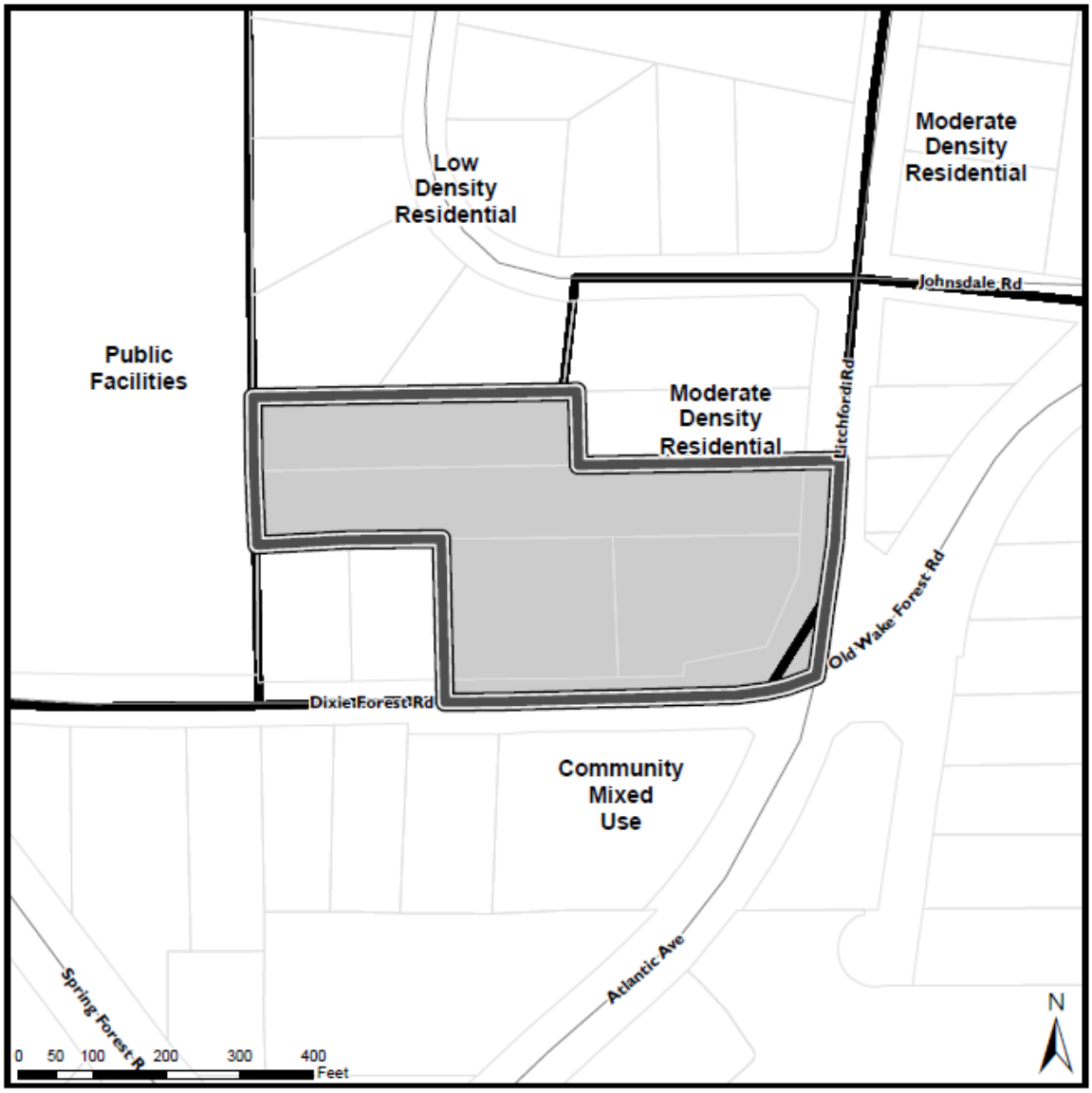
☒ **Incompatible.**
Analysis of Incompatibility:

The only adjacent commercial properties do not have parking between the building and the street, as this proposal would allow. Commercial properties south of Dixie Forest Road are much closer to the street than potentially would be the case with this proposal. The potential use of self-service storage presents compatibility questions with properties to the north.

1.4 Existing and Proposed conditions

	Existing	Proposed
Use	***Prohibited*** uses (all other NX uses allowed): - Boardinghouse - Dormitory, fraternity, sorority - Emergency shelter - Cemetery - Telecommunication tower - Outdoor recreation - Commercial parking lot; - Detention center, jail, prison; - Fuel sales.	***Allowed*** uses *(all other uses prohibited):* - Self-Service Storage - Single-unit living - EMS/Fire/Police station - Parks & Recreation - Minor Utilities - Remote Parking Lot
Transit	Easement provided; bus shelter to be constructed	Easement provided; bus shelter to be constructed
Build-to	Equivalent to Parking Limited	Equivalent to Parking Limited
Density/Intensity	Land uses generating no more than 203 trips in PM peak hour	14 dwelling units/acre Max. 185,000 sf self-service storage
Other		No plumbing or electricity to self-service storage except for lighting in storage units Required understory trees and shrubs will be evergreen

Future Land Use Map Z-24-2016



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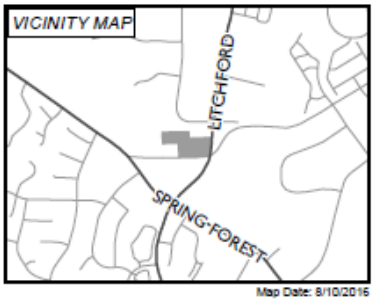
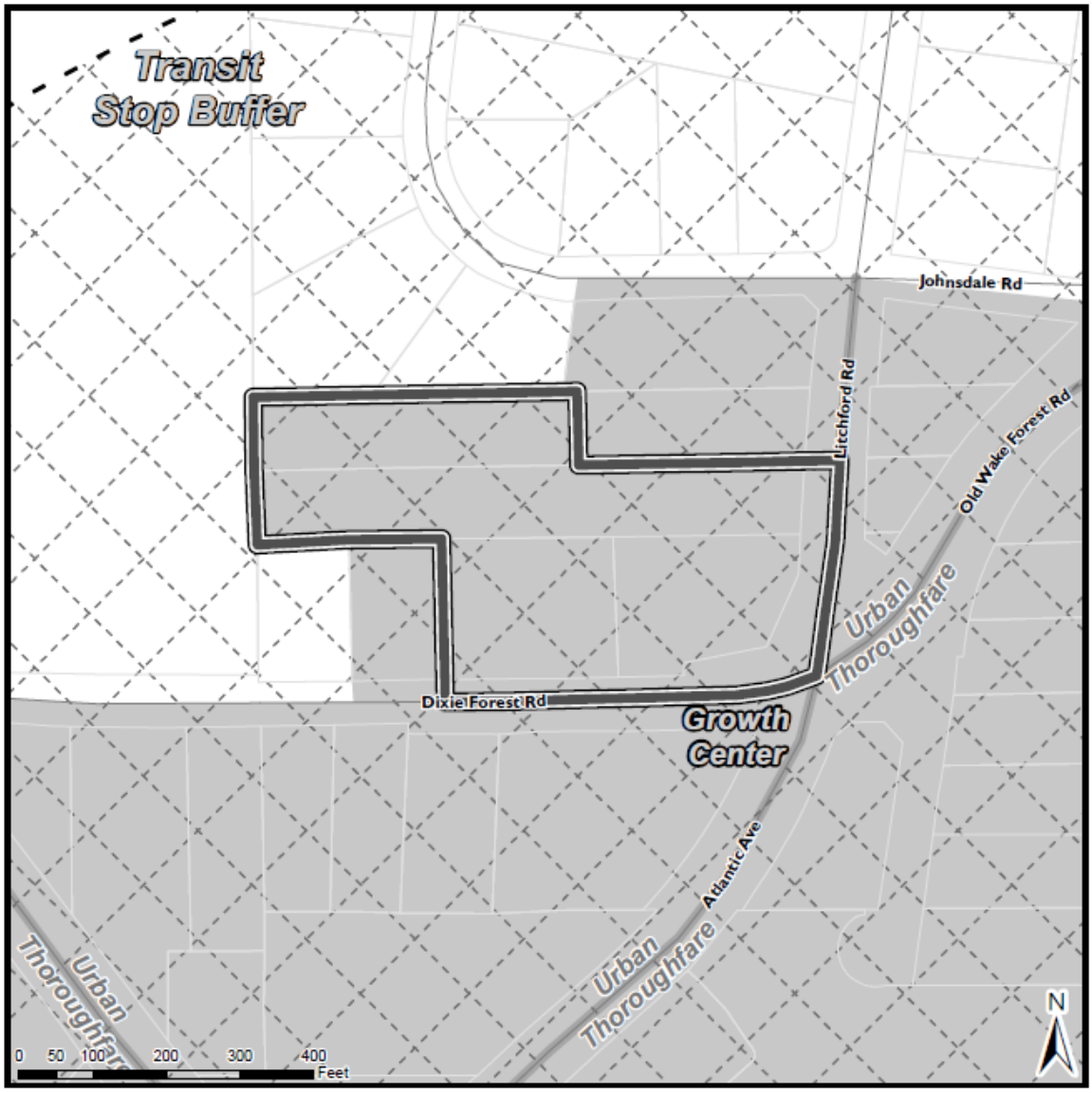


Map Date: 8/10/2016

Urban Form Map Z-24-2016



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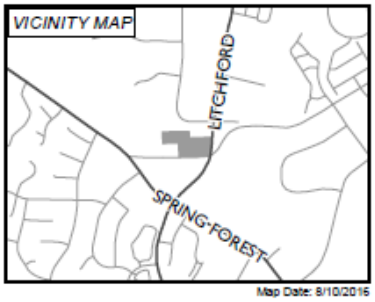

Map Date: 8/10/2016

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:

A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?
B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
C. 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?
D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

A. The proposal is not consistent with several elements of the Plan, including the Future Land Use Map and policies that relate to uses and forms in transitional areas adjacent to lower-density residential areas.
B. By allowing uses not envisioned in the Moderate Density Residential category, the proposal is inconsistent with the Future Land Use Map. The site's current zoning (NX-3-CU) does support office, retail and higher density residential uses, but not the self-service storage use that would be allowed under this proposal.
C. The proposal includes non-residential uses not needed to service planned uses in the area. It is not clear that self-service storage could be established without adversely altering recommended land use for the area.
D. Existing community facilities and streets appear sufficient to accommodate the development possible under the proposed rezoning.

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:

The Future Land Use Map designates the site for Moderate Density Residential development (6 to 14 dwelling units per acre). The proposed CX zoning, even with conditions, would allow a use (self-service storage) not contemplated in that category.

2.3 Urban Form

Urban Form designation: City Growth Center; Urban Thoroughfare Corridor (Litchford Road)

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

The rezoning request is:

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

☒ **Inconsistent**
Analysis of Inconsistency:

The subject property is within a City Growth Center, which recommends an urban or hybrid frontage. This rezoning does not include a designated frontage. While it includes a condition that incorporates the build-to standards of the Parking Limited frontage, a formally designated frontage triggers other relevant UDO standards, including those for signage.

2.4 Policy Guidance

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

Policy LU 2.6 – Zoning and Infrastructure Impacts. The rezoning would not create burdens on transportation or other infrastructure. Policy LU 6.4 –Bus Stop Dedication. A transit easement is offered among the proposed conditions.

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

Policy LU 1.2 – Future Land Use Map and Zoning Consistency. The request is not consistent with the Comprehensive Plan's Future Land Use Map, which envisions the area as Moderate Density Residential. Policy LU 5.1 – Reinforcing the Urban Pattern. The request, because it does not include a frontage or conditions that prohibit parking between buildings and the street, is not consistent with the surrounding area. Policy 5.2 – Managing Commercial Development Impacts. The rezoning request would allow significant amounts of parking to front along Litchford and Dixie Forest roads. Policy LU 5.4 – Density Transitions. The Plan envisions low to medium density residential or office uses as transitions between lower-density neighborhoods and commercial areas. The proposal includes an industrial use, self-service storage. Policy LU 5.5 – Transitional and Buffer Zone Districts. The proposal would eliminate the existing transitional zone of Neighborhood Mixed Use between the Commercial Mixed Use areas to the south and Residential areas to the north. Policy UD 7.3 – Urban Design Guidelines. The proposal is not consistent with the Guidelines, particularly 7 (limiting parking between the building and street) and 8 (placing buildings at the intersection).

2.5 Area Plan Policy Guidance

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

Not applicable

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- The rezoning could provide additional storage space for residents and business owners.

3.2 Detriments of the Proposed Rezoning

- The proposed rezoning would allow development in a form that is not consistent with the area.
- The proposed rezoning includes uses not envisioned by the Future Land Use Map. These uses and forms may shape future development in a way not envisioned by the Map and Plan.

4. Impact Analysis

4.1 Transportation

This site is located in the northwest quadrant of Litchford Road and Dixie Forest Road. Both Litchford Road (SR 2012) and Dixie Forest Road are maintained by the NCDOT. The segments of Dixie Forest Road and Litchford Road that front the Z-24-16 parcels currently have a ribbon-paved cross section without curbs or sidewalks. Litchford Road is classified as a major street in the UDO Street Plan Map (Avenue, 4-Lane, Divided). Dixie Forest Road is a mixed-use street (Avenue, 2-Lane, Divided).

There are no City of Raleigh CIP projects or state STIP projects planned for either street in the vicinity of the Z-24-2016 site. Offers of cross access to adjacent parcels shall be made in accordance with the Raleigh UDO section 8.3.5.D.

The Z-24-2016 parcels are located adjacent to the signalized intersection of Atlantic Avenue/Litchford Road/Wake Forest Road/Dixie Forest Road. Section 6.5.8.B of the Raleigh Street Design Manual states that for any development, the number of driveway access points may be restricted where it is necessary for purposes of decreasing traffic congestion or hazards. These restrictions may include required common access points. The NCDOT will determine if future driveway access onto Litchford Road will be permitted.

In accordance with UDO section 8.3.2, the maximum block perimeter for CX-3 zoning is 3,000 feet. The block perimeter for Z-24-2016, as defined by public rights-of-way for Litchford Road, Weybridge Drive, Rainwater Road, Spring Forest Road and Dixie Forest Road is approximately 14,000 feet. Due to the proximity of Millbrook High School, Millbrook Exchange Park and the existing residences along Johnsdale Road this case cannot meet the City's maximum block perimeter standard.

The existing land is vacant and generates no traffic. The change in average daily trips and peak hour trip volumes is less than zero. Case Z-24-2016 technically meets the requirements for a traffic study because the site is adjacent to a congested intersection (Litchford Road at Wake Forest Road) and has frontage on a major street (Litchford Road). Given that the potential rezoning could lead to a decrease in daily and peak hour trips, OTP staff waives the requirement for a traffic study. The NCDOT will determine if future driveway access onto Litchford Road will be permitted upon submission of a site plan.

Impact Identified: The proposed rezoning cannot meet the City's maximum Block Perimeter standards.

4.2 Transit

This site is currently served by GoRaleigh Route 25L Triangle Town Center. The closest south/west bound stop is on Atlantic Ave just south of Dixie Trail near Sheetz and the north/east bound stop is on Atlantic north of Spring Forest near O'Reilly's Auto Parts. GoTriangle Route 201 also serves Spring Forest Rd during the morning and afternoon rush hours. Spring Forest/Atlantic is identified in the Comprehensive plan as the location of a future regional rail station.
The offer of a transit easement is acceptable and will advance Policy LU6.4. The offer of a transit shelter, which will advance Policy T4.15, is acceptable. It is recommended that the language be amended to read "If, prior to issuance of a certificate of occupancy for new development, the Transportation Department requests installation of a shelter…"

Impact Identified: None. Increased development will increase demand for transit. The offer of a transit easement and shelter will mitigate this impact.

4.3 Hydrology

Floodplain	None
Drainage Basin	Marsh
Stormwater Management	Article 9.2 UDO
Overlay District	None

Subject to Stormwater Control Regulations under Article 9.2 of the UDO. No buffers or floodplain on the site. There are documented cases of flooding downstream of the site within mapped floodplain areas. Prior to development a stormwater impact analysis shall be provided to show the development will not increase flood levels downstream.

Impact Identified: None.

4.4 Public Utilities

	Maximum Demand (current use)	***Maximum Demand (current zoning)***	***Maximum Demand (proposed zoning)***
Water	250 gpd	30,000 gpd	16,000 gpd (if residential)
Waste Water	250 gpd	30,000 gpd	16,000 gpd (if residential)

The proposed rezoning would add approximately 28,500 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area (assuming the development recombines into a single parcel)

Impact Identified: At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy.
Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer.

4.5 Parks and Recreation

There are no greenway trails, corridors, or connectors located on or adjacent to the subject property. The nearest trail access is Snelling Branch Trail, 3.6 miles. The closest greenway corridor is adjacent to Millbrook Exchange Park. Ensuring pedestrian access to the park and future greenway connections by providing a connection to the existing sidewalk along Dixie Forest and Spring Forest Road is recommended. Recreation services are provided by Millbrook Exchange Park, 0.9 miles.

Impact Identified: None.

4.6 Urban Forestry

There are no existing tree conservation areas on this site. Site plans and subdivisions two (2) acres and greater are subject to UDO Article 9.1 Tree Conservation. The proposed frontages will not conflict with the potential Tree Conservation Areas along the north and west property lines.

Impact Identified: None.

4.7 Designated Historic Resources

The site does not include and is not within 1,000 feet of any Raleigh Historic Landmarks or properties listed on the National Register of Historic Places.

Impact Identified: None.

4.8 Community Development

This site is not located within a redevelopment plan area.

Impact Identified: None.

4.9 Impacts Summary

Sewer and fire flow matters may need to be addressed upon development.

4.10 Mitigation of Impacts

Address sewer and fire flow capacities at the site plan stage.

5. Conclusions

The proposed rezoning would not create significant impacts on infrastructure. While it involves a request for a more intensive zoning category, CX, conditions would prohibit most uses not allowed in Residential districts, with the exception of Self-Service Storage and Remote Parking Lot (a Special Use in Residential districts).

However, the proposal is not consistent with the Comprehensive Plan. Primary reasons include:
- The proposal is not consistent with the Future Land Use Map, which envisions Moderate Density Residential in the area. The proposal would allow self-service storage, an industrial use.
- The proposal is not consistent with the Urban Form Map.
- The proposal is not consistent with the plan's Urban Design Guidelines.
- The proposal eliminates a transitional zoning area between areas of greater and lesser intensity.

Rezoning Application

RCP RALEIGH DEPARTMENT OF CITY PLANNING

Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2626

AUG 9 2016 PM 1:07

REZONING REQUEST

☐ General Use ☒ Conditional Use ☐ Master Plan Existing Zoning Classification _____NX-3-CU_____ Proposed Zoning Classification Base District _____CX_____ Height ____3_____ Frontage __none_____	**OFFICE USE ONLY** **Transaction #**
If the property has been previously rezoned, provide the rezoning case number: Z-7-2014	
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:	

472747			

GENERAL INFORMATION

Property Address 6211, 6205, 6201 Litchford Road & 2321 Dixie Forest Road		Date August 9, 2016
Property PIN 1716-89-4783, 1716-89-7614, 1716-89-7581, 1716-89-6409	Deed Reference (book/page) Bk 013911 Pg 01469	
Nearest Intersection Litchford Road and Dixie Forest Road		Property Size (acres) 4.57 (collectively)
Property Owner/Address Eagle Land, LLC 3700 Computer Dr., Suite 280 Raleigh, NC 27609	Phone	Fax
	Email	
Project Contact Person/Address **Thomas C. Worth, Jr.** **PO Box 1799** **Raleigh, NC 27602** **Isabel Worthy Mattox** **P.O. Box 946** **Raleigh, NC 27602**	Phone **919-831-1125;** **919-828-7171**	Fax 919-831-1205
	Email **curmudgtcw@earthlink.net** **isabel@mattoxfirm.com**	
Owner/Agent Signature **EAGLE LAND, LLC** **By:** **Name & Title** Anderson Marlowe, Mgr.	Email	

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

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 # Rezoning Case #

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.

The rezoning is consistent with many Comprehensive Plan policies as stated below.

	Guideline	Response
	LAND USE / Policy LU 1.2 / Future Land Use Map and Zoning Consistency	
1	The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.	The FLUM designation for the subject property is "Moderate Density Residential." The rezoning request is inconsistent with the FLUM because it allows non-residential uses. However the rezoning request is reasonable and in the public interest due to the recent trend toward commercial development in the area. In addition, the subject property lies in a City Growth Center and along an Urban Thoroughfare, where the Comprehensive Plan has recognized there are significant opportunities for new economic development. The current zoning allows many commercial uses but the new rezoning will allow for development of much needed self-storage located near residential developments and other commercial uses.
	LAND USE / Policy LU 1.3 / Conditional Use District Consistency	
2	All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan.	The conditions proposed by the applicant were developed in a way to be consistent with many Comprehensive Plan policies and to minimize impact on the adjacent residential lots.
	LAND USE / Policy LU 2.2 / Compact Development	
3	New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development.	The rezoning will allow the redevelopment of four lots within a City Growth Center to promote a more compact land use pattern, and greater compatibility with the surrounding commercial parcels.
	LAND USE / Policy LU 2.6 / Zoning and Infrastructure Impacts	

4	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.	Although the rezoning from NX to CX would theoretically allow a higher intensity development, only one new use is permitted, which is a low intensity use. In addition, the limit on height and other conditions will adequately address other potential negative impacts.
LAND USE / Policy LU 3.2 / Location of Growth		
5.	The development of vacant properties should occur first within the City's limits, then within the City's planning jurisdiction, and lastly within the City's USAs to provide for more compact and orderly growth, including provision of conservation areas.	This rezoning would allow the development of four vacant lots within the City limits, where the Comprehensive Plan encourages infill development.
LAND USE / Policy LU 4.4 / Reducing VMT Through Mixed Use		
6.	Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).	The proposed project is in a City Growth Center and along an Urban Thoroughfare where recent commercial development has created a mix of uses within a short distance from residential areas, thereby encouraging multi-modal transportation and reducing the number of vehicle miles traveled.
LAND USE / Policy LU 4.7 / Capitalizing on Transit Access		
7.	Sites within a half-mile of planned and proposed fixed guideway transit stations should be developed with intense residential and mixed-uses to take full advantage of and support the City and region's investment in transit infrastructure.	This rezoning would allow higher intensity mixed-use development in a location that is within a half-mile of a potential fixed-guideway transit stop at Spring Forest Road and the CSX Railroad.
LAND USE / Policy LU 5.2 / Managing Commercial Development Impacts		
8.	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 conditions offered as part of this rezoning effectively limit negative impacts on the surrounding community by limiting height, uses, and the amount of traffic that may be caused by the new development.
LAND USE / Policy LU 5.4 / Density Transitions		
9.	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.	See response to LU 5.2 above.
LAND USE / Policy LU 5.6 / Buffering Requirements		
10.	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 proposed development will include all setbacks, buffers, and transition zones the UDO requires, including the 50-foot neighborhood transition zone required where the subject property abuts an R-4 lot.
LAND USE / Policy LU 6.4 / Bus Stop Dedication		

11.	The City shall coordinate the dedication of land for the construction of bus stop facilities within mixed-use centers on bus lines as part of the development review and zoning process.	This applicant has offered as a condition to dedicate a transit easement and construct an ADA-accessible bus stop shelter.
LAND USE / Policy LU 7.3 / Single Family Lots on Major Roads		
13.	No new single-family residential lots should have direct vehicular access from major streets, in an effort to minimize traffic impacts and preserve the long-term viability of these residential uses when located adjacent to major streets.	The Rezoning Property is in an area made up of various housing densities but which has seen recent commercial growth and development. This rezoning would allow intensity appropriate commercial development along two major streets where single-family use is no longer practical.
LAND USE / Policy LU 7.4 / Scale and Design of New Commercial Uses		
14.	New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.	The conditions offered as part of this rezoning effectively limit negative impacts on the surrounding community by limiting height, uses, and the amount of traffic that may be caused by the new development.
LAND USE / Policy LU 8.10 / Infill Development		
15.	Encourage infill development on vacant land within the City, particularly in areas where there are vacant lots that create "gaps" in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.	The lots in the rezoning property are vacant and the rezoning would allow for more commercial development. As part of a City Growth Center, this area is rapidly developing a more commercial character as a convenience store with gas sales and a 24-hour restaurant were recently developed across Dixie Forest Road.
ECONOMIC DEVELOPMENT / Policy ED 1.2 / Mixed-Use Redevelopment		
16.	Promote mixed-use redevelopment strategies as a means of enhancing economic development n commercial corridors and creating transit-friendly environments.	The rezoning to CX will provide an opportunity for higher density mixed-use development of four parcels currently zoned NX and located near new commercial development.
URBAN DESIGN / Policy UD 1.10 / Frontage		
17.	Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.	The Rezoning Property lies in a City Grown Center where an urban and/or hybrid approach to frontage is recommended by the Comprehensive Plan. The conditions offered by the applicant contain provisions which approximate Parking Limited frontage on all four lots.

PUBLIC BENEFITS

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

1. This rezoning request provides public benefits by providing for additional commercial development which will allow much needed self-storage in close proximity to residential and other commercial uses.

2. This rezoning request will facilitate the development of fully conditioned self-storage use which increases the City tax base but which does not generate significant additional traffic at a difficult intersection.

3. This rezoning request provides public benefits by providing a bus shelter and higher intensity development within a half-mile of a proposed fixed transit stop.
4. This rezoning request provides public benefits by allowing for additional economic development that is compatible with the surrounding community and mitigates negative traffic impacts.
5. This rezoning request provides public benefits by adding to the mix of uses located in close proximity to residential within a City Growth Center.

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. **>>> THIS PROPERTY DOES NOT MEET THE CRITERIA FOR THIS SECTION.<<<**	
1.	*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.*
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.*
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.*
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.*
5.	*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.*
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.*
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.*
8.	*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.*
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.*
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.*

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.*
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.*
13.	*New public spaces should provide seating opportunities.*
14.	*Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.*
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.*
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 cane make a significant improvement.*
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.*
18.	*Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.*
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.*
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.*
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.*
22.	*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.*
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.*
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.*
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.*
26.	*The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.*

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.	*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.* **RESPONSE: While the proposed development does not provide retail, it does provide a useful commercial service to nearby residential neighborhoods and serves to increase the mix of uses in the area.**
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.* **RESPONSE: The proposed development will include all setbacks, buffers, and transition zones the UDO requires, including the 50-foot neighborhood transition zone required where the subject property abuts an R-4 lot. The maximum height is three stories. The proposed development will provide a good transition from the high intensity Sheets development to the residential neighborhood.**
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.* **RESPONSE: This area is in the process of transitioning from residential use to commercial and mixed use and the development proposes connections to both public streets that are adjacent to the Rezoning Property. Other than the two frontage roads, there are no "neighborhood road networks" available for the development to connect and providing a connection to the surrounding single-family properties is neither feasible nor desired.**
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.* **RESPONSE: The proposed develop contemplates a drive that connects Litchford and Dixie Forest Roads. No cul de sacs or dead end streets are planned here. The proposed development is on the corner of a busy intersection in an area that has seen recent commercial development but other areas adjacent to the Rezoning Property are zoned R-4. The proposal includes an ingress/egress on each public street adjacent to the property but no connections to the single family residences are planned or desired at this time in order to respect and preserve the privacy of the residential use.**
5.	*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.* **RESPONSE: Block faces will meet the standards of the UDO. This guideline will be addressed in**

	more detail at the site plan stage.
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.* **RESPONSE: Proposed conditions will limit parking between the street and the building to provide visual interest along the street.**
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.* **RESPONSE: Proposed conditions require the building to be between 0 and 100 feet of the street and will ensure that parking between the building and the street is limited.**
8.	*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.* **RESPONSE: The site is located at the intersection of Litchford Road and Dixie Forest Road. The proposed development plan has two ingress/egresses anticipated for the development, which are placed a safe distance from the intersection. The building will be located close to the corner per the conditions and parking, loading or service will take place within the internal parking lot.**
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.* **RESPONSE: The proposed conditions will require the building to be closer to the public right-of-way and the proposed limit in height is designed to create a development that is properly scaled to its surroundings. The particular urban open space created by the proposed development will be addressed in more detail at the 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.* **RESPONSE: There will be two ingress/egress areas, one on each public street, a safe distance from the intersection of Litchford Road and Dixie Forest Road. Pedestrian pathways will be addressed in more detail at the 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.* **RESPONSE: Pedestrian traffic will be accommodated over public sidewalks and over internal walkways. Active uses including loading and unloading can and will take place internal to the site. Retail, cafes and restaurants are not contemplated for this site.**
12.	*A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor ŕoom'that is comfortable to users.* **RESPONSE: The proposed conditions will require the building to be closer to the public right-of-way and the limit on height will make it properly scaled to the surroundings.**
13.	*New public spaces should provide seating opportunities.* **RESPONSE: This guideline will be addressed in more detail at the site plan stage.**
14.	*Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.*

	RESPONSE: The proposed use is low intensity and generates a very low level of traffic and therefore does not need large amounts of parking. The proposed conditions will limit the amount of parking located between the building and the primary public street.
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.* **RESPONSE: See response to #14.**
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 cane make a significant improvement.* **RESPONSE: Parking will be provided per UDO requirements but it will not dominate the urban space created by the building. The proposed use is low-intensity does not need excessive parking.**
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.* **RESPONSE: This rezoning would allow higher intensity development in a location that is within a half-mile of a potential fixed-guideway transit stop at Spring Forest Road and the CSX Railroad.**
18.	*Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.* **RESPONSE: The proposed conditions include a transit easement dedicated to the City. There will be pedestrian access from the easement to the building entrance. The particulars of pedestrian access on the site will be addressed at the site plan stage.**
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.* **RESPONSE: There are no known sensitive environmental areas on the Rezoning Property.**
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.* **RESPONSE: The commercial driveways will have pedestrian pathways to the main entrance and other areas of the building. Sidewalks will be provided according to UDO standards. These items will be addressed in more detail at the site plan stage.**
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.* **RESPONSE: Sidewalks will be provided according to UDO standards. This guideline will be addressed in more detail at the site plan stage.**
22.	*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. **RESPONSE: Street trees will be planted according to UDO standards for commercial streets. This guideline will be addressed in more detail at the site plan stage.**
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.* **RESPONSE: Building height will be intentionally limited in order to provide compatibility with the surrounding area. The forward-facing façade, street trees, and proposed build-to area will provide good spatial definition along the public right-of-way.**
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.* **RESPONSE: The primary entrance will be oriented to face Litchford Road as the primary public street and it will have distinctive architectural features to set it apart from the remainder of the building.**
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.* **RESPONSE: Architectural details and signage will be addressed in the site plan stage and will meet all UDO standards. High quality building materials and architectural detail are contemplated.**
26.	*The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.* **RESPONSE: Sidewalks shall be provided in accordance with UDO standards. This guideline will be addressed in more detail at the site plan stage.**

Conditional Use District Zoning Conditions	
Zoning Case Number: Z-24-16	**OFFICE USE ONLY** **Transaction #**
Date Submitted October 21, 2016	
Existing Zoning NX-3-CU Proposed Zoning CX-3-CU	

NARRATIVE OF ZONING CONDITIONS OFFERED

1. The land uses on the Rezoning Property shall be limited to:
   - Self-Storage – No more than 185,000 sq. ft. of self-storage facilities (including outdoor storage).
   - Residential – Single-unit living only
   - EMS
   - Fire
   - Police
   - Parks & Recreation
   - Minor Utilities
   - Remote Parking Lot.

2. Prior to the issuance of a building permit for new development or the recordation of a subdivision plat or the sale of any lot, a transit easement shall be deeded to the City and recorded in the Wake County Registry. Prior to recordation of the transit easement, the dimensions (not to exceed 15 feet in depth and 20 feet in width) and location of the easement along Dixie Forest Road shall be approved by the Public Works Department and the easement document approved by the City Attorney's Office. If the Transportation Department provides the owner notice of the approved size and location of the transit easement prior to the recording of a development plat, the transit easement shall be included on the development plat to be recorded. If the Transportation Department requests installation of a transit shelter prior to the issuance of a certificate of occupancy for new development, the property owner shall construct an ADA-accessible bus shelter.

3. Self-Storage facilities shall not be serviced by plumbing or electric services, except that electric services shall be permitted to light individual storage units.

4. The landscaping requirement of a Zone A buffer under UDO Section 3.5.2. shall be fulfilled using only evergreen shade and understory trees.

5. Build-To Areas
   a) The build-to area along Litchford Road and Dixie Forest Road shall be between zero (0) feet and one hundred (100) feet (the "Build-To Area").
   b) Each building located within the Built-To Area shall have at least one building entrance facing the primary street public right-of-way.
   c) A direct pedestrian connection shall be provided between the public sidewalk and the street-facing building entrance.
   d) No more than two bays of parking with a single drive aisle shall be provided between the public right-of-way and buildings within the Build-To Area.
   e) For properties that front along Litchford Road as the primary street, the minimum building width within the Litchford Road Build-To Area shall be fifty percent (50%) and the minimum building width within the Dixie Forest Road Build-To Area shall be twenty-five percent (25%).
   f) For properties that front along Dixie Forest Road as the primary street, the minimum building width within the Dixie Forest Road Build-To Area shall be fifty percent (50%) and the minimum building width within the Litchford Road Build-To Area shall be twenty-five percent (25%).

6. Any residential development on the rezoning property shall have a maximum of fourteen (14) dwelling units per acre.

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: **EAGLE LAND, LLC**

By: _____ Print Name & Title _____

ISABEL WORTHY MATTOX

Attorney at Law

Telephone (919) 828-7171 isabel@mattoxfirm.com

May 25, 2016

TO ALL ADDRESSEES

RE: NOTICE OF NEIGHBORS MEETING Regarding Proposed Rezoning of five (5) lots: 1.00 acre located at 6211 Litchford Road (PIN# 1716894783), 1.67 acres located at 6205 Litchford Road (PIN# 1716897614), 0.98 acres located at 6201 Litchford Road (PIN# 1716897581), and 0.92 acres located at 2321 Dixie Forest Road (PIN# 1716896409), owned by Eagle Land, LLC, and 0.54 acres located at 2315 Dixie Forest Road (PIN# 1716894429), owned by Thomas A. Laferire, Jr. (collectively, the "Owners"). Together all five lots make up the "Rezoning Property."

Dear Property Owner:

You are receiving this letter because you are the owner of property located in the vicinity of the Rezoning Property for which a rezoning is now being contemplated. We anticipate that a rezoning request will be filed which will request that the Rezoning Property be rezoned from NX-3-CU to CX-3-CU. We plan to file a Rezoning Application on behalf of the Owners in the near future.

In accordance with the requirements of the Raleigh Unified Development Ordinance, notice is hereby given to you as the owner of the Rezoning Property or the owner of property within 100 feet of the Rezoning Property (collectively, "Notice Neighbors") of a meeting to discuss the prospective rezoning. This meeting will be held at the Anne Gordon Center at Millbrook Exchange, located at 1901 Spring Forest Rd., Raleigh, NC 27615, at 7:00 p.m. on the evening of June 6, 2016.

The prospective developers and I will be present to meet with you and answer any questions which you may have regarding this proposed Rezoning Application.

If the Rezoning Application is filed as now planned, it will be vetted by City Staff over the next few weeks and referred to the Planning Commission for review. To follow this process, please consult the City's website at www.raleighnc.gov/planning. If you have any questions about the proposed Rezoning Application, either before our meeting of June 6, 2016 or at any time after our meeting, please contact me.

Yours very truly,

Isabel Worthy Mattox

cc: Al Leonard - via email
Seth Avant – via email
Thomas C. Worth, Jr.

127 West Hargett Street, Suite 500, Raleigh, NC 27601 Post Office Box 946, Raleigh, NC 27602
Fax (919) 831-1205

1716893280
WILLIAMSON, ROGER
PO BOX 3758
NORTH MYRTLE BEACH SC 29582-0758

1716894290
WAFFLE HOUSE INC
5986 FINANCIAL DR
NORCROSS GA 30071-2949

1716894429
LAFERIRE, THOMAS A JR
2315 DIXIE FOREST RD
RALEIGH NC 27615-7538

1716894783
EAGLE LAND LLC
3700 COMPUTER DR STE 280
RALEIGH NC 27609-6531

1716896409
EAGLE LAND LLC
3700 COMPUTER DR STE 280
RALEIGH NC 27609-6531

1716897202
PTM LP
5700 6TH AVE
ALTOONA PA 16602-1111

1716897581
EAGLE LAND LLC
3700 COMPUTER DR STE 280
RALEIGH NC 27609-6531

1716897614
EAGLE LAND LLC
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1716897785
JONES, THOMAS WESLEY JONES, BETTY J
6209 LITCHFORD RD
RALEIGH NC 27615-7516

1716990129
SAMPSON BLADEN OIL CO INC
PO BOX 469
CLINTON NC 28329-0469

1716990589
BATCHELOR, ROBERT BATCHELOR, BESSIE
TRUSTEES
5212 RIO GRANDE DR
RALEIGH NC 27616-3317

1716990697
BCB REAL ESTATE LLC
5212 RIO GRANDE DR
RALEIGH NC 27616-3317

1716991715
PREISS, KIRK PREISS, DONNA
1700 HILLSBOROUGH ST
RALEIGH NC 27605-1641

1716993274
G&B HOLDING COMPANY
KENNETH GARRETT
866 EAGLES NEST DR
SANFORD NC 27332-8388

1716993394
G&B HOLDING COMPANY
KENNETH GARRETT
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SANFORD NC 27332-8388

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JANICE GAIL WOODLIEF
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GARNER NC 27529-9357

1716993574
JACKSON, CHARLES DOUGLAS JR
6204 OLD WAKE FOREST RD
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1716993644
YENDAPALLI, VENKATESWARA R
GUDURU, KAVITHA
849 RIVER SONG PL
CARY NC 27519-0882

1716892499
BARRESI, VINCENT A
120 HARINGEY DR
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1716893858
LAWSON, DAVID
6301 JOHNSDALE RD
RALEIGH NC 27615-7510

1716895856
MANASSERI, DIANE
6213 JOHNSDALE RD
RALEIGH NC 27615-7508

1716897886
HAAG & WALKER ENTERPRISES LLC
7013 BUCKHEAD DR
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1716991865
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7412 NEW FOREST LN
WAKE FOREST NC 27587-9727

1717706320
WAKE COUNTY BOARD OF EDUCATION
RE SERVICES DIRECTOR
1551 ROCK QUARRY RD
RALEIGH NC 27610-4145

ATTENDANCE AT NEIGHBORS MEETING
Eagle Land, LLC and Thomas A. Laferire, Jr.
6211, 6205, 6201 Litchford Road
2321and 2315 Dixie Forest Road
June 6, 2016

NAME	ADDRESS	PHONE #
Gordon Osborne	Street: 800 Sierra Vista Way 27615 Email:	443 350 4877
Rick Emerick	Street: 5509 PEAKTON DR 27614 Email:	919-345-0136
Moss Withers	Street: Email:	
Seth Avant	Street: Email:	
Al Leonard	Street: Email:	
Bradley Bowling	Street: Email:	
Isabel Mattox	Street: Email:	
	Street: Email:	
	Street: Email:	
	Street: Email:	
	Street: Email:	
	Street: Email:	

ISABEL WORTHY MATTOX

Attorney at Law

Telephone (919) 828-7171 **isabel@mattoxfirm.com**

August 9, 2016

John Anagnost
City of Raleigh Planning Department
One Exchange Plaza, Suite 204
Raleigh, North Carolina 27601

RE: NEIGHBORHOOD MEETING REPORT Regarding Proposed Rezoning Petition of Eagle Land, LLC (the "Owner") regarding 6211, 6205, 6201 Litchford Road and 2321 Dixie Forest Road (collectively, the "Property").

Dear John:

As indicated in my attached letter, the Neighborhood Meeting for the above-referenced prospective rezoning case was held on June 6, 2016 at 7:00 PM at the Anne Gordon Center at Millbrook Exchange, 1901 Spring Forest Rd, Raleigh, NC 27615, to discuss the proposed rezoning of the Property located at 6211, 6205, 6201 Litchford Rd and 2321 Dixie Forest Rd.

The persons and organizations contacted about this meeting are indicated on the attached list and the neighbors in attendance are indicated on the attached sign-in sheets.

Following is a summary of the issues which were discussed at the Neighborhood Meeting:

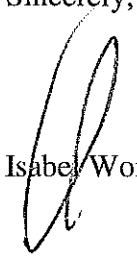
1. Uses. The proposed use of fully conditioned, internally accessible self-storage for the property was discussed.

2. Appearance. The prospective developers discussed the appearance of the proposed building. Graphics of previous projects were presented as illustrations and the prospective developers indicated that they propose a similar project on the Property.

3. Traffic. The prospective developers and the neighbors' representatives had some general discussion about the potential for increased traffic created by the development of the proposed use. The neighbors were informed that the proposed use is low intensity and is not likely to significantly increase traffic at the already very busy intersection of Litchford Road and Dixie Forest Road.

127 West Hargett Street, Suite 500, Raleigh, NC 27601 Post Office Box 946, Raleigh, NC 27602
Fax (919) 831-1205

Sincerely,



Isabel Worthy Mattox

Enclosures
cc: Al Leonard – via email
Seth Avant – via email
Moss Withers – via email
Bradley Bowling – via email
Thomas C. Worth, Jr.

11:30

Pre-Application Conference

(this form must be provided at the time of formal submittal)

DEVELOPMENT SERVICES DEPARTMENT

Development Services Customer Service Center | 1 Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2495 | efax 919-996-1831
Litchford Satellite Office | 8320 – 130 Litchford Road | Raleigh, NC 27601 | 919-996-4200

PROCESS TYPE

☐ **Board of Adjustment** (Contact: Eric Hodge)

☐ **Comprehensive Plan Amendment** (Contact: Bynum Walter)

☒ **Rezoning** (Contact: Daniel Band)

☐ **Site Review*** (Contact: Stacy Barbour)

☐ **Subdivision** (Contact: Meade Bradshaw)

☐ **Subdivision (Exempt)** (Contact: Peggy Goodson)

☐ **Text Change** (Contact: Travis Crane)

* Optional conference

GENERAL INFORMATION

Date Submitted May 16, 2016

Applicant(s) Name Isabel Worthy Mattox

Phone 919-828-7171

Email Isabel@mattoxfirm.com

Property PIN # 1716897581,1716894429, 1716894783, 1716896409, and1716897614

Site Address / Location 6201 Litchford Rd., 2315 Dixie Forest Rd., 6211 Litchford Rd., 2321 Dixie Forest Rd. and 6205 Litchford Rd.

Current Zoning NX-3

Additional Information (if needed) :

OFFICE USE ONLY

Transaction # : 472747	Date of Pre-Application Conference : 5/20/16
Staff Signature	