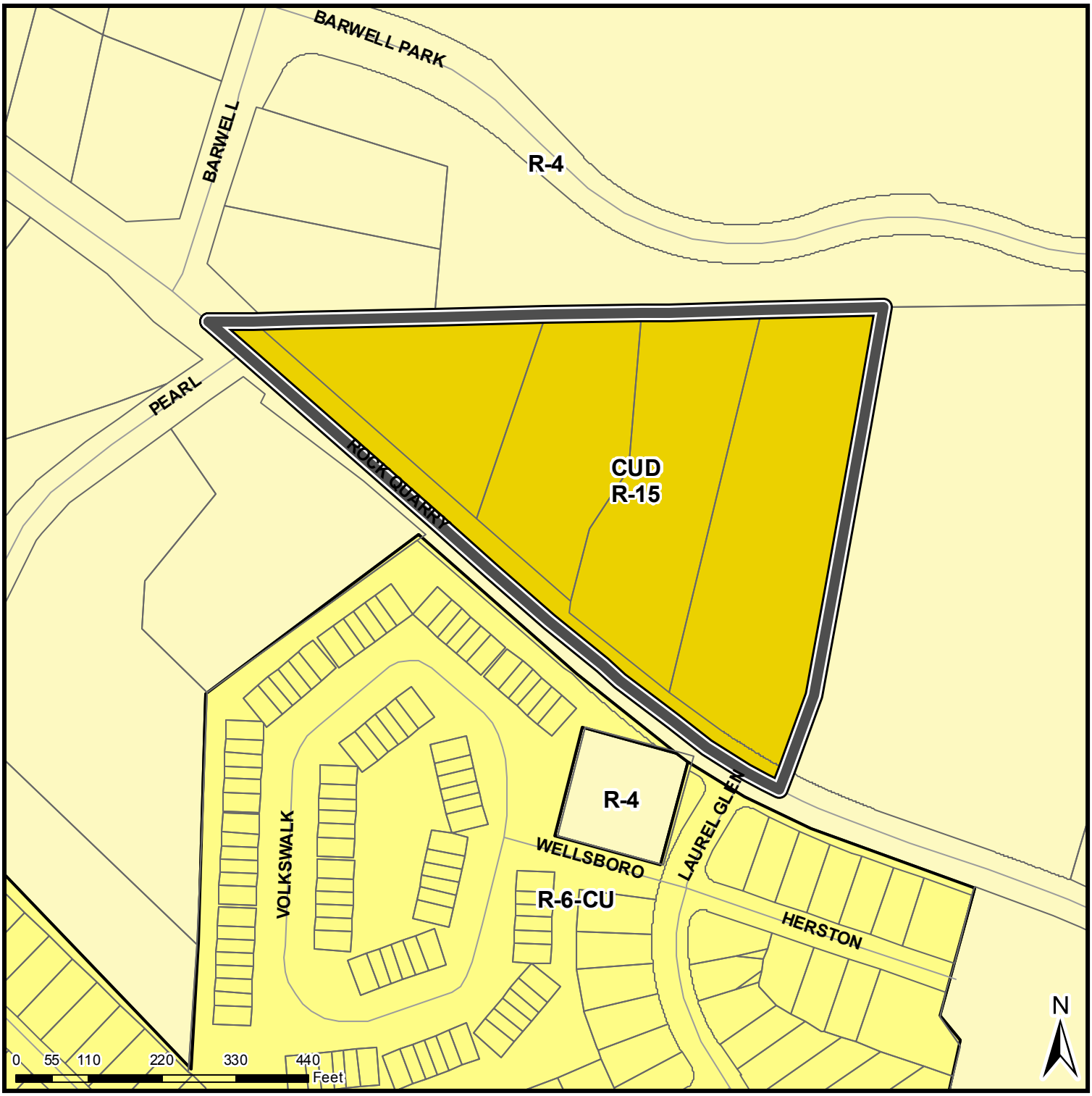
Existing Zoning Map

Z-31-2013



Submittal Date

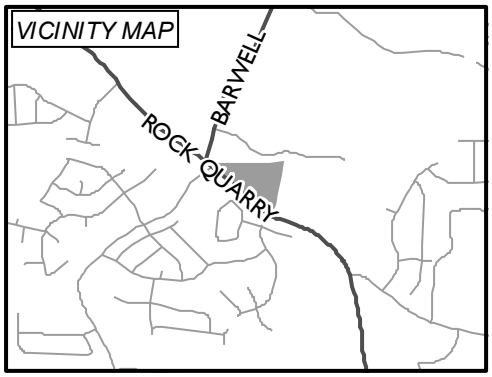
9/27/2013

Request:

8.43 acres from

R-15 CUD

to **RX-3-CU**



Zoning Staff Report – Case # Z-31-13

General Use District

Case Summary

Overview

The site of the proposed rezoning is in southeast Raleigh, on the north side of Rock Quarry Road just east of its intersections with Pearl and Barwell Roads. The site is composed of four contiguous parcels which together total 8.43 acres in size. To the north are a single family house and Barwell Road Park, Community Center and Elementary School. To the east is a private recreational facility including a ball field. To the south are a single family house and the Abbington Ridge townhouse community.

On the Urban Form Map, the Rock Quarry Road corridor is designated as a “transit emphasis corridor” and the Shoppes at Battlebridge shopping center, approximately half a mile east of the site on Rock Quarry Road is designated as a “mixed use center.”

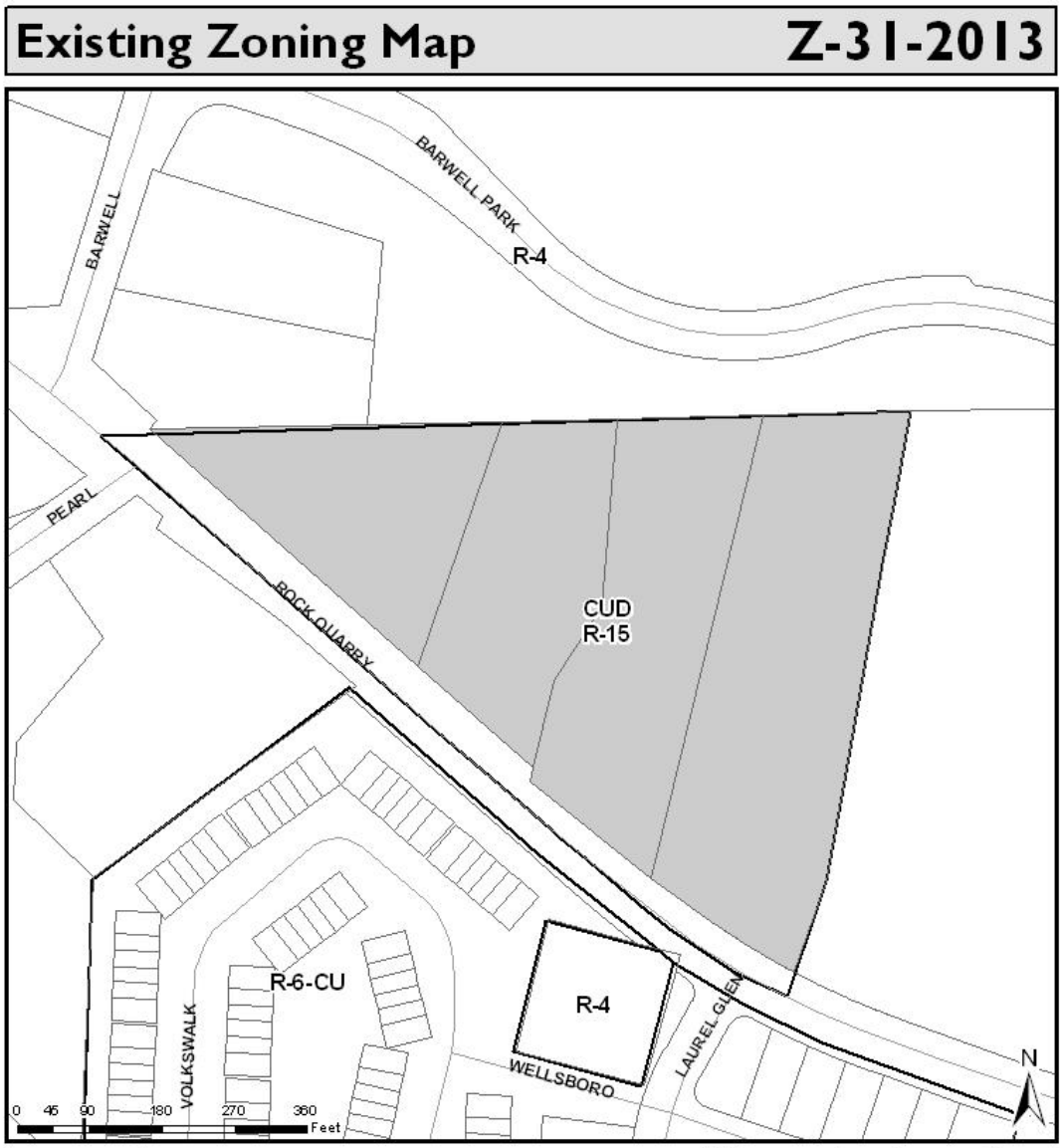
The property is currently zoned R-15 CUD. This zoning was established by Z-4-06, which limited development to a maximum of 102 single family detached dwellings and/or townhouses. The site is in an extensive area zoned for residential, mostly R-6 and R-4. The Battlebridge shopping center is zoned NB CUD, and there are two relatively small parcels zoned NB CUD to the northwest of the site, also on Rock Quarry Road.

On the Future Land Use map, the site is designated for Moderate Density Residential, that is, from 6 to 14 dwellings per acre. Lands to the north are designated for public parks, open space and public facilities. Properties to the east are also designated for Moderate Density Residential, and those to the south as Low Density Residential. The Battlebridge shopping center is designated for Neighborhood Mixed Use.

Outstanding Issues

Outstanding Issues	1. The proposal is inconsistent with the Future Land Use Map because residential density may exceed 14 dwellings per acre.	*Suggested Mitigation*	1. Convert the request to a conditional use case and condition residential density not to exceed 14 dwellings per acre.

ZONING REQUEST

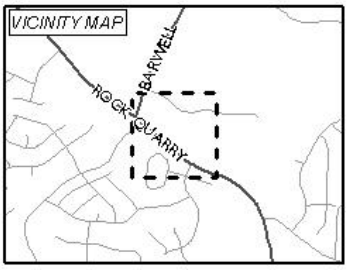


Submittal Date

9/27/2013

Request:

8.43 acres from R-15 CUD to RX-3



Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	***North***	***South***	***East***	***West***
Existing Zoning	R-15 CUD	R-4	R-6 CUD, R-4	R-4	R-4
Additional Overlay	N/A	N/A	N/A	N/A	N/A
Future Land Use	Moderate Density Residential	Moderate Density Residential, Public Parks and Open Space	Low Density Residential	Moderate Density Residential	Moderate Density Residential, Low Density Residential
Current Land Use	Vacant	City park, community center, elementary school	Townhouses, single family house	Private recreational facility	Single family residential
Urban Form	Rock Quarry Road is a designated transit emphasis corridor				

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	***Proposed Zoning****
Residential Density:	12 DU/Ac	25 DU/Ac
Setbacks: *Front:* *Side:* *Rear:*	 20' 5' 20'	 10' 0' or 6' 20'
Retail Intensity Permitted:	N/A	4,000 square feet (retail is a limited use in the RX zoning district)
Office Intensity Permitted:	N/A	N/A

1.3 Estimated Development Intensities

	Existing Zoning	***Proposed Zoning****
Total Acreage	8.43	8.43
Zoning	R-15 CUD	RX-3 CU
Max. Gross Building SF (if applicable)	N/A	267,000 square feet
Max. # of Residential Units	102	216

Max. Gross Office SF	N/A	N/A
Max. Gross Retail SF	N/A	4,000 square feet (retail is a limited use in the RX zoning district)
Max. Gross Industrial SF	N/A	N/A
Potential F.A.R	Unknown	.73

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

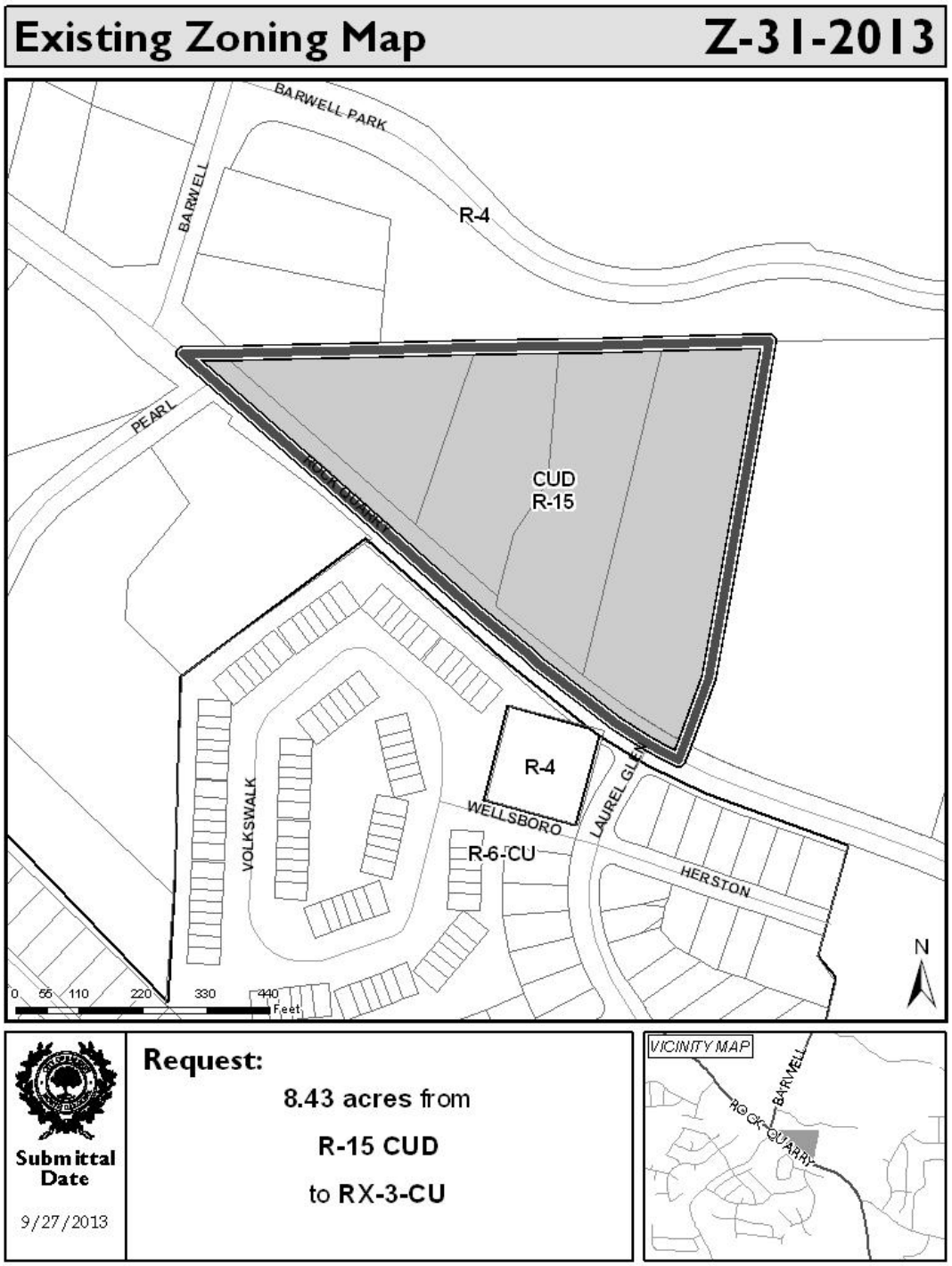
The proposed rezoning is:

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

☐ **Incompatible.**
Analysis of Incompatibility:

The site is between a townhouse development to the south and a park/elementary school on the north, and a private recreation facility to the east. Higher density housing will have little impact on single family development further away from the site.

FUTURE LAND USE MAP



2. Comprehensive Plan Consistency Analysis

2.1 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 site is designated for Moderate Density Residential development, that is, between 6 and 14 dwellings per acre. This is a general use case; no conditions have been offered to cap residential density at 14 dwellings per acre.

2.2 Policy Guidance

The proposal is generally consistent with several policies in the Comprehensive Plan. Other than the inconsistency with the Future Land Use Map, there are no notable policy inconsistencies.

2.3 Area Plan Policy Guidance

N/A

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

Higher density would support transit in the Rock Quarry Road Transit Emphasis Corridor as designated on the Urban Form Map. The close proximity of Barwell Road Park, Community Center and Elementary School would complement higher density residential on this property. The site is also within less than half a mile walking distance from the Shoppes at Battlebridge shopping center.

3.2 Detriments of the Proposed Rezoning

None identified.

4. Impact Analysis

4.1 Transportation

1. Rock Quarry Road is classified as an Avenue 4-Lane, Divided street according to Map T-1 of the 2030 Comprehensive Plan and requires a total of 104' of R/W. The existing centerline for this segment of Rock Quarry Road may need to be realigned based on the existing centerline radius and the presence of a cemetery across the street from the subject property. This issue will be addressed during the site plan review process.
2. The block perimeter for the proposed site is greater than 3,000 feet. Section 8.3.2 of the Unified Development Ordinance identifies a maximum block perimeter of 3,000 feet for development less than four stories under the Residential Mixed Use zoning classification. New public streets may be required to maintain a well-connected street network to meet this standard. This issue will be addressed during the site plan review process.

Impact Identified:

A traffic impact study is not recommended for case Z-31-13.

4.2 Transit

1. This area is not currently served by the transit system.
2. The CAT Short Range Transit Plan and Wake County 2040 Transit Study identify this section of Rock Quarry Rd for future transit service.
3. Transit requests a 15x20' transit easement along Rock Quarry Rd for future use.
4. If transit service has been instituted and if requested by City of Raleigh:

a. Prepare a 15x20' cement pad on the transit for the installation of a shelter.
b. Pour a 30' cement strip between the sidewalk and curb at the location of the transit easement.
c. Install an ADA accessible shelter on the transit easement.

Impact Identified:

Development will increase transit demand in this area. Applicant has offered a transit easement and shelter as a zoning condition.

4.3 Hydrology

Floodplain	Possible alluvial soils
Drainage Basin	Big Branch
Stormwater Management	Subject to UDO Section 9.2
Overlay District	N/A

Impact Identified:

No FEMA floodplain, Neuse riparian buffer or WSPOD**.**

4.4 Public Utilities

	Maximum Demand (current)	***Maximum Demand (proposed)***	***Estimated Remaining Capacity***
Water	66,385 gpd	41,250 gpd	
Waste Water	66,385 gpd	41,250 gpd	

Impact Identified:

The proposed rezoning will not impact the wastewater collection or water distribution systems of the City of Raleigh. There is an eight (8") inch sanitary sewer main located at the most western end of the proposed rezoning properties within the Rock Quarry Road right-of-way. There is a twelve (12) inch water main along the proposed rezoning properties within the Rock Quarry Road right-of-way. The petitioner/developer may be required to submit a downstream sewer capacity study by the City of Raleigh's Public Utilities Director. Improvements required by the study must be permitted and constructed in conjunction with or prior to the proposed development being realized. Verification of available capacity for water fire flow is required as part of the building permit submittal process. Any water system improvements required to meet fire flow requirements will also be required of the petitioner/developer.

4.5 Parks and Recreation

The subject tract is not located adjacent to any greenway corridors. The subject tract is served by Barwell Road Park

Impact Identified:

None

4.6 Urban Forestry

1. UDO Article 9.1. (Tree Conservation) protects and regulates trees on parcels of land two acres and larger in size. Of the four subject parcels, two are larger than two acres.

2. When a development plan is submitted for the property, if the four parcels are re-combined compliance with UDO Article 9.1. will be required based on the total combined acreage.

Impact Identified:

Prior to development, trees cannot be cleared or disturbed from the protected buffers on the two parcels larger than two acres. (UDO Section 9.1.10).

4.7 Designated Historic Resources

N/A

4.8 Community Development

N/A

4.9 Appearance Commission

N/A

4.10 Impacts Summary

Development of the site will increase loading on City infrastructure and services, including roads, transit, water and sewer.

4.11 Mitigation of Impacts

None required.

5. Conclusions

If residential densities exceed 14 dwellings per acre, development of the site will be inconsistent with the Future Land Use map. However, the location of the site would support higher density residential since it is on a transit emphasis corridor, is adjacent to a park, community center and elementary school and is within walking distance of a shopping center.

Certified Recommendation

Raleigh Planning Commission

CR# 11557

Case Information Z-31-13 Rock Quarry Road

Location	Rock Quarry Road, north side, just east of its intersections with Barwell and Pearl Roads 5801, 5805, 5813 and 5901 Rock Quarry Road PIN: 1732201707, 1732203737, 1732204781, 1732206523
Request	Rezone property from R-15 CUD to RX-3
Area of Request	8.43 acres
Property Owner	Brooks Denmark LLC 2104 Breeze Drive Raleigh, NC 27608
Applicant	James E. Baker 436 N. Harrington Street Suite 140 Raleigh, NC 27603
Citizens Advisory Council	Southeast, co-chairs: Bill Lynn 919-231-8153 lynnewilliam@aol.com Tim Sit 919-632-9483 sit@mindspring.com
PC Recommendation Deadline	February 12, 2014

Comprehensive Plan Consistency

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

Future Land Use Map Consistency

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

Comprehensive Plan Guidance

FUTURE LAND USE	Moderate Density Residential
CONSISTENT Policies	Policy LU 2.1—Placemaking Policy LU 2.2—Compact Development Policy LU 2.5—Healthy Communities
INCONSISTENT Policies	Policy T 4.8—Bus Waiting Areas

Summary of Proposed Conditions

1. No conditions, general use case

Public Meetings

Neighborhood Meeting	*Public Hearing*	*Committee*	*Planning Commission*
9/17/13		Date: Action	Date: 11/26/13 Action: Recommend approval as a conditional use case

☐ ***Valid Statutory Protest Petition***

Attachments
1. Staff report

Planning Commission Recommendation

Recommendation	1. The Planning Commission recommends approval of Z-31-13 with the stipulation that the case be converted from a general use to a conditional use case, with a condition providing for a transit easement. 2. The Planning Commission further recommends that staff investigate options for providing transit easements in general use zoning cases; that is, without the need for a zoning condition that offers a transit easement.
Findings & Reasons	1. The proposed rezoning will complement transit use in this designated Transit Emphasis Corridor. 2. The proposal allows appropriate higher density within close proximity to Barwell Road park, community center and elementary school, as well as retail uses in the Rock Quarry Road corridor.
Motion and Vote	Motion: Schuster Second: Lyle In Favor: Braun, Buxton, Fleming, Fluhrer, Lyle, Mattox, Schuster and Sterling Lewis

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.

_____ _____11/26/13
Planning Director Date Planning Commission Chairperson Date

Staff Coordinator: James Brantley james.brantley@raleighnc.gov

Zoning Staff Report – Case # Z-31-13

General Use District

Case Summary

Overview

The site of the proposed rezoning is in southeast Raleigh, on the north side of Rock Quarry Road just east of its intersections with Pearl and Barwell Roads. The site is composed of four contiguous parcels which together total 8.43 acres in size. To the north are a single family house and Barwell Road Park, Community Center and Elementary School. To the east is a private recreational facility including a ball field. To the south are a single family house and the Abbington Ridge townhouse community.

On the Urban Form Map, the Rock Quarry Road corridor is designated as a "transit emphasis corridor" and the Shoppes at Battlebridge shopping center, approximately half a mile east of the site on Rock Quarry Road is designated as a "mixed use center."

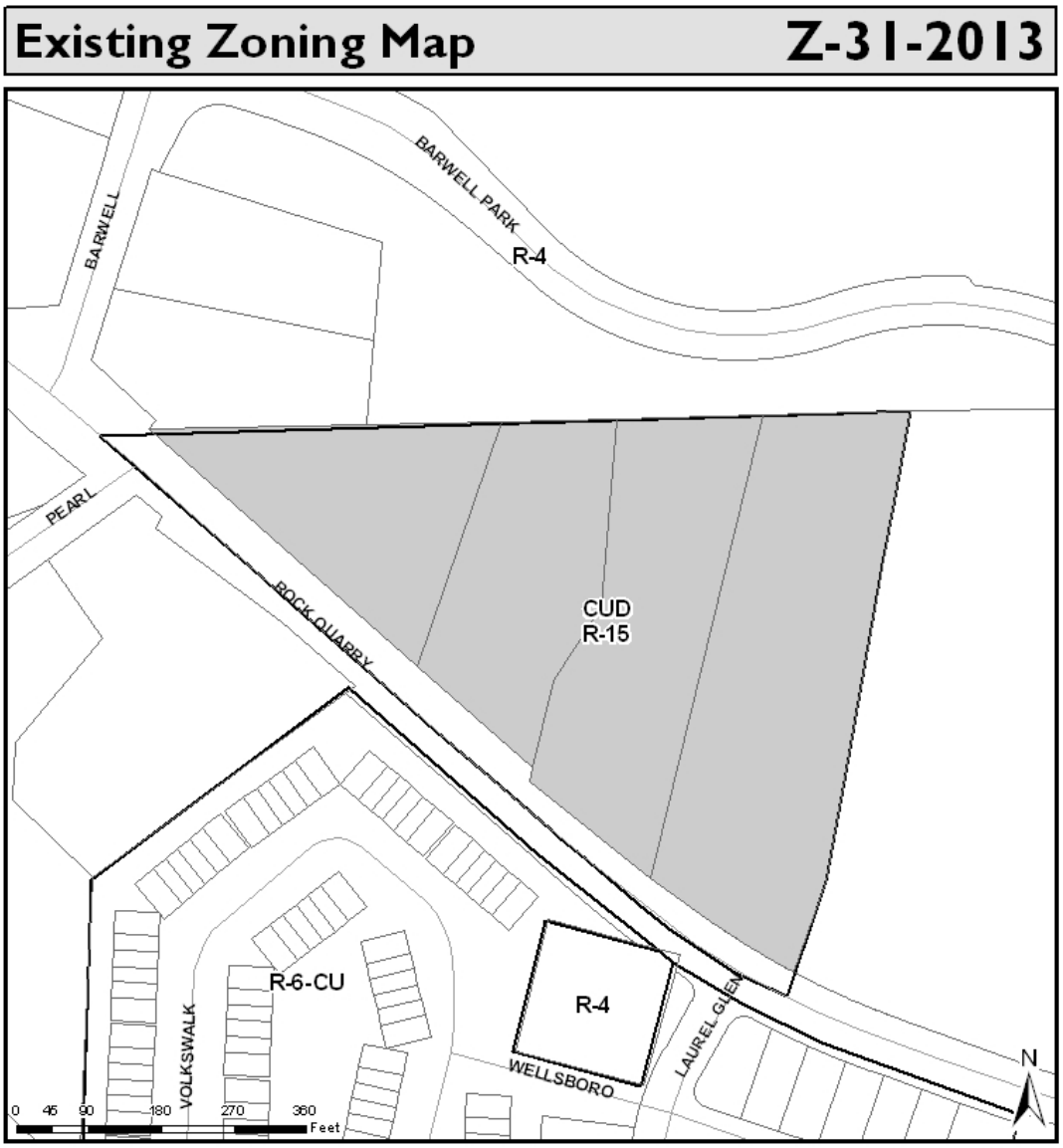
The property is currently zoned R-15 CUD. This zoning was established by Z-4-06, which limited development to a maximum of 102 single family detached dwellings and/or townhouses. The site is in an extensive area zoned for residential, mostly R-6 and R-4. The Battlebridge shopping center is zoned NB CUD, and there are two relatively small parcels zoned NB CUD to the northwest of the site, also on Rock Quarry Road.

On the Future Land Use map, the site is designated for Moderate Density Residential, that is, from 6 to 14 dwellings per acre. Lands to the north are designated for public parks, open space and public facilities. Properties to the east are also designated for Moderate Density Residential, and those to the south as Low Density Residential. The Battlebridge shopping center is designated for Neighborhood Mixed Use.

Outstanding Issues

Outstanding Issues	1. The proposal is inconsistent with the Future Land Use Map because residential density may exceed 14 dwellings per acre. 2. The Transit Division requests a 15' x 20' transit easement on Rock Quarry Road.	*Suggested Mitigation*	1. Convert the request to a conditional use case and condition residential density not to exceed 14 dwellings per acre. 2. Offer a transit easement as a zoning condition.

ZONING REQUEST



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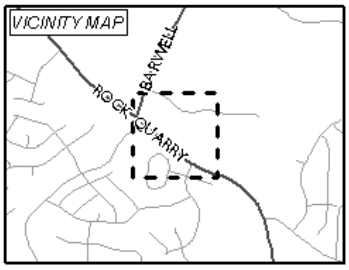


Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	***North***	***South***	***East***	***West***
Existing Zoning	R-15 CUD	R-4	R-6 CUD, R-4	R-4	R-4
Additional Overlay	N/A	N/A	N/A	N/A	N/A
Future Land Use	Moderate Density Residential	Moderate Density Residential, Public Parks and Open Space	Low Density Residential	Moderate Density Residential	Moderate Density Residential, Low Density Residential
Current Land Use	Vacant	City park, community center, elementary school	Townhouses, single family house	Private recreational facility	Single family residential
Urban Form	Rock Quarry Road is a designated transit emphasis corridor				

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	***Proposed Zoning****
Residential Density:	12 DU/Ac	25 DU/Ac
Setbacks: *Front:* *Side:* *Rear:*	 20' 5' 20'	 10' 0' or 6' 20'
Retail Intensity Permitted:	N/A	4,000 square feet (retail is a limited use in the RX zoning district)
Office Intensity Permitted:	N/A	N/A

1.3 Estimated Development Intensities

	Existing Zoning	***Proposed Zoning****
Total Acreage	8.43	8.43
Zoning	R-15 CUD	RX-3
Max. Gross Building SF (if applicable)	N/A	267,000 square feet
Max. # of Residential Units	102	216

Max. Gross Office SF	N/A	N/A
Max. Gross Retail SF	N/A	4,000 square feet (retail is a limited use in the RX zoning district)
Max. Gross Industrial SF	N/A	N/A
Potential F.A.R	Unknown	.73

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

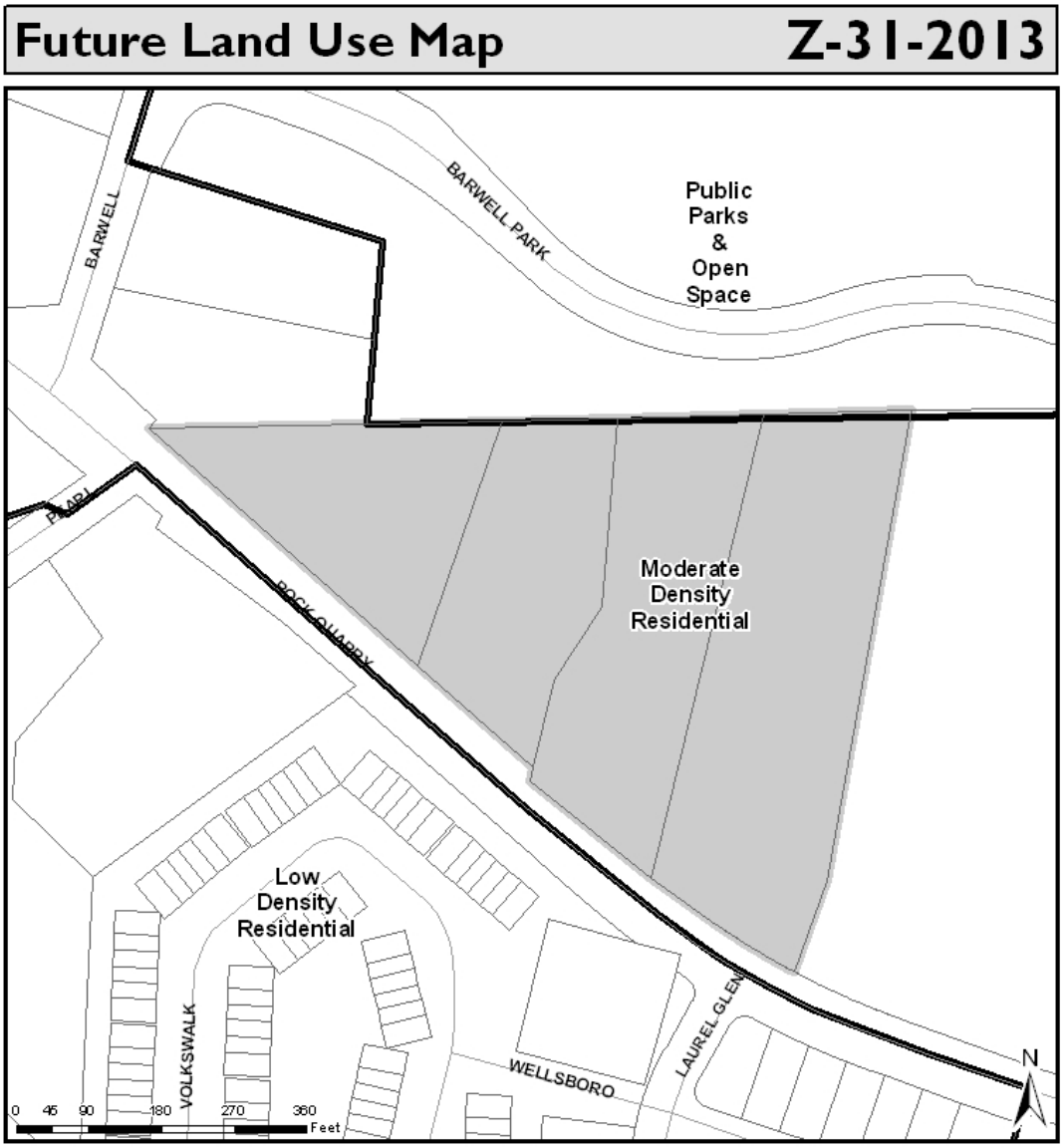
The proposed rezoning is:

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

☐ **Incompatible.**
Analysis of Incompatibility:

The site is between a townhouse development to the south and a park/elementary school on the north, and a private recreation facility to the east. Higher density housing will have little impact on single family development further away from the site.

FUTURE LAND USE MAP



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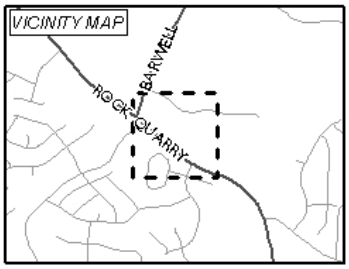

2. Comprehensive Plan Consistency Analysis

2.1 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 site is designated for Moderate Density Residential development, that is, between 6 and 14 dwellings per acre. This is a general use case; no conditions have been offered to cap residential density at 14 dwellings per acre.

2.2 Policy Guidance

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

Policy T 4.8—Bus Waiting Areas Developments subject to Planning Commission review and located within existing and planned bus transit corridors should coordinate with CAT to provide a stop facility that is lit and includes a shelter, bench, and other amenities (such as a waste receptacle) as appropriate.

Since this is a general use case, a transit easement cannot be offered as a zoning condition.

2.3 Area Plan Policy Guidance

N/A

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

Higher density would support transit in the Rock Quarry Road Transit Emphasis Corridor as designated on the Urban Form Map. The close proximity of Barwell Road Park, Community Center and Elementary School would complement higher density residential on this property. The site is also within less than half a mile walking distance from the Shoppes at Battlebridge shopping center.

3.2 Detriments of the Proposed Rezoning

None identified.

4. Impact Analysis

4.1 Transportation

1. Rock Quarry Road is classified as an Avenue 4-Lane, Divided street according to Map T-1 of the 2030 Comprehensive Plan and requires a total of 104' of R/W. The existing centerline for this segment of Rock Quarry Road may need to be realigned based on the existing centerline radius and the presence of a cemetery across the street from the subject property. This issue will be addressed during the site plan review process.
2. The block perimeter for the proposed site is greater than 3,000 feet. Section 8.3.2 of the Unified Development Ordinance identifies a maximum block perimeter of 3,000 feet for development less than four stories under the Residential Mixed Use zoning classification. New public streets may be required to maintain a well-connected street network to meet this standard. This issue will be addressed during the site plan review process.

Impact Identified:

A traffic impact study is not recommended for case Z-31-13.

4.2 Transit

1. This area is not currently served by the transit system.
2. The CAT Short Range Transit Plan and Wake County 2040 Transit Study identify this section of Rock Quarry Rd for future transit service.
3. Transit requests a 15x20' transit easement along Rock Quarry Rd for future use.
4. If transit service has been instituted and if requested by City of Raleigh:

a. Prepare a 15x20' cement pad on the transit for the installation of a shelter.
b. Pour a 30' cement strip between the sidewalk and curb at the location of the transit easement.
c. Install an ADA accessible shelter on the transit easement.

Impact Identified:

Development will increase transit demand in this area.

4.3 Hydrology

Floodplain	Possible alluvial soils
Drainage Basin	Big Branch
Stormwater Management	Subject to UDO Section 9.2
Overlay District	N/A

Impact Identified:

No FEMA floodplain, Neuse riparian buffer or WSPOD**.**

4.4 Public Utilities

	Maximum Demand (current)	***Maximum Demand (proposed)***	***Estimated Remaining Capacity***
Water	66,385 gpd	41,250 gpd	
Waste Water	66,385 gpd	41,250 gpd	

Impact Identified:

The proposed rezoning will not impact the wastewater collection or water distribution systems of the City of Raleigh. There is an eight (8") inch sanitary sewer main located at the most western end of the proposed rezoning properties within the Rock Quarry Road right-of-way. There is a twelve (12) inch water main along the proposed rezoning properties within the Rock Quarry Road right-of-way. The petitioner/developer may be required to submit a downstream sewer capacity study by the City of Raleigh's Public Utilities Director. Improvements required by the study must be permitted and constructed in conjunction with or prior to the proposed development being realized. Verification of available capacity for water fire flow is required as part of the building permit submittal process. Any water system improvements required to meet fire flow requirements will also be required of the petitioner/developer.

4.5 Parks and Recreation

The subject tract is not located adjacent to any greenway corridors. The subject tract is served by Barwell Road Park

Impact Identified:

None

4.6 Urban Forestry

1. UDO Article 9.1. (Tree Conservation) protects and regulates trees on parcels of land two acres and larger in size. Of the four subject parcels, two are larger than two acres.

2. When a development plan is submitted for the property, if the four parcels are re-combined compliance with UDO Article 9.1. will be required based on the total combined acreage.

Impact Identified:

Prior to development, trees cannot be cleared or disturbed from the protected buffers on the two parcels larger than two acres. (UDO Section 9.1.10).

4.7 Designated Historic Resources

N/A

4.8 Community Development

N/A

4.9 Appearance Commission

N/A

4.10 Impacts Summary

Development of the site will increase loading on City infrastructure and services, including roads, transit, water and sewer. A transit easement and shelter has been requested.

4.11 Mitigation of Impacts

Offer a transit easement and shelter as a zoning condition.

5. Conclusions

If residential densities exceed 14 dwellings per acre, development of the site will be inconsistent with the Future Land Use map. Since this is a general use case, the density cannot be capped at 14 dwellings per acre, nor can a transit easement be offered. However, the location of the site would support higher density residential since it is on a transit emphasis corridor, is adjacent to a park, community center and elementary school and is within walking distance of a shopping center.

CITY OF RALEIGH
CITY PLANNING DEPT

9/27/13
@ 12:31pm

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
☐ General Use ☒ Conditional Use	Transaction Number
Existing Zoning Classification R-15 CUD	370920
Proposed Zoning Classification Base District RX3 CUD Height 50' Frontage 987	Z-31-13
If the property has been previously rezoned, provide the rezoning case number. Z-4-06	
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. James Brantley 8/7/13 @9AM - Pre-Application mtg 370920	

11/20/13

GENERAL INFORMATION		
Property Address 5801, 5805, 5813, + 5901 Rock Quarry Rd.		Date 9/26/13
Property PIN 1732201707000, 1732203737000, 1732204781000, 1732206523000		
Nearest Intersection Barwell Rd.		Property size (in acres) 8.43
Property Owner Brooks Denmark, LLC	Phone 919 996 0845	Fax —
	Email MAC9444J@yahoo.com	
Project Contact Person James E. Baker	Phone 919 810 0066	Fax 919 838 9995
	Email jebbaker95@gmail.com	
Owner/Agent Signature	Email	

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

Revision 07.23.13

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

Conditional Use District Zoning Conditions	OFFICE USE ONLY
Zoning Case Number	Transaction Number
Date Submitted	Z-31-13

NARRATIVE OF ZONING CONDITIONS OFFERED

1. Prior to recordation of a subdivision plat or issuance of a building permit for new development on the property, whichever shall first occur, 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 or 20 feet in width, and may be reduced by the City based on location) and location of the easement along Rock Quarry Road shall be approved by the Public Works Department and the easement document approved by the City Attorney's Office.

4.

5.

7.

8.

9.

10.

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	Print Name
	Brooks Denmark of Brooks Denmark, LLC

Revision 07.23.13

Planning & Development

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

Rezoning Application Addendum

Comprehensive Plan Analysis	OFFICE USE ONLY
The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive plan, or that the request be reasonable and in the public interest.	Transaction Number 370920 Zoning Case Number Z-31-13

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.	FUTURE LAND USE DESIGNATION CALLS FOR MODERATE DENSITY RESIDENTIAL. THE PROPOSED USE IS RX WHICH IS CONSISTENT WITH THIS DESIGNATION.
2.	
3.	
4.	

PUBLIC BENEFITS

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

1.	THE RX ZONING DISTRICT WILL UTILIZE THE NEWLY ADOPTED UNIFIED DEVELOPMENT ORDINANCE AND ITS UPDATED REQUIREMENTS. IT WILL ELIMINATE THE CONDITIONS THAT
2.	HAVE PREVENTED THE DEVELOPMENT FOR THE LAST 7 YEARS. THE PROPERTY CURRENTLY SITS VACANT WHILE A SCHOOL, PARK, AND SHOPPING CENTER HAVE ALL BEEN BUILT W/IN
3.	WALKING DISTANCE.
4.	WE ARE PROVIDING A TRANSIT EASEMENT

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.*
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.*

FOUNTAINHEAD

ACKNOWLEGEMENT OF REPRESENTATION

This acknowledgement is to serve as a proof that James E. Baker of Fountainhead Realty & Development, LLC has been contracted to represent Brooks Denmark of Brooks Denmark, LLC for the rezoning of 5801, 5805, 5813, and 5901 Rock Quarry Road in Raleigh, NC.

X

Brooks Denmark, Owner

436 N. Harrington Street Suite 140 Raleigh, North Carolina 27603

FOUNTAINHEAD

SUMMARY OF ISSUES

Re: Rezoning

A neighborhood meeting was held on 9/17/13 at 6PM to discuss a potential rezoning of 5801, 5805, 5813, and 5901 Rock Quarry Road. The meeting was held in a classroom at the Barwell Road Community Center adjacent to the site. The only neighbor that attended was one directly adjacent neighbor Mr. "Ernie" Frank Grem. The general issues discussed were:

- Provided Mr. Grem with a copy of City's Zoning Conversion Reference for Residential R-15, R-20, R-30 and Special R-30. We discussed what all uses could be allowed under RX zoning.
- Provided Mr. Grem with a new cross-section diagram provided by the City's DOT planner. The section shows a median for Rock Quarry Road and 102' of width. This was new information to the adjacent property owner.
- Discussed how the existing conditions on the site that were written for town home development, had restricted too much the potential uses for the site.
- Discussed the new RX zoning district would restrict height, create setbacks and define the envelope.
- Discussed that the interior roads will now have to be constructed as public road according to public standards. That will force much different development pattern than was possible under the previous development ordinance. The new UDO development regulations, in combination with the new zoning district will control the density for the site.
- Discussed that we were on a major thoroughfare directly adjacent to an elementary school, a public park (with proposed tennis complex), within walking distance to two different retail centers (within ¼ mile), as well as church. Explained that there is a need for development along these corridors where the infrastructure exists.
- Discussed the safety issues that exist today for his access to site. Explained that we would not be able to connect sites due to likely Riparian issues between us.
- Discussed that RDOT had stated that we would have access to the rear on to Barwell School Road for drive way access.

436 N. Harrington Street Suite 140 Raleigh, North Carolina 27603

Sign-In. 9.17.13

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