



Certified Action of the City of Raleigh Planning Commission

City of Raleigh
Development Plans Review Center
One Exchange Plaza
Raleigh, NC 27601
(919) 516-2626
www.raleighnc.gov

Case File / Name: SP-25-11 / Cameron Place Condominiums

General Location: On the west side of Daniels Street north of its intersection with Smallwood Drive

Owner: Saint Mary's Associates, LLC

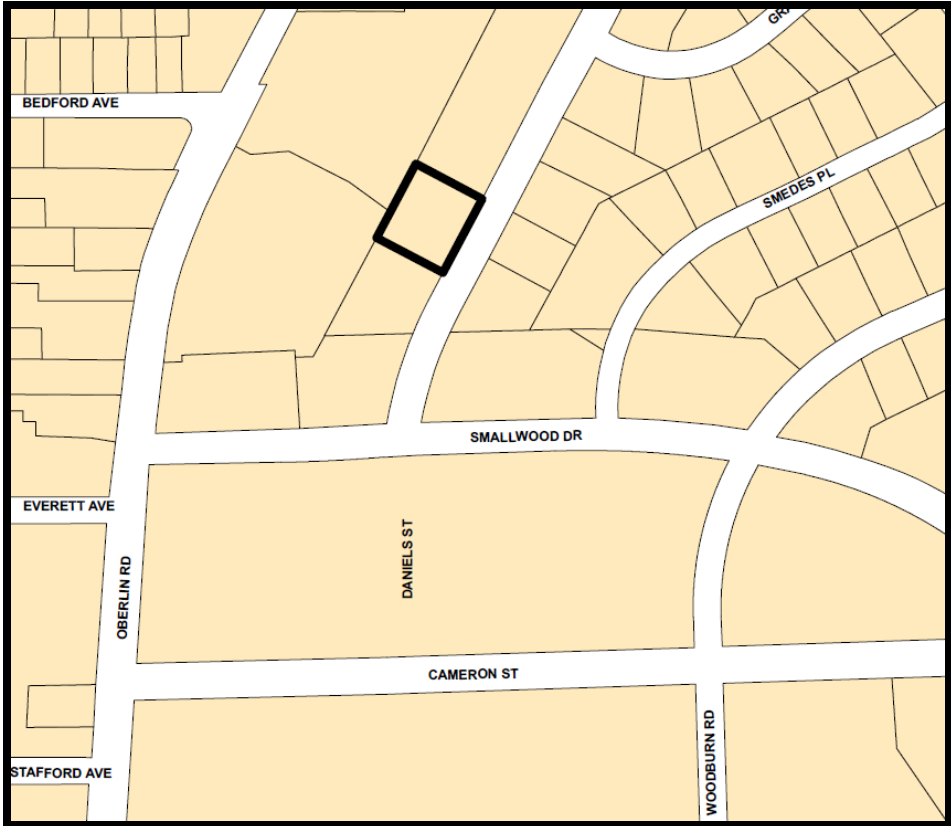
Designer: John A Edwards & Company

CAC: Hillsborough

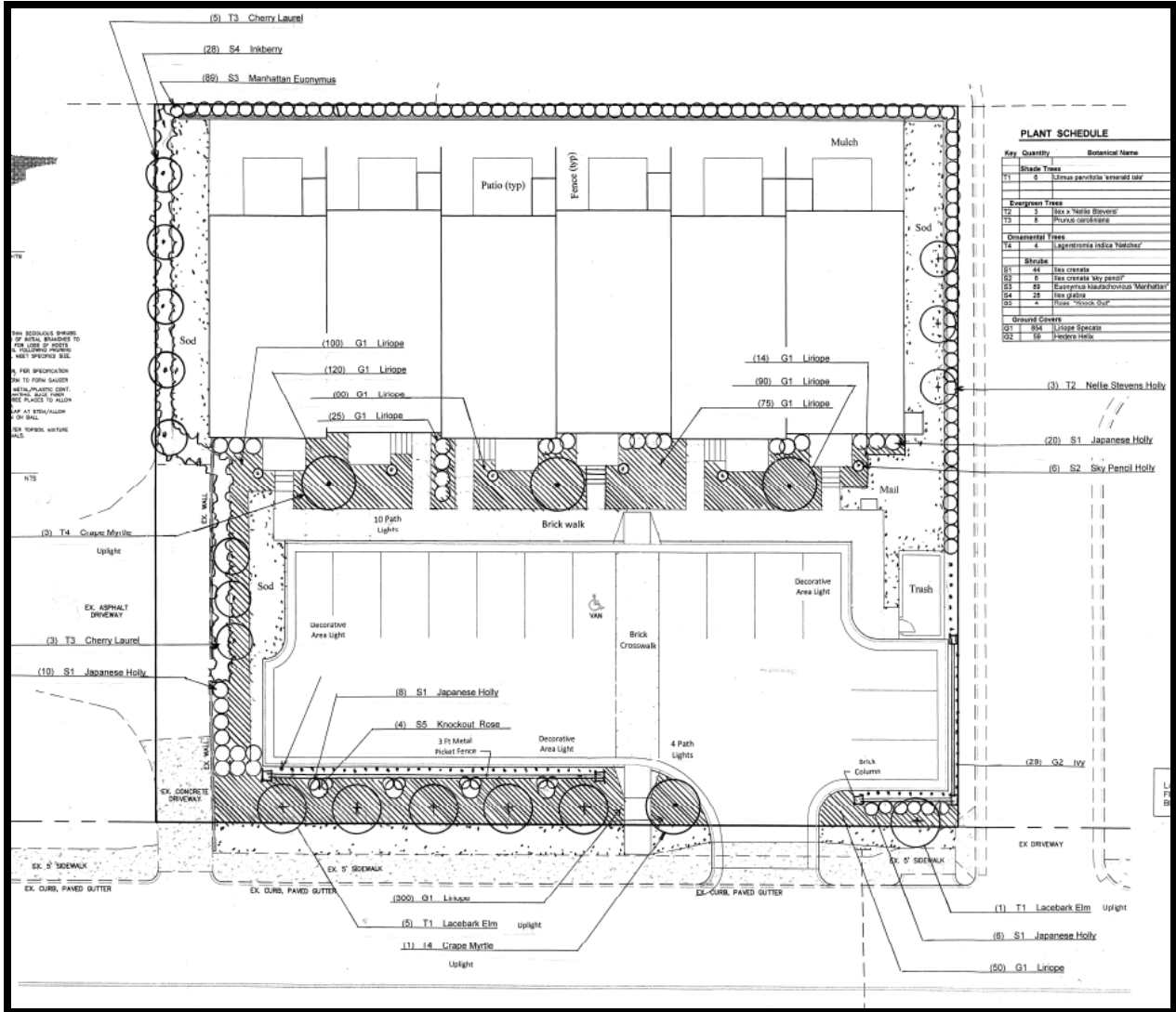
Nature of Case: A multifamily dwelling development comprised of a 5,369 square foot building containing six residential dwelling units located on a .46 acre tract zoned Residential-20. This project requires Planning Commission review and approval because it is a multifamily dwelling development proposed to be within a residential zoning district on a lot less than 2 acres in area.

Key Issues: As presented, staff finds that this plan conforms to Code standards and adopted land use policies.

Contact: Johnny Edwards, John A. Edwards & Company



SP-25-11 – Cameron Place Condominiums – Location Map



SP-25-11 – Cameron Place Condominiums – Preliminary Site Plan

SUBJECT: SP-25-11 / Cameron Place Condominiums

**CROSS-
REFERENCE:** N/A

LOCATION: This site is located on the west side of Daniels Street north of its intersection with Smallwood Drive, inside the City Limits.

REQUEST: This request is to approve a 5,369 square foot multifamily dwelling development consisted of two two-bedroom units and four three-bedroom units on a .46 acre site, zoned Residential-20. This site is located within 400 feet of a residential use or zone and requires Planning Commission review and approval because it is a multifamily dwelling development proposed to be within a residential zoning district on a lot less than 2 acres in area.

OFFICIAL ACTION: Approval with conditions

**CONDITIONS OF
APPROVAL:** As noted on the Staff Report, attached

FINDINGS: The Planning Commission finds that, with the following conditions of approval being met, this request conforms to Chapter 2, Part 10, Sections 10-2023 and 10-2132.2, Chapter 3, Part 10, Sections 10-3001-3059. This approval is based on a preliminary plan dated July 25, 2011/August 31, 2011, owned by Saint Mary's, submitted by John A. Edwards & Company.

**ADDITIONAL
NOTES:** There are no additional notes for this plan.

**VARIANCES /
ALTERNATES:** None

To PC: 10/11/11

Case History:

Staff Coordinator: Eric Hodge, AICP

Motion: Haq

Second: Fleming

In Favor: Butler, Batchelor, Fleming, Harris Edmisten, Haq, Lyle, Mattox & Sterling Lewis

Opposed:

Excused:


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 Staff Report attached.

Signatures: (Planning Dir.)



date: 10/11/2011

(PC Chair)



date: 10/11/2011



Staff Report

RECOMMENDED ACTION: Approval with Conditions

CONDITIONS OF APPROVAL:

Administrative Actions:

Prior to issuance of a grading permit for the site:

- (1) That for the drain pipe system proposed across the parking lot to the southwest, the developer must demonstrate:
 - (a) how diffused flow will be achieved,
 - (b) how the proposed flow does not cross over a sidewalk ,and
 - (c) how gutter spread requirements are being met at this location;

Prior to Planning Department authorization to record lots:

- (2) That the lot is less than 0.5 acres is size and recorded prior to the application of the stormwater regulations of Part 10, Chapter 9. Therefore at this time, this project is exempt per code section 10-9021 (2). Should there be any new recordation in the form of a recombination or subdivision, the stormwater regulations of part 10, chapter 9 shall apply;

Prior to issuance of building permits in the Inspections Department:

- (3) That demolition permits for the existing structures on site be issued by the Inspections Department;
-

ZONING:

ZONING DISTRICTS: Residential-20.

SETBACKS / HEIGHT:

This plan conforms to all minimum setback standards. Front yard = 71', rear yard = 20', front / rear aggregate = 91', side yards = 10', side yard aggregate = 20'. This plan conforms to maximum height standards in this zoning district. Proposed height of the building is 32 feet.

PARKING:

Off-street parking conforms to minimum requirements: 14 spaces required, based on 2 parking spaces per 2-bedroom unit and 2.5 spaces per 3-bedroom unit. 14 spaces are provided.

LANDSCAPING:

Street yard landscaping in conformity with Section 10-2082.5 is shown. Vehicular surface area landscaping in conformity with Section 10-2082.6 is shown. This is a medium residential density use under Section 10-2082.9.

Transitional protective yards are shown in compliance with City standards in the following location:

<u>Location</u>	<u>Yard type required</u>	<u>Width proposed</u>
South	10' Type D	10'

- TREE CONSERVATION:** As this site is less than 2 acres in size, no tree conservation areas were required.
- DEVELOPMENT INTENSITY:** A density of 13 units per acre is proposed.
- PHASING:** This is a single-phase development.
- UNITY OF DEVELOPMENT:** Unity of development and sign criteria are not required in this development.

COMPREHENSIVE PLAN:

- GREENWAY:** There is no greenway on this site.
- THOROUGHFARE / COLLECTOR PLAN:** No dedication of right-of-way or construction of any streets was required by the Thoroughfare and Collector Street Plan.
- TRANSIT:** No transit-oriented features were incorporated into the proposed plan. This site is not directly served by the existing transit system, though Capital Area Transit service is available nearby.
- URBAN FORM:** This site is located in the Hillsborough Citizen Advisory Council. The site is covered by the 2030 Comprehensive Plan and the Wade-Oberlin Area Plan. Per 2030 Comprehensive Plan Policy LU 5.1, Reinforcing the Urban Pattern, “new development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.” The site plan provides a suitable transition between single family residential and the larger scale commercial of nearby Cameron Village by breaking up the massing of the buildings, the use of residential-character architectural details, and substantial landscaping. Policy AP-WO1 states that “The Wade-Oberlin area should evolve into a livelier pedestrian and transit-oriented mixed-use center”. The Future Land Use Map found in the 2030 Comprehensive Plan designates this area for Medium Density Residential Use. This category applies to garden apartments, townhomes, condominiums, and suburban style apartment complexes. It would also apply to older neighborhoods with a mix of single-family and multi-family housing with average overall densities in the 14-28 units per acre range.
- HISTORIC / DISTRICTS:** The existing building is not a designated historic landmark. This site is not located in or adjacent to a designated Historic District, however a National Register District nomination is under review for properties to the north and east.

**APPEARANCE
COMMISSION:**

The Appearance Commission has made the following comments on this preliminary plan. Shown below are comments and applicant responses:

<u>Comment</u>	<u>Response</u>
<p>The proposed site plan represents a departure from both present neighborhood character and the City's urban design goals. The committee recommends that at the very least, the placement of the building and parking lot be reversed, such that parking is removed from the front yard, and the building directly addresses the street [commensurate with Code Sec. 10-2132.2(d)(1), (2), (3), (4), (5), and (6)]. This recommendation is based upon the following observations:</p> <ul style="list-style-type: none"> ▪ The proposed parking lot placement introduces an unwarranted design element to this section of Daniels Street. Nearby properties predominantly feature wide green space in their front yards. Even the adjacent Cameron Village Condominium complex, which does include a series of pull-in parking spaces next to the street (halfway within the right-of-way), is characterized by a continuous lawn area dotted by mature trees, with all its other parking spaces located behind the buildings. The latter configuration is also characteristic of the subject site, with the added aspect of several very large shade trees providing visual and environmental relief from hardscape areas. ▪ The parking lot location contradicts the notion of redevelopment in the Cameron Village area favoring pedestrian travel. The single sidewalk connection proposed in the plan directs residents to circumnavigate the parking lot, meeting the existing street sidewalk at the frontage point furthest from the shopping/mixed use center. ▪ Pushing the buildings to the 	<p>The present neighborhood character is predominantly suburban and dominated by 130 unit Cameron Village Condominiums on the west side of Daniels Street and the single family subdivision, Cameron Park on the east side of Daniels Street. Both were developed years ago and are not likely to be redeveloped into a more urban form in the foreseeable future. The location of buildings and parking in Cameron Village Condominiums are varied. Our site plan is within the range of this general character. There are few if any sites that will come up for redevelopment in the near future. Parking in the front on this small half-acre site will not set the precedent for potential redevelopment of Cameron Village Condo site at some point many years in the future.</p> <p>Parking in the front of a town home with the private outdoor space in rear is a proven relationship marketable with buyers. The public realm, pedestrian activities, connection to the street and views are oriented to the east toward Daniels Street, Cameron Village and toward downtown. Less desirable elements related to the adjacent office building will be screened from private patios with fencing and landscaping.</p> <p>Placing the parking in the rear of town homes creates a number of unique problems:</p> <ol style="list-style-type: none"> (1) The number of homes built would be reduced. Therefore the price must be either raised, the design standards lowered, the town home size reduced to maintain the price point or change to the stacked flat that requires less ground area and private outdoor space is not expected. (2) Parking not visible from public areas creates real or perceived safety issue. (3) Access into the town home is from the rear. (4) There is little or no private outside living space.

rear of the property renders them more proximate to noise, light, and odor from the utility areas, mechanical equipment, and parking lots on the non-residential properties immediately adjacent to the west.

- The proposed front yard parking potentially sets a precedent for future redevelopment in the neighborhood.

We responded positively to the second Appearance Commission meeting making the following changes as suggested. We improved the pedestrian access to street and the shopping center by creating a central brick cross walk from the sidewalk adjacent to the town homes through the parking area to the sidewalk at Daniels Street.

Other changes were made to improve the plan including:

- 1) Additional planting adjacent to Daniels Street.
- 2) Gate to trash enclosure was moved so as not to be seen from Daniels.
- 3) Cross sections developed to confirm that landscaping provides screening of parking lot.
- 4) Lighting plan including area lights, up lights and walkway lights.
- 5) Moved iron fence closer to parking curb allowing more landscaping on the street side.
- 6) Added hollies around knock out roses to soften during winter.
- 7) Side and rear architectural elevations.

Along the open-picket fence fronting the parking area, intersperse evergreen shrubs with the proposed roses [commensurate with Code Sec. 10-2132.2(d)(2), (3) & (4)].

Revised as requested

Provide added pedestrian pathway lighting leading from the street (e.g., uprights on the proposed elms) [commensurate with Code Sec. 10-2132.2(d)(1)].

Revised as requested

SUBDIVISION STANDARDS:

BLOCK LAYOUT: No new streets are required or proposed.

PUBLIC UTILITIES: City water and sewer services are available. The developer is responsible for installation of all lines necessary to provide service to this site.

SOLID WASTE: Refuse collection will be handled in accordance with the City's Solid Waste Manual.

- CIRCULATION:** Existing street improvements conform to normal City construction standards.
- PEDESTRIAN:** Proposed sidewalk locations conform to City regulations.
- FLOOD HAZARD:** There are no flood hazard areas on this site.
- STORMWATER
MANAGEMENT:** This site is comprised of a lot that is less than 0.5 acres in size and recorded prior to the application of the stormwater regulations of part 10, chapter 9. Therefore at this time, this project is exempt per code section 10-9021 (2).
- WETLANDS
/ RIPARIAN
BUFFERS:** No wetland areas or Neuse River riparian buffers are required on this site.
- OTHER
REGULATIONS:** Developer shall meet all City requirements, including underground utility service (§10-3059), flood protection measures (Part 10, Chapter 4), and the soil erosion ordinance (Part 10, Chapter 5), unless specifically varied by this approval.