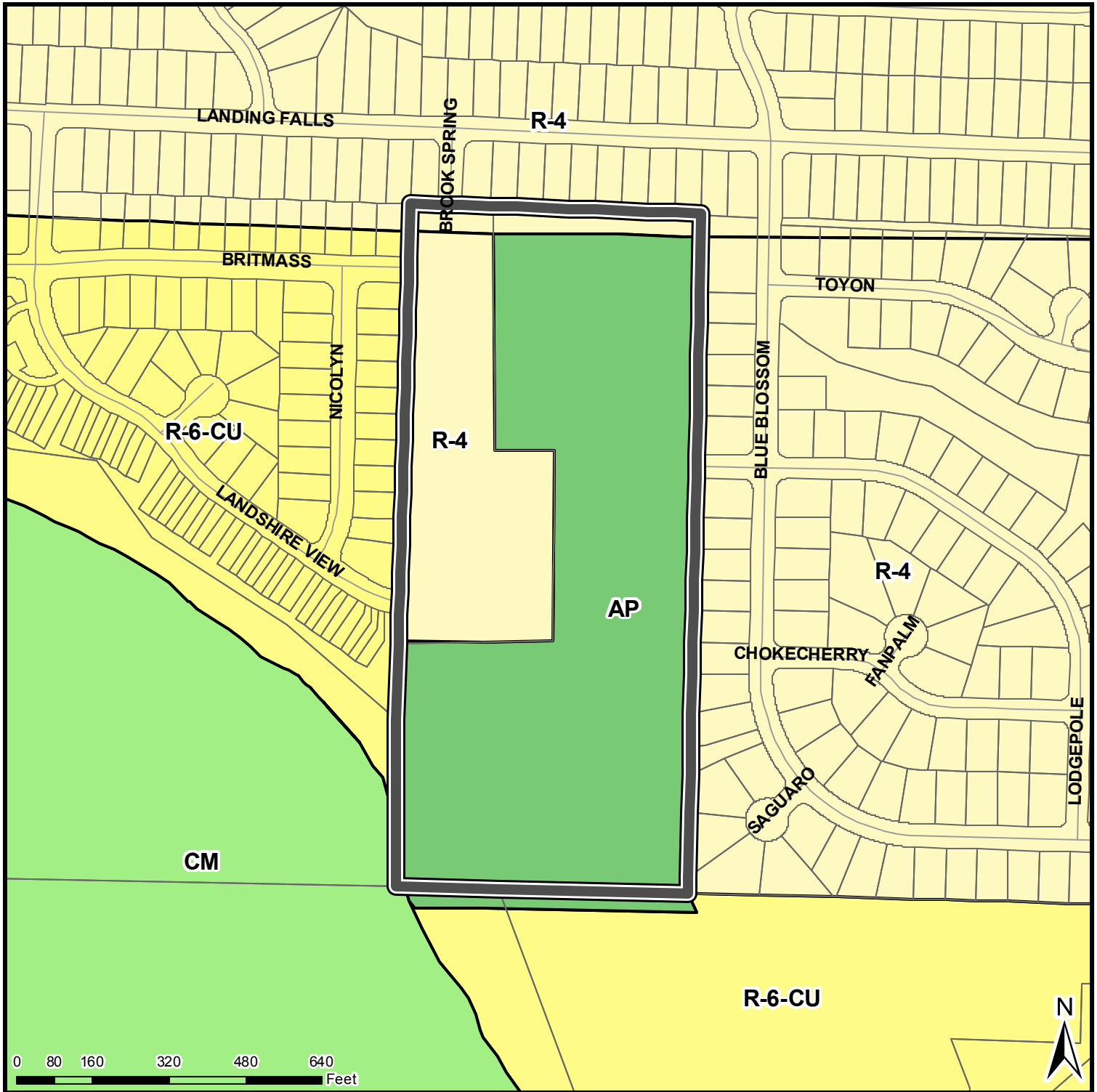


# Existing Zoning Map

# Z-3-2014



**Submittal Date**

1/10/2014

## Request:

20.1 acres from  
**AP & R-4**  
to **R-6**

VICINITY MAP





# Certified Recommendation

Raleigh Planning Commission

CR# 11566

## Case Information: Z-3-14 – Holden Road

<i>Location</i>	Holden Road, west of Blue Blossom Drive <b>Address:</b> 3900 & 3916 Holden Road <b>PINs:</b> 1747012975 & 1737929212
<i>Request</i>	Rezone property from R-4 & AP to R-6
<i>Area of Request</i>	20.1 acres
<i>Property Owner</i>	Jennifer Elaine Holden Piver: <a href="mailto:jenniferholden@gmail.com">jenniferholden@gmail.com</a> ; (919) 625-4780
<i>Applicant</i>	David R. Dolezsar: <a href="mailto:doekzsarsurvey@gmail.com">doekzsarsurvey@gmail.com</a> ; (919) 448-7880
<i>Citizens Advisory Council</i>	Forestville— Latika Vick: <a href="mailto:lcvick88@gmail.com">lcvick88@gmail.com</a> ; (919) 878-1715
<i>PC Recommendation Deadline</i>	July 23, 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

<b><i>FUTURE LAND USE</i></b>	Low Density Residential
<b><i>CONSISTENT Policies</i></b>	Policy LU 8.3 – Conserving, Enhancing, and Revitalizing Neighborhoods Policy LU 8.11 – Development of Vacant Sites Policy LU 8.12 – Infill Compatibility Policy EP 2.5 – Protection of Water Features Policy UD 5.1 – Contextual Design
<b><i>INCONSISTENT Policies</i></b>	(None.)

## Summary of Proposed Conditions

(None – General Use)

## Public Meetings

<b><i>Neighborhood Meeting</i></b>	<b><i>Public Hearing</i></b>	<b><i>Committee</i></b>	<b><i>Planning Commission</i></b>
12/27/13			3/25/14 (Recommends approval)

**Valid Statutory Protest Petition**

Attachments

1. Staff Report
2. Transportation Evaluation

**Planning Commission Recommendation**

<i>Recommendation</i>	The Planning Commission finds that this case is consistent with the Comprehensive Plan and should be approved.
<i>Findings &amp; Reasons</i>	<ol style="list-style-type: none"><li>1. The proposal is consistent with the Future Land Use Map and applicable Comprehensive Plan policies. The Future Land Use Map designates this area for Low Density Residential uses, and thereby appropriate for R-6 residential development.</li><li>2. The proposal is reasonable and in the public interest. Rezoning could permit the completion and interconnectivity of the street grid established by adjoining development.</li><li>3. The proposal is compatible with the surrounding area. Permitted build-out would echo existing density and urban form nearby.</li></ol>
<i>Motion and Vote</i>	Motion: Buxton Second: Swink In Favor: Braun, Buxton, Fleming, Lyle, Schuster, Sterling Lewis, Swink, Terando and Whitsett

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

\_\_\_\_\_ 3/25/14

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



# Zoning Staff Report – Case Z-3-14

## General Use District

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### Case Summary

#### Overview

The proposal seeks to rezone the subject site to allow residential development of up to six units per acre.

Topographically, the site is gently rolling, with existing structures clustered atop a small rise just west of the site's center. The southwest portion falls off into Neuse River floodplain. A small pond is located to the northwest corner, capturing runoff from the neighboring Enclave at Forestville Farms subdivision. The north third of the site is open field, with the remaining area predominantly wooded.

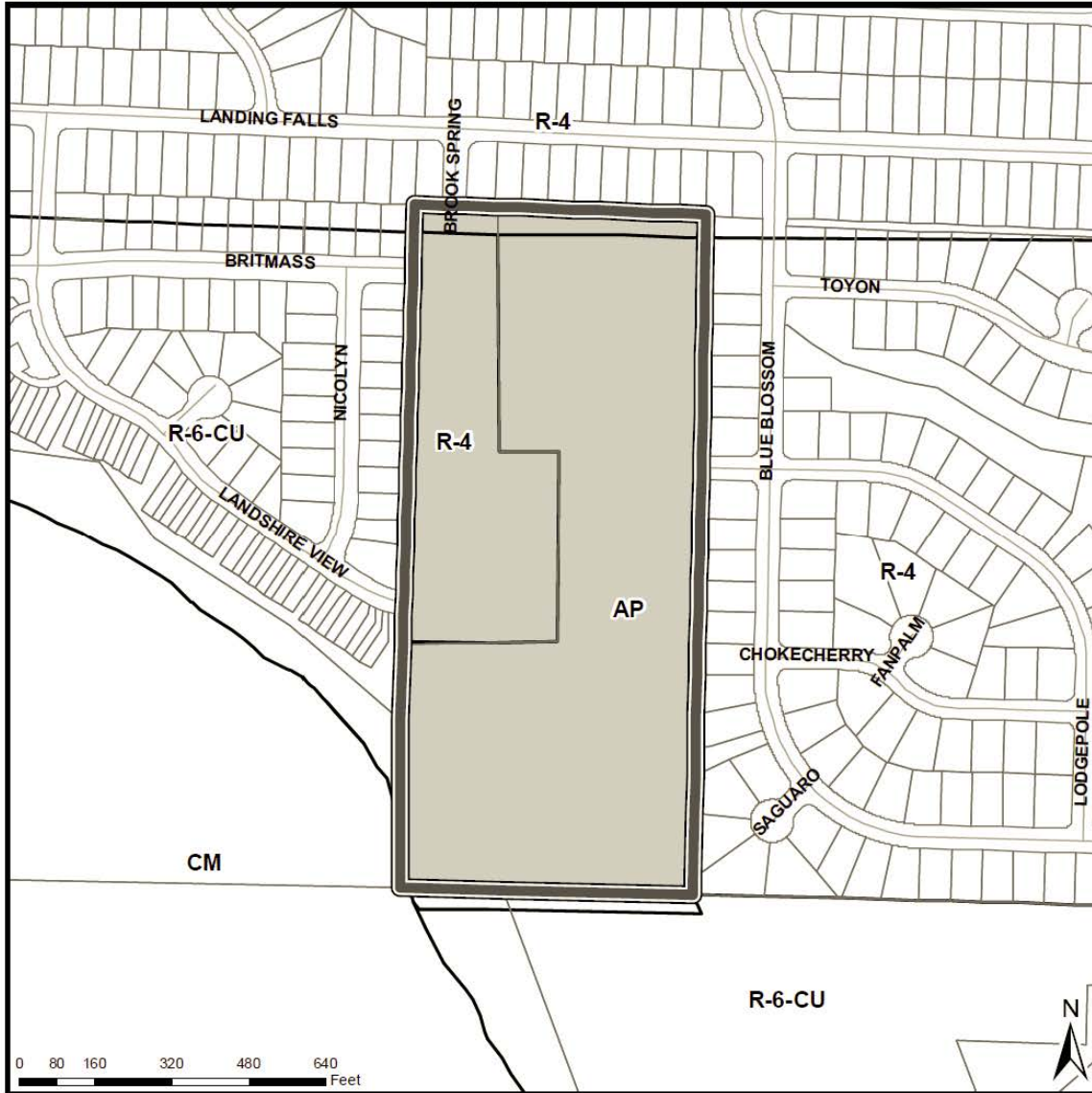
Over the past 15 years, adjacent properties on the west, north, and east have been built out in single-family residential subdivisions. In anticipation of similar development on the subject site, four street stubouts from the abutting subdivisions end at the site's boundaries. Development of the subject site would allow completion of the area street grid.

#### Outstanding Issues

<i>Outstanding Issues</i>	<i>(None.)</i>	<i>Suggested Mitigation</i>	<i>(N/A)</i>
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# Existing Zoning Map

# Z-3-2014



**Submittal  
Date**

1/10/2014

## Request:

20.1 acres from  
AP & R-4  
to R-6

### VICINITY MAP



# Rezoning Case Evaluation

## 1. Compatibility Analysis

### 1.1 Surrounding Area Land Use/ Zoning Summary

	<b>Subject Property</b>	<b>North</b>	<b>South</b>	<b>East</b>	<b>West</b>
<i>Existing Zoning</i>	R-4/ AP	R-4	AP (R-6 CU beyond)	R-4	R-6 CU; CM
<i>Additional Overlay</i>	n/a	n/a	n/a	n/a	n/a
<i>Future Land Use</i>	Low Density Residential	Low Density Residential	Low Density Residential; Public Parks & Open Space	Low Density Residential	Low Density Residential; Public Parks & Open Space
<i>Current Land Use</i>	Single Family Residence	Single Family Residences	Undeveloped; floodplain	Single Family Residences	Single Family Residences; floodplain
<i>Urban Form (if applicable)</i>	n/a	n/a	n/a	n/a	n/a

### 1.2 Current vs. Proposed Zoning Summary

	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
<i>Residential Density:</i>	AP (15.26 acres): 0.5445 DU/ acre = 8 DUs R-4 (5.07 acres): 4 DUs/ acre = 20 DUs	R-6 (20.1 acres): 6 DUs/ acre = 120 DUs
<i>Setbacks:</i> <i>Front:</i> <i>Side:</i> <i>Rear:</i>	AP: 150 feet 150 feet 150 feet R-4: 20 feet 10 feet 30 feet	<i>Conventional development:</i> 10 feet 5 feet 20 feet
<i>Retail Intensity Permitted:</i>	- 0 - (No retail uses permitted)	- 0 - (No retail uses permitted)
<i>Office Intensity Permitted:</i>	- 0 - (No office uses permitted)	- 0 - (No office uses permitted)

### 1.3 Estimated Development Intensities

	<b>Existing Zoning</b>	<b>Proposed Zoning*</b>
<i>Total Acreage</i>	20.1	20.1
<i>Zoning</i>	AP, R-4	R-6
<i>Max. Gross Building SF (if applicable)</i>	n/a	n/a
<i>Max. # of Residential Units</i>	28	120

<i>Max. Gross Office SF</i>	<i>(n/a)</i>	<i>(n/a)</i>
<i>Max. Gross Retail SF</i>	<i>(n/a)</i>	<i>(n/a)</i>
<i>Max. Gross Industrial SF</i>	<i>(n/a)</i>	<i>(n/a)</i>
<i>Potential F.A.R</i>	<i>(n/a)</i>	<i>(n/a)</i>

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

The proposed rezoning is:

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

**Incompatible.**

Analysis of Incompatibility:

*(n/a)*

# Future Land Use Map

# Z-3-2014



**Submittal  
Date**

1/10/2014

## Request:

20.1 acres from  
AP & R-4  
to R-6

### VICINITY MAP





## 2. Comprehensive Plan Consistency Analysis

### 2.1 Future Land Use

**Future Land Use designation:** Low Density Residential

**The rezoning request is:**

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

**Inconsistent**

Analysis of Inconsistency:

(n/a)

### 2.2 Policy Guidance

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

(None.)

### 2.3 Area Plan Policy Guidance

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

## 3. Public Benefit and Reasonableness Analysis

### 3.1 Public Benefits of the Proposed Rezoning

- Rezoning would permit development consistent with the Comprehensive Plan and existing build-out on adjacent properties.
- Joining to existing street stubs affords opportunity for expanding the existing street grid.

### 3.2 Detriments of the Proposed Rezoning

- Site currently has limited opportunity for multi-modal access.

## 4. Impact Analysis

### 4.1 Transportation

A traffic impact study is not recommended for case Z-3-14.

**Impact Identified:** Connectivity required (see accompanying Transportation Evaluation).

**4.2 Transit**

Neither the City of Raleigh Short Range Transit Plan nor the Wake County 2040 Transit Study identifies this neighborhood for transit. Both plans call for transit on Louisburg Road which is approximately 1.5 miles away by the street network.

**Impact Identified:** None.

**4.3 Hydrology**

<i>Floodplain</i>	FEMA Floodplain present in southwest corner of property
<i>Drainage Basin</i>	Neuse
<i>Stormwater Management</i>	Subject to Part 10, Chapter 9
<i>Overlay District</i>	(None)

**Impact Identified:** Possible Neuse River Buffer in northeast corner of property.

**4.4 Public Utilities**

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	19,375 gpd	70,350 gpd
<i>Waste Water</i>	19,375 gpd	70,350 gpd

The proposed rezoning would add approximately 50,975 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.

**Impact Identified:** At the time of development plan submittal, a downstream sewer capacity study may be required to determine the adequacy of capacity to support the proposed development. Any required improvements identified by the study would be required to be permitted and constructed prior to the issuance of a building permit. Verification of available for water fire flow is required as part of the Building permit process. Any water system improvements required to meet fire flow requirements will also be required of the developer.

**4.5 Parks and Recreation**

Not adjacent to and existing or planned greenway, or to an existing or Planned Greenway Connector. Recreation services for the rezoning case will be provided by the proposed Forestville Road Park Property.

**Impact Identified:** There is no impact to recreation level of service.

**4.6 Urban Forestry**

This site is 20.33 acres and subject to Unified Development Ordinance Chapter 9 Article 9.1 Tree Conservation.

**Impact Identified:** The site will have to provide 2.03 acres in Tree Conservation Area. All Primary Tree Conservation Area must be identified first before considering Secondary Tree Conservation Areas.

#### **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 Appearance Commission**

As the proposal does not involve a Planned Development, it is not subject to Appearance Commission review.

#### **4.10 Impacts Summary**

No negative impacts are expected from this rezoning. Connections to existing streets will need to be part of site plan development.

#### **4.11 Mitigation of Impacts**

(n/a)

## **5. Conclusions**

The proposal is consistent with the Comprehensive Plan. The Future Land Use map designates the site for Low Density Residential uses, which translates to a maximum density of six units per acre—the density of the proposed rezoning request. Adjacent properties are of similar use and density. Site development will permit cross-connection of existing street stubouts at the site's edges, allowing completion of the neighborhood street grid.

1-10-14

8:45 am

CITY OF RALEIGH  
CITY PLANNING DEPT



# 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
xxx General Use <input type="checkbox"/> Conditional Use  Existing Zoning Classification <u>AP/R-4</u> Proposed Zoning Classification <u>Base District R-6 Height 3 stories/ 40' Frontage</u>  If the property has been previously rezoned, provide the rezoning case number. <u>N/A</u>  Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. <u>381915</u>	Transaction Number CITY OF RALEIGH CITY PLANNING DEPT <u>Z-3-14</u>  <u>381915</u>

GENERAL INFORMATION		
Property Address <u>3916 / 3900 Holden Road</u>	Date <u>12.30.13</u>	
Property PIN <u>1747.01.2976 / 1737.92.9212</u>		
Nearest Intersection <u>South of Landing Falls Lane, west of Blue Blossom Drive</u>	Property size (in acres) <u>20ac +-</u>	
Property Owner <u>Jennifer Elaine Holden Piver</u>	Phone <u>919-625-4780</u>	Fax
	Email <u>Jenniferholden@gmail.com</u>	
Project Contact Person <u>David R. Dolezsar</u>	Phone <u>919.448.7880</u>	Fax
	Email <u>dolezsarsurvey@gmail.com</u>	
Owner/Agent Signature <u>Jennifer Elaine Holden Piver</u>	Email	

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



# Planning & Development

**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

<b>Comprehensive Plan Analysis</b>	<b>OFFICE USE ONLY</b>
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 <b>Z-3-14</b> Zoning Case Number

STATEMENT OF CONSISTENCY	
Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map and any applicable policies contained within the 2030 Comprehensive Plan.	
1.	<b>Future Land Use Designation:</b> Low Density Residential (R-6)
2.	<b>Urban Form Designation:</b> (none)
3.	<b>Proposed zoning district is consistent with the site's Future Land Use designation.</b>
4.	

PUBLIC BENEFITS	
Provide brief statements regarding the public benefits derived as a result of the rezoning request.	
1.	To provide affordable housing in the area being rezoned.
2.	Provide future connectivity of the dead end streets into the proposed rezoning area.
3.	
4.	

## URBAN DESIGN GUIDELINES

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

1. *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 can make a significant improvement.*

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

*At least 10 days prior to the meeting date with the owners of property, the applicant shall notify the owners of property about the meeting; notice shall be by first class mail or certified mail return receipt. If notification is to be by first class mail, the applicant shall deliver the sealed, addressed, stamped envelopes to Planning & Development prior to the aforementioned 10 day period. If notification is to be by certified mail return receipt, copies of the return receipts shall be given to Planning & Development at time of application submittal.*

Revision 10.08.13

## **SUMMARY OF ISSUES**

A neighborhood meeting was held on December 27<sup>th</sup> 2013 to discuss a potential rezoning located at 3900 and 3916 Holden Road. The neighborhood meeting was held at McIntyre and Associates , PLLC. There were approximately 5 neighbors in attendance. The general issues discussed were:

1. General questions about what is allowed in R-6 zoning.
2. Are Townhomes allowed in R-6 Zoning
3. Would a sewer stub be provided so the Enclave subdivision could eliminate the existing sanitary sewer pump station that serves a portion of that subdivision.

Summary of Issues:



# Attendance Roster:

Name

Address

Philip N. Butcher

3601 Sagvaro Ct.

Tonkia M Reed

3725 Blue Blossom Drive

Antwan Donsha Hall

3742 Nicolyn Dr.

DAVID ARTHUR

3152 LANDING FIELDS