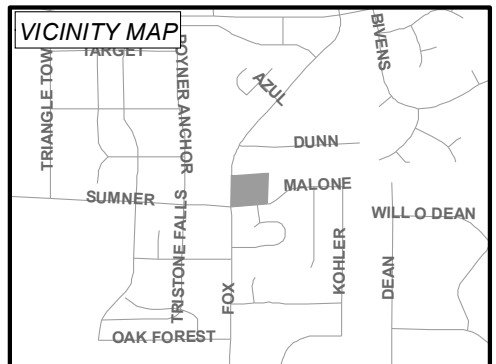


**Submittal  
Date**

3/22/2017

**Request:**

**1.35 acres from  
R-4  
to R-10-CU**





## Certified Recommendation

Raleigh Planning Commission

CR# 11786

### Case Information Z-8-17 Fox Road

<i>Location</i>	Northeast of the Fox Road and Malone Court intersection Address: 6100 Fox Road PIN: 1726895468
<i>Request</i>	Rezone property from R-4 to R-10
<i>Area of Request</i>	1.47 acres
<i>Property Owner</i>	Murdock & Gannon Construction Inc
<i>Applicant</i>	George "Mac" McIntyre
<i>Citizens Advisory Council (CAC)</i>	Northeast
<i>PC Recommendation Deadline</i>	August 19, 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

<b><i>FUTURE LAND USE</i></b>	Low Density Residential
<b><i>URBAN FORM</i></b>	City Growth Center and Urban Thoroughfare
<b><i>CONSISTENT Policies</i></b>	Policy LU 1.2 Conditional Use District Consistency Policy LU 2.6 Zoning and Infrastructure Impacts Policy LU 5.4 Density Transitions Policy LU 7.3 Single Family Lots on Major Streets Policy LU 8.10 Infill Development Policy LU 8.11 Infill Compatibility
<b><i>INCONSISTENT Policies</i></b>	Policy LU 1.2 Future Land Use and Zoning Consistency

### Summary of Proposed Conditions

1. The apartment building type is prohibited.

## Public Meetings

<i>Neighborhood Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>
2/27/2017	4/13/17, 5/11/17, 6/8/17	5/23/17, 6/13/17	6/20/17

Attachments

1. Staff report

## Planning Commission Recommendation

<i>Recommendation</i>	Approve. City Council may now schedule this proposal for Public Hearing, or refer it to committee for further study and discussion.
<i>Findings &amp; Reasons</i>	The request is consistent with the Comprehensive Plan and provides for additional housing types by broadening permitted uses in the area.
<i>Motion and Vote</i>	Motion: Fluhner Second: Alcine In Favor: Alcine, Braun, Fluhner, Hicks, Lyle, Swink and Tomasulo

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.

	Date		6/13/17 Date
Planning Director		Planning Commission Chairperson	

Staff Coordinator: Matthew Klem: (919) 996-4637; matthew.klem@raleighnc.gov



## Zoning Staff Report – Case Z-8-17

### Conditional Use District

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## Case Summary

### Overview

The proposal seeks to rezone 1.45 acres to facilitate residential development of greater density. This unincorporated parcel is located in northeast Raleigh in the northeast quadrant of the intersection of Fox Road and Malone Court. There is currently a single family home on the site. The subject site is located on the east side of Fox Road from Triangle Town Center, home to many large retail stores. The subject site is bound on the north by two properties with detached houses. The properties to the east and south of the subject site are developed with townhomes at approximately nine units per acre and seven units per acre, respectively.

Along the Malone Court frontage of the subject site, the Village of Fox Run subdivision appears to have installed extensive landscaping and an entrance sign in the right-of-way. The landscaping also appears to encroach upon the subject site.

The subject site is on the edge of a large area designated as Low Density Residential on the Future Land Use map. The parcel directly west of the subject site across Fox Road is designated as Community Mixed Use. The subject site is on the edge of a City Growth Center on the Urban Form map and is on Fox Road which is designated as an Urban Thoroughfare.

The current zoning on the subject site is Residential-4 (R-4). The shopping center to the east is zoned Community Mixed Use-4 Stories-Conditional Use (CX-4-CU). The properties to the north of the subject site are zoned Residential-4 (R-4). The properties to the east and south are zoned Residential-10-Conditional Use (R-10-CU).

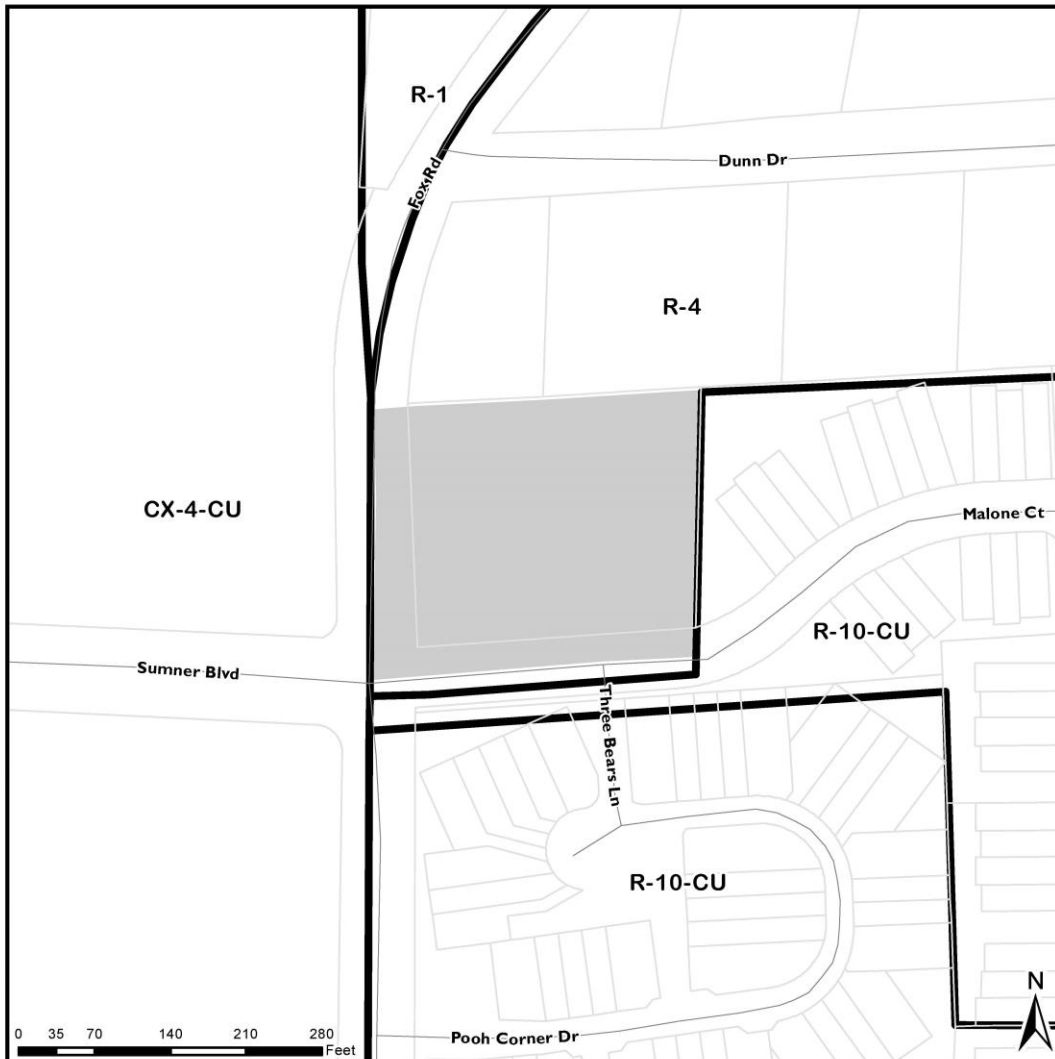
The request is to rezone the subject site from Residential-4 (R-4) to Residential-10-Conditional Use (R-10-CU). The proposed conditions in the request prohibit the construction of apartment buildings.

### Outstanding Issues

<i>Outstanding Issues</i>	1. None	<i>Suggested Mitigation</i>	1. None
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# Existing Zoning Map

**Z-8-2017**

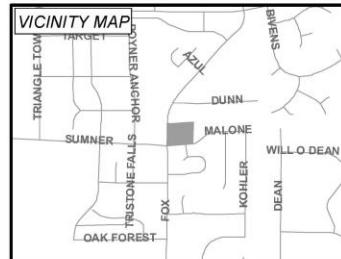


**Submittal  
Date**

3/22/2017

## Request:

**1.35 acres from  
R-4  
to R-10-CU**



Map Date: 3/24/2017

## Rezoning Case Evaluation

### 1. Compatibility Analysis

#### 1.1 Surrounding Area Land Use/ Zoning Summary

	<i>Subject Property</i>	<i>North</i>	<i>South</i>	<i>East</i>	<i>West</i>
<i>Existing Zoning</i>	R-4	R-4	R-10-CU	R-10-CU	CX-4-CU
<i>Additional Overlay</i>	-	-	-	-	-
<i>Future Land Use</i>	Low Density Residential	Low Density Residential	Low Density Residential	Low Density Residential	Community Mixed Use
<i>Current Land Use</i>	Single Family Detached	Single Family Detached	Townhouse	Townhouse	Regional Retail
<i>Urban Form (if applicable)</i>	City Growth Center	City Growth Center	-	-	City Growth Center

#### 1.2 Current vs. Proposed Zoning Summary

	<i>Existing Zoning</i>	<i>Proposed Zoning</i>
<i>Residential Density:</i>	4 units/acre (5.8 units)	10 units/acre (14.5 units)
<i>Setbacks:</i>		
<i>Primary road:</i>	20 feet	10 feet
<i>Side lot:</i>		
<i>Detached house</i>	10 feet	5 feet
<i>Townhouse</i>		6 feet
<i>Rear lot:</i>		
<i>Detached House</i>	30 feet	20 feet
<i>Townhouse</i>		20 feet

#### 1.3 Estimated Development Intensities

	<i>Existing Zoning</i>	<i>Proposed Zoning*</i>
<i>Total Acreage</i>	1.45	1.45
<i>Zoning</i>	R-4	R-10-CU
<i>Max. # of Residential Units</i>	5.8	14.5

\*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.**

# Future Land Use Map

**Z-8-2017**

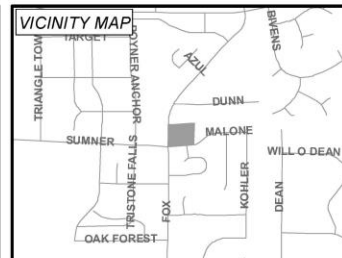


**Submittal  
Date**

3/22/2017

## Request:

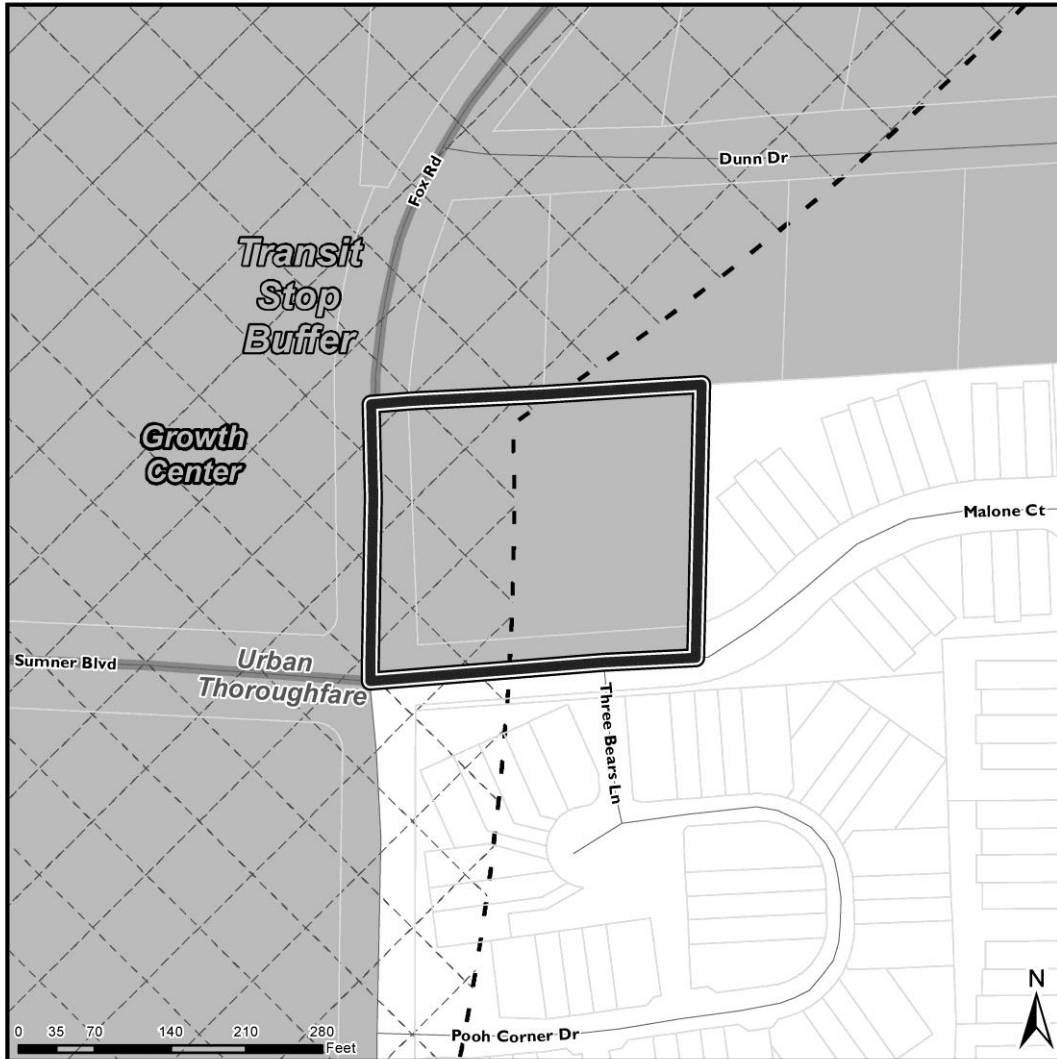
1.35 acres from  
**R-4**  
to **R-10-CU**



Map Date: 3/24/2017

# Urban Form Map

**Z-8-2017**

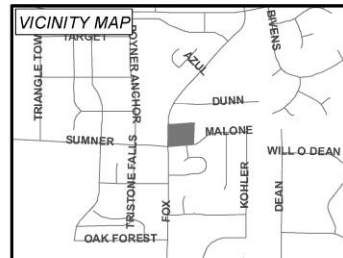


**Submittal  
Date**

3/22/2017

## Request:

1.35 acres from  
**R-4**  
to **R-10-CU**



Map Date: 3/24/2017



## 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 consistent with the Comprehensive Plan overall. The Urban Form Map, which places the site within a City Growth Center, foresees more intensive development than the site's current zoning. The proposal can be considered consistent with the "Managing Our Growth" theme by increasing the intensity on the site. The proposal can also be considered consistent with the "Expanding Housing Choices" theme in that the proposal will facilitate increased density and housing options. The proposal can also be considered consistent with the "Growing Successful Neighborhoods and Communities Theme" envisions infill development that complements the existing character of established communities.
- B. The proposed land use is not consistent with the Future Land Use Map which calls for Low Density Residential. The rezoning request is for a land use pattern that is more in line with Moderate Density Residential.
- C. The proposed use could be established without adversely altering the recommended land use and character of the area because the neighboring properties to the east and south are townhomes developed in a more intense pattern than Low Density Residential.
- 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:**

**The rezoning request is:**

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

☒ **Inconsistent**

Analysis of Inconsistency:

The Future Land Use designation Low Density Residential calls for 1 to 6 units per acre. The rezoning request is for Residential-10 (R-10) which permits 10 units per acre.

## **2.3 Urban Form**

Urban Form designation:

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

The rezoning request is:

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

## **2.4 Policy Guidance**

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

### **Policy LU 1.2 Conditional Use District Consistency**

All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan.

- The proposed conditions are consistent with the Comprehensive Plan by limited the more intense development pattern of apartment buildings.

### **Policy LU 2.6 Zoning and Infrastructure Impacts**

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.

- Transportation and utility infrastructure are not negatively impacted by the change in zoning.

### **Policy LU 5.4 Density Transitions**

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.

- Moderate Density Residential land use would serve as an appropriate transition between Community Mixed Use and Low Density Residential.

### **Policy LU 7.3 Single Family Lots on Major Streets**

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 elimination of a single family detached land use with access on Fox Road and the reorientation of new development to Malone Court reduces the amount of driveways serving single family lots along a major road.

**Policy LU 8.10 Infill Development**

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.

- A moderate density residential development pattern complements the established character of the area.

**Policy LU 8.11 Infill Compatibility**

Vacant lots and infill sites within existing neighborhoods should be developed consistently with the design elements of adjacent structures, including height, setbacks, and massing through the use of zoning tools including Neighborhood Conservation Overlay Districts.

- The prohibition of the apartment type building in the proposed zoning conditions is consistent with the existing development pattern and design of adjacent structures.

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

**Policy LU 1.2 Future Land Use Map and Zoning Consistency**

Vacant lots and infill sites within existing neighborhoods should be developed consistently with the design elements of adjacent structures, including height, setbacks, and massing through the use of zoning tools including Neighborhood Conservation Overlay Districts.

- The Future Land Use designation Low Density Residential calls for 1 to 6 units per acre. The rezoning request is for Residential-10 (R-10) which permits 10 units per acre.

### 3. Public Benefit and Reasonableness Analysis

#### 3.1 Public Benefits of the Proposed Rezoning

- Additional housing option types through a broadening of permitted uses.

#### 3.2 Detriments of the Proposed Rezoning

- None anticipated.

### 4. Impact Analysis

#### **4.1 Transportation**

The site is located in the northeast quadrant of Fox Road and Sumner Boulevard/ Malone Court. Fox Road (SR 2042) is maintained by the NCDOT; Sumner Boulevard and Malone Court are maintained by the City of Raleigh. All streets are paved with curbing on both sides. Sidewalks are in place along the west side of Fox Road and along the side of Malone Court. There are no sidewalks along the subject parcel's frontage on either street. Fox Road and

Sumner Boulevard are classified as mixed-use streets (Avenue, 2-Lane, Divided). Malone Court is a neighborhood street.

There are no City of Raleigh CIP projects or state STIP projects planned for either street in the vicinity of the Z-8-2017 site. There are no public street stubs abutting the Z-8-2017 parcel. The abutting parcels to the north are single family residential; those to the east are multi-family residential. There are no opportunities for cross access.

The site lies at a signalized intersection with cross walks on the southern and western approach. Site access will be restricted to a single point on Malone Court opposite Three Bears Lane.

In accordance with UDO section 8.3.2, the maximum block perimeter for R-10 zoning is 2,500 feet. The adjoining residential neighborhoods to the north and east were constructed with dead-end streets that preclude connectivity. The neighborhood on the south side of Malone Court has a block perimeter of 1,400 feet.

The existing land use is a single family dwelling which generates virtually no traffic. Approval of case Z-8-2017 would increase average peak hour trip volumes by 5 veh/hr in the AM peak and by 20 veh/hr in the PM peak; daily trip volume will increase by 154 veh/day. These volumes are long-term averages and will vary from day to day. A traffic impact analysis report is not needed for case Z-8-2017.

Z-8-2017 Existing Land Use (Residential)	Daily	AM	PM
	10	1	1
Z-8-2017 Current Zoning Entitlements (Residential)	Daily	AM	PM
	48	5	5
Z-8-2017 Proposed Zoning Maximums (Residential)	Daily	AM	PM
	202	10	25
Z-8-2017 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	<b>154</b>	<b>5</b>	<b>20</b>

**Impact Identified: No Sidewalks or cross walks about the subject parcel.**

#### 4.2 Transit

This section of Fox Road is not currently served by transit

Neither the City of Raleigh Short Range Transit Plan nor the Wake County Transit Investment Strategy call for future service here.

GoRaleigh Route 25L Triangle Town Center serves Sumner Blvd/Triangle Town Blvd which is approximately 1/3 mile away

**Impact Identified: None**

#### 4.3 Hydrology

<i>Floodplain</i>	No FEMA Floodplain present
<i>Drainage Basin</i>	Perry
<i>Stormwater Management</i>	Subject to stormwater regulations under Article 9 of UDO.
<i>Overlay District</i>	none

**Impact Identified: None**

#### **4.4 Public Utilities**

	<b>Maximum Demand (current use)</b>	<b>Maximum Demand (current zoning)</b>	<b>Maximum Demand (proposed zoning)</b>
<i>Water</i>	0 gpd	3,125 gpd	8,125 gpd
<i>Waste Water</i>	0 gpd	3,125 gpd	8,125 gpd

##### **Impact Identified: None**

The proposed rezoning would add approximately 8,125 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

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**

Spring Forest Park provides recreation services for the site, .27 miles distance.

There are no existing or proposed greenway corridors on greenway trails on or adjacent to this site.

##### **Impact Identified: None**

#### **4.6 Urban Forestry**

The subject site is smaller than two acres. Compliance with UDO Article 9.1 Tree Conservation will not be required when this parcel developed unless it is recombined to a total site acreages of less than or equal to 2 acres.

##### **Impact Identified: None**

#### **4.7 Designated Historic Resources**

The site is not located within or adjacent to a National Register Historic District and/or Raleigh Historic Overlay District. It does not include nor is adjacent to any National Register individually-listed properties and/or Raleigh Historic Landmarks.

##### **Impact Identified: None**

#### **4.8 Community Development**

**Impact Identified: None.**

#### **4.9 Impacts Summary**

No major impacts were identified.

#### **4.10 Mitigation of Impacts**

No major mitigation required.

## **5. Conclusions**

The rezoning request for R-10 is inconsistent with the FLUM designation of Low Density Residential, which calls for one to six units per acre. However, the proposal can still be considered consistent with the Comprehensive Plan overall.

The Urban Form Map, which places the site within a City Growth Center, foresees more intensive development than the site's current zoning.

The proposal can be considered consistent with the vision themes "Managing Our Growth," "Expanding Housing Choices," and "Growing Successful Neighborhoods" by increasing development intensity, providing additional housing options, and reflecting the existing development pattern in the surrounding established community.

The proposal can also be established without adversely impacting the existing character of the area because the community is developed with the intensity of Moderate Density Residential. Further, the applicant has proposed a condition to prohibit the construction of apartment buildings which may have been out of line with the character of the area.

# Rezoning Application



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

## REZONING REQUEST

☐ General Use ☒ Conditional Use ☐ Master Plan

Existing Zoning Base District **R-4** Height Frontage Overlay(s) \_\_\_\_\_

Proposed Zoning Base District **R-10** Height Frontage Overlay(s) \_\_\_\_\_

Click [here](#) to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.

OFFICE  
USE ONLY

Transaction #

**MAR 14 2017 PM 2:10**  
Rezoning Case #

If the property has been previously rezoned, provide the rezoning case number: **N/A**

Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:

**497405**

## GENERAL INFORMATION

Date **MARCH 10, 2017** Date Amended (1) **MARCH 10, 2017** Date Amended (2) **MARCH 10, 2017**

Property Address **6100 FOX ROAD**

Property PIN **1726895468**

Deed Reference (book/page) **DB 015764/PAGE 02049**

Nearest Intersection **FOX ROAD/ MALONE COURT**

Property Size (acres) **1.47**

(For PD Applications Only) Total Units

Total Square Feet

Property Owner/Address

**MURDOCK AND GANNON CONSTR.  
PO BOX 61370  
RALEIGH NC 27661-1370**

Phone **9196495549** Fax

Email **STEPHENGANNON2003@YAHOO.COM**

Project Contact Person/Address

**GEORGE "MAC" MCINTYRE PE  
4932 B WINDY HILL DRIVE  
RALEIGH NC 27614**

Phone **9194275227** Fax

Email **MACMCINTYREPE@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.

REZONING APPLICATION ADDENDUM #1	
Comprehensive Plan Analysis	OFFICE USE ONLY  Transaction #  Rezoning Case #
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.	
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.	
<p>THE PROPOSED REZONING IS CONSISTENT WITH THE PROPOSED FUTURE LAND USE DESIGNATIONS. THE PROPOSED</p> <p>1. REZONING LIMITS DEVELOPMENT TO A RESIDENTIAL USE THAT IS CALLED FOR ON THE LAND USE PLAN AND PROPERTIES REZONED ADJACENT TO SITE HAVE BEEN REZONED TO ALLOW FOR MULTIFAMILY DEVELOPMENT AS WELL</p>	
2.	
3.	
4.	
PUBLIC BENEFITS	
Provide brief statements regarding the public benefits derived as a result of the rezoning request.	
<p>THE PROPOSED DEVELOPMENT WILL ALLOW FOR DEVELOPMENT OF AFFORDABLE HOUSING IN THIS AREA THAT</p> <p>1. IS NEEDED. IN ADDITION THE CLOSE PROXIMITY TO SCHOOLS AND COMMERCIAL AREAS NEARBY WILL ALLOW FOR SHORT TRAVEL DISTANCES FOR SHOPPING AND EDUCATION FOR HOMEOWNERS IN THIS DEVELOPMENT.</p>	
2.	
3.	
4.	



**REZONING APPLICATION ADDENDUM #2****Impact on Historic Resources**

The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.

**OFFICE USE ONLY****Transaction #****Rezoning Case #****INVENTORY OF HISTORIC RESOURCES**

List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.

**THERE ARE NO HISTORIC RESOURCES LOCATED ON SITE AND THEREFORE NO IMPACT TO HISTORIC RESOURCES WILL OCCUR**

**PROPOSED MITIGATION**

Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.

**NO NEGATIVE IMPACTS AND THEREFORE NO MITIGATION WILL BE REQUIRED**

## URBAN DESIGN GUIDELINES

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", or
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor"

as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban Form Designation: City Growth Center

*Click [here](#) to view the Urban Form Map.*

- |    |   |
|----|---|
| 1. | <p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p><b>Response:</b></p> <p>The proposed tract to be rezoned is in the City Growth Center. The proposed development would provide a compact medium density residential development with pedestrian friendly access to commercial shopping areas</p>  |
| 2. | <p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p><b>Response:</b></p> <p>The proposed development will be townhomes that will closely match the density and heights of the townhomes on the adjacent property</p>  |
| 3. | <p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p><b>Response:</b></p> <p>The road network providing access to the townhomes being proposed will have a direct connection to the neighborhood road adjacent to site.</p>  |
| 4. | <p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p><b>Response:</b></p> <p>Adjacent properties next to site are already developed and therefore there is no benefit to stubbing to properties. The road system within the site will have Raleigh standard turnarounds</p> |
| 5. | <p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p><b>Response:</b></p> <p>The proposed site is only 1.4 acres and block faces will be less than 660'</p>   |

6.	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p><b>Response:</b></p> <p>The proposed design of the site will provide that the streets should be lined by buildings rather than parking . Garage entrances shall located at the side or rear of property</p>
7.	<p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i></p> <p><b>Response:</b></p> <p>Buildings are planned to be designed to be close to pedestrian oriented streets within 25 ' of curb</p>
8.	<p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p><b>Response:</b></p> <p>The buildings will located near the intersection . No parking , loading or service will be located near intersection.</p>
9.	<p><i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i></p> <p><b>Response:</b></p> <p>The urban open space will be layed out where it is easily accessible from building entrances or sidewalks</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p><b>Response:</b></p> <p>The development will direct from adjacent streets and will allow multiple points of entry</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p><b>Response:</b></p> <p>The active uses within the perimeter open spaces if required will provide for the higher density residential uses proposed</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p><b>Response:</b></p> <p>Any required urban open space will be visually enclosed and be comfortable to users</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p><b>Response:</b></p> <p>Outdoor seating in any required public space will be provided</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p><b>Response:</b></p> <p>If parking lots are used instead of garages , the parking lots will be located behind or to the side of the building</p>
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p><b>Response:</b></p> <p>Parking lots will be located behind or in the interior of a block when possible and if necessary no more than 1/3 of frontage</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p><b>Response:</b></p> <p>No parking structures are proposed</p>
17.	<p><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></p> <p><b>Response:</b></p> <p>This proposed townhome development is within walking distance of transit stops therefore permitting public transit accessibility</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p><b>Response:</b></p> <p>Pedestrian walkways within the proposed development will provide comfortable access to the existing public sidewalks that access the transit stops</p>
19.	<p><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></p> <p><b>Response:</b></p> <p>Wherever possible natural resources will be preserved on site</p>

20.	<p><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></p> <p><b>Response:</b></p> <p>Both public and /or private streets within the development shall be designed for main public spaces of Raleigh and will be scaled for pedestrians</p>
21.	<p><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></p> <p><b>Response:</b></p> <p>Sidewalks within the proposed residential areas shall be between 5 to 8 feet wide</p>
22.	<p><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></p> <p><b>Response:</b></p> <p>Residential streets proposed will provide for an appropriate tree canopy</p>
23.	<p><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></p> <p><b>Response:</b></p> <p>Proper spatial definitions shall be adhered to with the site and building design.</p>
24.	<p><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></p> <p><b>Response:</b></p> <p>The primary entrances of the townhomes shall be on the front facade of any building and will face the primary public street</p>
25.	<p><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></p> <p><b>Response:</b></p> <p>Architect will incorporate in the residential townhomes design details that will appeal to pedestrians along sidewalks</p>
26.	<p><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></p> <p><b>Response:</b></p> <p>Sidewalks shall be designed to provide for pedestrian movement and casual social interaction</p>



# Planning & Development

## Development Services Customer


### Service Center

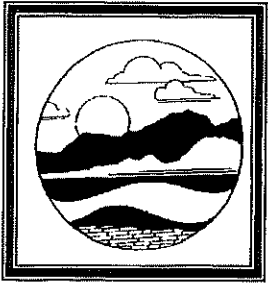
One Exchange Plaza, Suite 400  
Raleigh, North Carolina 27601  
Phone 919-996-2495  
Fax 919-516-2685

Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number	Z-8-17	Transaction Number
Date Submitted	MAY 9, 2017	

NARRATIVE OF ZONING CONDITIONS OFFERED	
1.	THE APARTMENT BUILDING TYPE (SECTIONS 1A.1.D, 2.2.4, 2.3.5, 2A.5) IS PROHIBITED
2.	
3.	
4.	
5.	
6.	
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
	Stephen A. Carron



# McIntyre & Associates, P.L.L.C.

Engineers and Land Planners

4932-B Windy Hill Drive  
Raleigh, NC 27609  
Phone (919) 876-0145  
Fax (919) 876-0699

February 9, 2017

Re: 6100 Fox Road

Neighboring Property Owners:

You are invited to attend neighborhood meeting on **February 27, 2017.**

The meeting will be held at 4932B Windy Hill Drive in Raleigh and will begin at 7:30 pm. The purpose of the meeting is to discuss a potential rezoning of the property located at 6100 Fox Road. This site is currently zoned R-4 and is proposed to be rezoned R-10 CU. The City of Raleigh requires that prior to the submittal of any rezoning application, a neighborhood meeting involving the property owners within 100 feet of the area requested for rezoning. If you have any concerns or questions, I can be reached at 919-427-5227. The City of Raleigh Planning Department can provide more specific information on rezoning. The city of Raleigh's web address is [www.raleighnc.gov](http://www.raleighnc.gov) . The email and phone number of City Planning is ( [rezoning@raleighnc.gov](mailto:rezoning@raleighnc.gov), 919-996-2626)

Thank you,

Mac McIntyre P.E.

[illegible]



## SUMMARY OF ISSUES

A neighborhood meeting was held on FEBRUARY 27, 2017 (date) to discuss a potential rezoning located at 6100 FOX ROAD (property address).

The neighborhood meeting was held at 4932 B WINDY HILL DR, RALEIGH (location).

There were approximately 1 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

QUESTION OF TYPE OF DEVELOPMENT
WOULD REZONING COSTS ANYTHING TO NEIGHBOR

Z-8-2017 Existing Land Use (Residential)	Daily	AM	PM
	10	1	1
Z-8-2017 Current Zoning Entitlements (Residential)	Daily	AM	PM
	48	5	5
Z-8-2017 Proposed Zoning Maximums (Residential)	Daily	AM	PM
	202	10	25
Z-8-2017 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	154	5	20
<b>Z-8-2017 Traffic Study Worksheet</b>			
<b>6.23.4</b>	<b>Trip Generation</b>	<b>Meets TIA Conditions? (Y/N)</b>	
A	Peak Hour Trips $\geq$ 150 veh/hr	No, the change in average peak hour trip volume is 20 veh/hr	
B	Peak Hour Trips $\geq$ 100 veh/hr if primary access is on a 2-lane street	No	
C	More than 100 veh/hr trips in the peak direction	No	
D	Daily Trips $\geq$ 3,000 veh/day	No, the change in average daily trip volume is 154 veh/day	
E	Enrollment increases at public or private schools	Not Applicable	
<b>6.23.5</b>	<b>Site Context</b>	<b>Meets TIA Conditions? (Y/N)</b>	
A	Affects a location with a high crash history [Severity Index $\geq$ 8.4 or a fatal crash within the past three years]	No	
B	Takes place at a highly congested location [volume-to-capacity ratio $\geq$ 1.0 on both major street approaches]	No	
C	Creates a fourth leg at an existing signalized intersection	No	
D	Exacerbates an already difficult situation such as a RR Crossing, Fire Station Access, School Access, etc.	No	
E	Access is to/from a Major Street as defined by the City's Street Plan Map	No	
F	Proposed access is within 1,000 feet of an interchange	No	
G	Involves an existing or proposed median crossover	No	
H	Involves an active roadway construction project	No	
I	Involves a break in controlled access along a corridor	No	
<b>6.23.6</b>	<b>Miscellaneous Applications</b>	<b>Meets TIA Conditions? (Y/N)</b>	
A	Planned Development Districts	No	
B	In response to Raleigh Planning Commission or Raleigh City Council concerns	None received by Transportation Planning as of April 13, 2017	