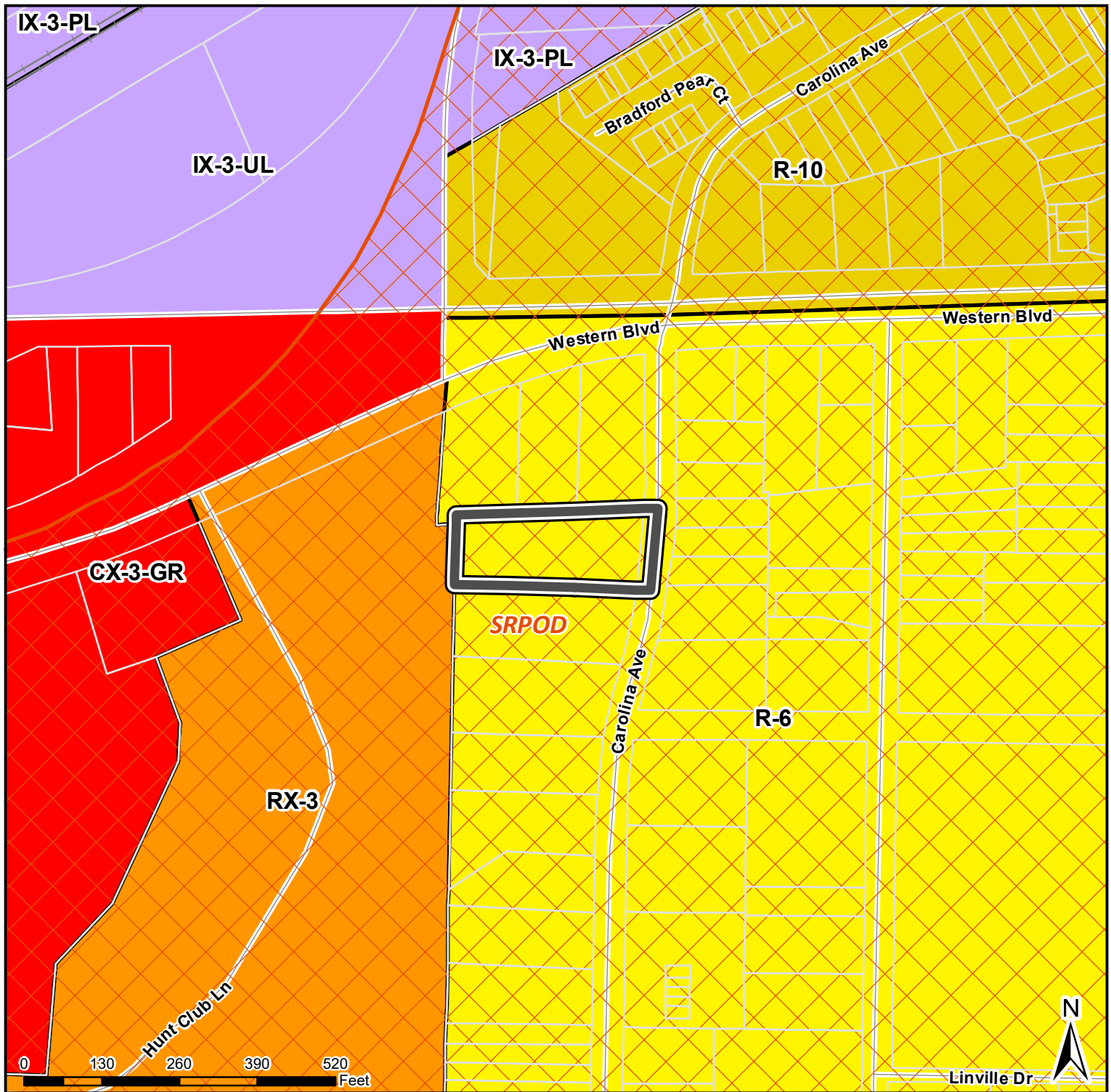
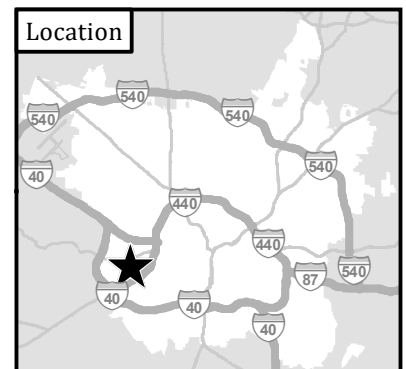


Existing Zoning

Z-8-2020



Property	510 Carolina Ave
Size	0.89 acres
Existing Zoning	R-6 w/SRPOD
Requested Zoning	R-10-CU w/SRPOD





Raleigh

MEMO

TO: Ruffin Hall, City Manager
THRU: Ken Bowers, AICP, Director
FROM: Sara Ellis, Senior Planner
DEPARTMENT: Planning and Development
DATE: August 20, 2020

SUBJECT: City Council agenda item for September 01, 2020 – Z-8-20

On August 18, 2020, City Council authorized the public hearing for the following item:

Z-08-20 510 Carolina Avenue on its westside, consisting of Wake County PIN 0784308827. Approximately .89 acres are requested by Kenneth Haywood on behalf of the property owner to be rezoned.

Signed zoning conditions provided on July 31, 2020 prohibit the apartment building type; require a protective yard be installed along the southern property boundary meeting the UDO Type A2 standards; prohibit the use of vinyl on the exterior of the structure; require the front vegetative buffer remain undisturbed from the edge of the property, extending 75'.

Current zoning: Residential-6 with the Special Residential Parking Overlay District (R-6 w/SRPOD)

Requested zoning: Residential-10 with the Special Residential Parking Overlay District (R-10 w/SRPOD)

The request is **consistent** with the 2030 Comprehensive Plan.

The request is **consistent** with the Future Land Use Map.

The Planning Commission recommends approval of the request (9-0).

Attached are the Planning Commission Certified Recommendation (including Staff Report), the Zoning Conditions, the Petition for Rezoning, and the Neighborhood Meeting Report.

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

One Exchange Plaza
1 Exchange Plaza, Suite 1020
Raleigh, North Carolina 27601

City of Raleigh
Post Office Box 590 • Raleigh
North Carolina 27602-0590
(Mailing Address)



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 12020

CASE INFORMATION: Z-8-20; 510 CAROLINA AVENUE

Location	Carolina Avenue, approximately 300 feet south of the intersection of Carolina Avenue and Western Boulevard. More generally about a tenth of a mile south of the intersection of Western Boulevard and Hillsborough Street. Address: 510 Carolina Avenue PINs: 0784308827 iMaps , Google Maps , Directions from City Hall
Current Zoning	R-6 w/ SRPOD
Requested Zoning	R-10-CU w/SRPOD
Area of Request	.89 acres
Corporate Limits	The site is located within Raleigh's Corporate City limits.
Property Owner	Ronald H. Garber 3316 Childers St. Raleigh, NC 27612
Applicant	Kenneth C. Haywood, Attorney PO Box 12347 Raleigh, NC 27605
PC Recommendation Deadline	September 09, 2020

SUMMARY OF PROPOSED CONDITIONS

1. Prohibit the apartment building type.
2. A protective yard shall be installed adjacent to the southern property boundary (PIN 0784308715) meeting the standards of the UDO Type A2 Protective Yard.
3. Prohibit the use of vinyl on the exterior of the structure.
4. The front vegetative buffer shall remain undisturbed from the edge of the property extending 75', unless a conflicting UDO requirement applies.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Moderate Density Residential
Urban Form	Core Transit Area
Consistent Policies	Policy LU 1.2 Future Land Use Map and Zoning Consistency Policy LU 2.2 Compact Development

	Policy LU 4.7 Capitalizing on Transit Access Policy H 1.8 Zoning for Housing
Inconsistent Policies	Policy LU 8.5 Conservation of Single-Family Neighborhoods

FUTURE LAND USE MAP CONSISTENCY

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

COMPREHENSIVE PLAN CONSISTENCY

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

PUBLIC MEETINGS

Neighborhood Meeting	CAC	Planning Commission	City Council
December 3, 2019 4 Attendees	None	03/24/2020 (Meeting cancelled), 05/12/20 (Deferral Request), 6/9/20, 6/23/2020, 6/30/2020, 08/11/2020	7/7/2020 (Time Extension Request). 8/18/2020 9/1/2020, 9/15/2020

PLANNING COMMISSION RECOMMENDATION

The rezoning case is **Consistent** with the Future Land Use Map and **Consistent** with the relevant policies in the Comprehensive Plan, furthermore **Approval/Denial** is reasonable and in the public interest because:

Reasonableness and Public Interest	The request is consistent with the 2030 Comprehensive Plan the Future Land Map, the applicant made considerable efforts to work with the community and it is reasonable and in the public interest because it would add much needed housing to the area.
Change(s) in Circumstances	N/A

Amendments to the Comprehensive Plan	N/A
Recommendation	Approval
Motion and Vote	Motion: Lampman Second: Fox In Favor: Bennett, Fox, Hicks, Lampman, Miller, McIntosh, O'Haver, Tomasulo and Winters
Reason for Opposed Vote(s)	N/A

ATTACHMENTS

1. Staff report
2. Rezoning Application
3. Original conditions

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 and Comprehensive Plan Amendment Analysis.

Planning Director Date

Planning Commission Chair Date

Staff Coordinator: Sara Ellis: (919) 996-2234; Sara.Ellis@raleighnc.gov



ZONING STAFF REPORT – CASE Z-8-20

Conditional Use District

Overview

The request is to rezone a 0.89 acre parcel from Residential-6 with the Special Residential Parking Overlay District (R-6 w/SRPOD) to Residential-10 with Conditions and the Special Residential Parking Overlay District retained (R-10-CU w/ SRPOD). The Special Residential Parking Overlay limits the vehicular surface area located in the front yard of single-unit living in detached dwellings. Offered zoning conditions prohibit the apartment building type; prohibit vinyl siding; require the existing vegetative buffer be retained in the front setback of the property; and require plantings meeting the UDO standards for a Type A2 Protective Yard be installed adjacent to the southern property line of the neighboring parcel to the south of the site (Wake County PIN 0784308715).

The site is located at 510 Carolina Avenue, approximately 300 feet south of the intersection of Carolina Avenue and Western Boulevard and more generally about a tenth of a mile south of the intersection of Western Boulevard and Hillsborough Street. The site is currently developed with a single detached dwelling and contains a stand of mature evergreen trees and small daylight stream that drains from the north to the south and continues from the property southbound to Lake Cramer. The front 80 feet of the property contain the stream and tree stand, which will be left undistributed as specified by the zoning conditions. The topography on the site slopes upward from Carolina Avenue eastwards towards the neighboring apartment complex.

The properties in the blocks to the east of the rezoning site share the current R-6 w/SRPOD zoning designation. The property abutting the rezoning site to the west contains a 13-acre apartment complex with Residential Mixed Use zoning with a three-story height limit (RX-3). The surrounding neighborhood contains many houses that occupy two lots, which if redevelopment were to occur could result in increased density. Abutting the apartment complex west of the site, the zoning intensity increases to Commercial Mixed Use with a three-story height limit and green frontage (CX-3-GR) along the Western Boulevard and Jones Franklin intersection.

The site's immediate neighbors are an attached dwelling to the south, three detached dwellings to the north that front along Western Boulevard, a combination of townhouses and detached dwellings to the east, and an apartment complex with three story garden-style buildings to the west.

The request is consistent with the Future Land Use Map (FLUM) designation for the area of Moderate Density Residential, which recommends residential uses at a density of six to fourteen units per acre. The request would allow up to an estimated eight units per acre of residential development and permit the townhouse building types, which is not currently permitted in the existing R-6 zoning.

The site is also located within a Core Transit Area on the Urban Form Map (Map UD-1), which are areas located within a quarter mile of corridors proposed for bus rapid transit. The Core Transit Area designation recommends an urban or hybrid approach to frontage in the area, depending on the context. The proposal does not include a frontage designation, as it is requesting a residential zoning designation for which frontages cannot be applied. It is of a similar context to surrounding properties in the area and would permit an increase in density which is supported by current policies related to transit and land use.

If the rezoning were approved, the subject site would be the only parcel with an R-10-CU zoning designation in the immediate area, however this request does not appear to be a case of “spot zoning.” North Carolina law defines spot zoning based on four criteria: 1) the size and nature of the tract, 2) compatibility with existing plans, 3) the impact of the zoning decision on the landowner, the immediate neighbors, and the surrounding community, and 4) the relationship between the newly allowed uses in a spot rezoning and the previously allowed uses. As this request is consistent with FLUM and Comprehensive Plan policy guidance, it appears the request can be reasonably accommodated.

Update for August 11, 2020 Planning Commission Meeting

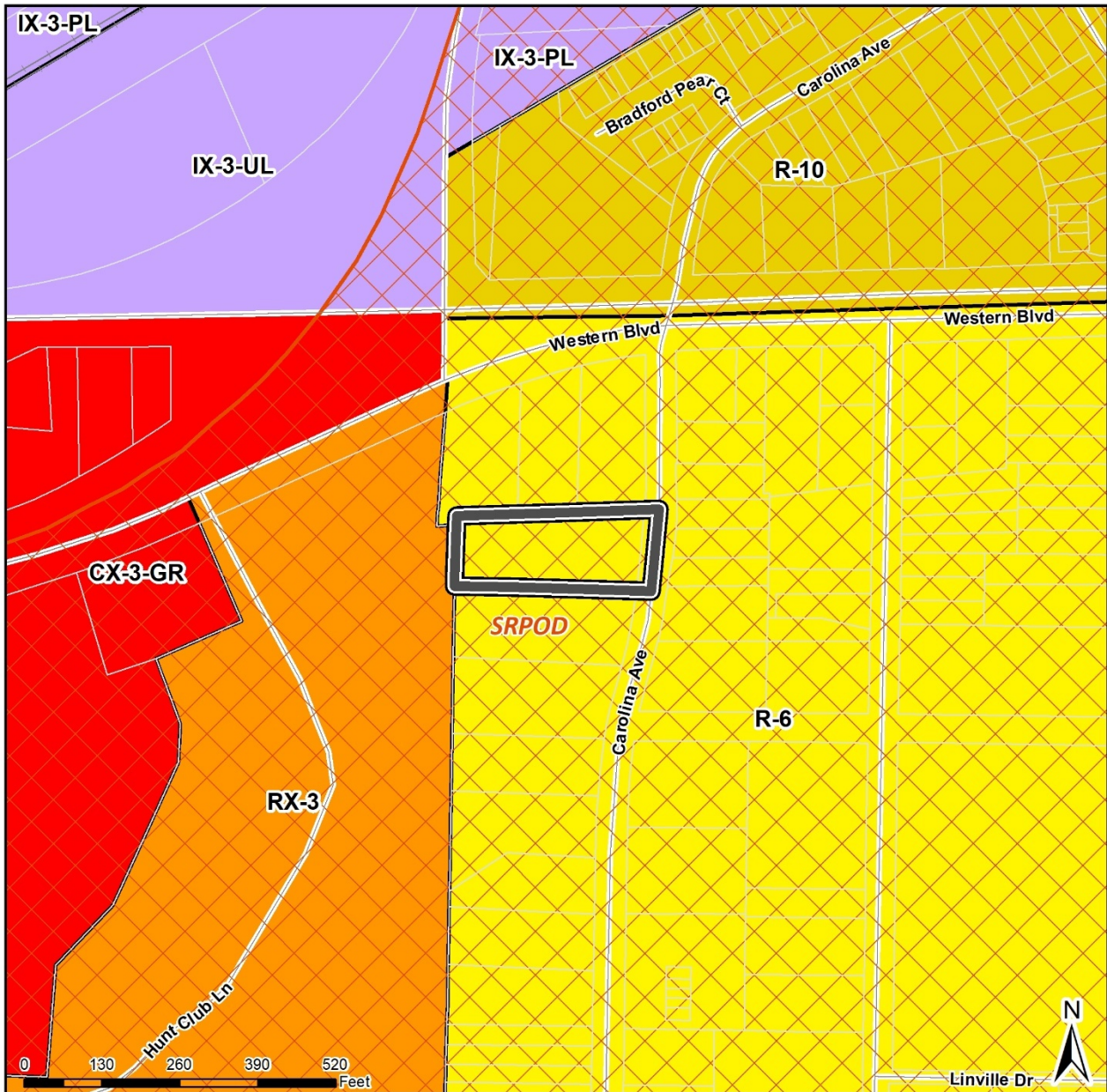
The applicant submitted new zoning conditions that will specify the number, and types of tree plantings that will be required along the southern boundary of the property; and specify the distance of the undisturbed vegetative buffer in the front of the property along Carolina Avenue. These conditions do not impact the consistency of the case, and it continues to remain consistent with the 2030 Comprehensive Plan and Future Land Use Map.

OUTSTANDING ISSUES

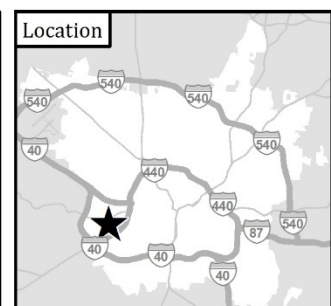
Outstanding Issues	1. None	Suggested Mitigation	N/A
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Existing Zoning

Z-8-2020



Property	510 Carolina Ave
Size	0.89 acres
Existing Zoning	R-6 w/SRPOD
Requested Zoning	R-10-CU w/SRPOD

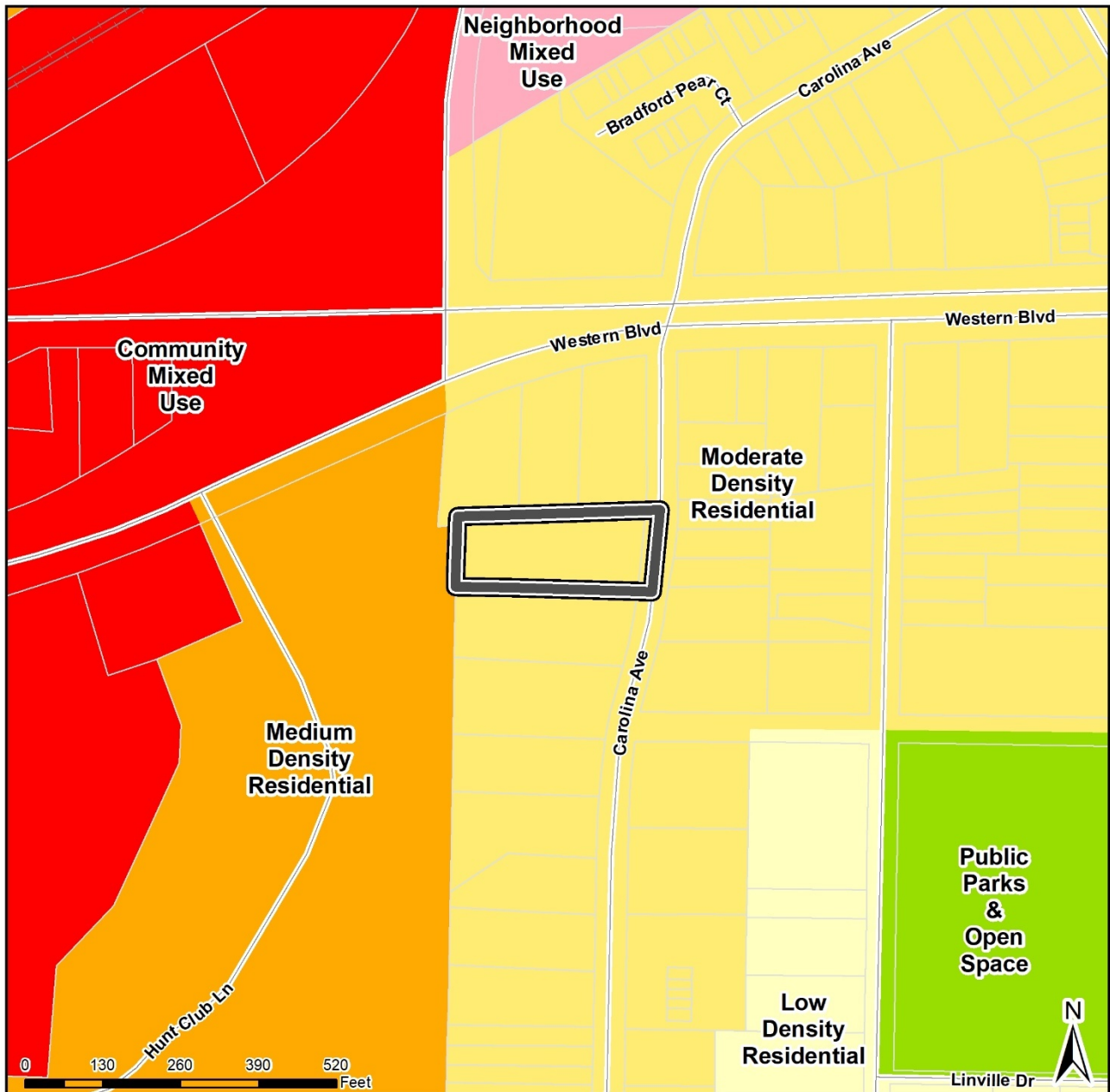


Map by Raleigh Department of City Planning (mansolfj); 2/3/2020

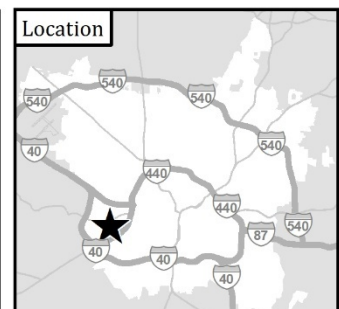
Z-8-20, 510 Carolina Avenue

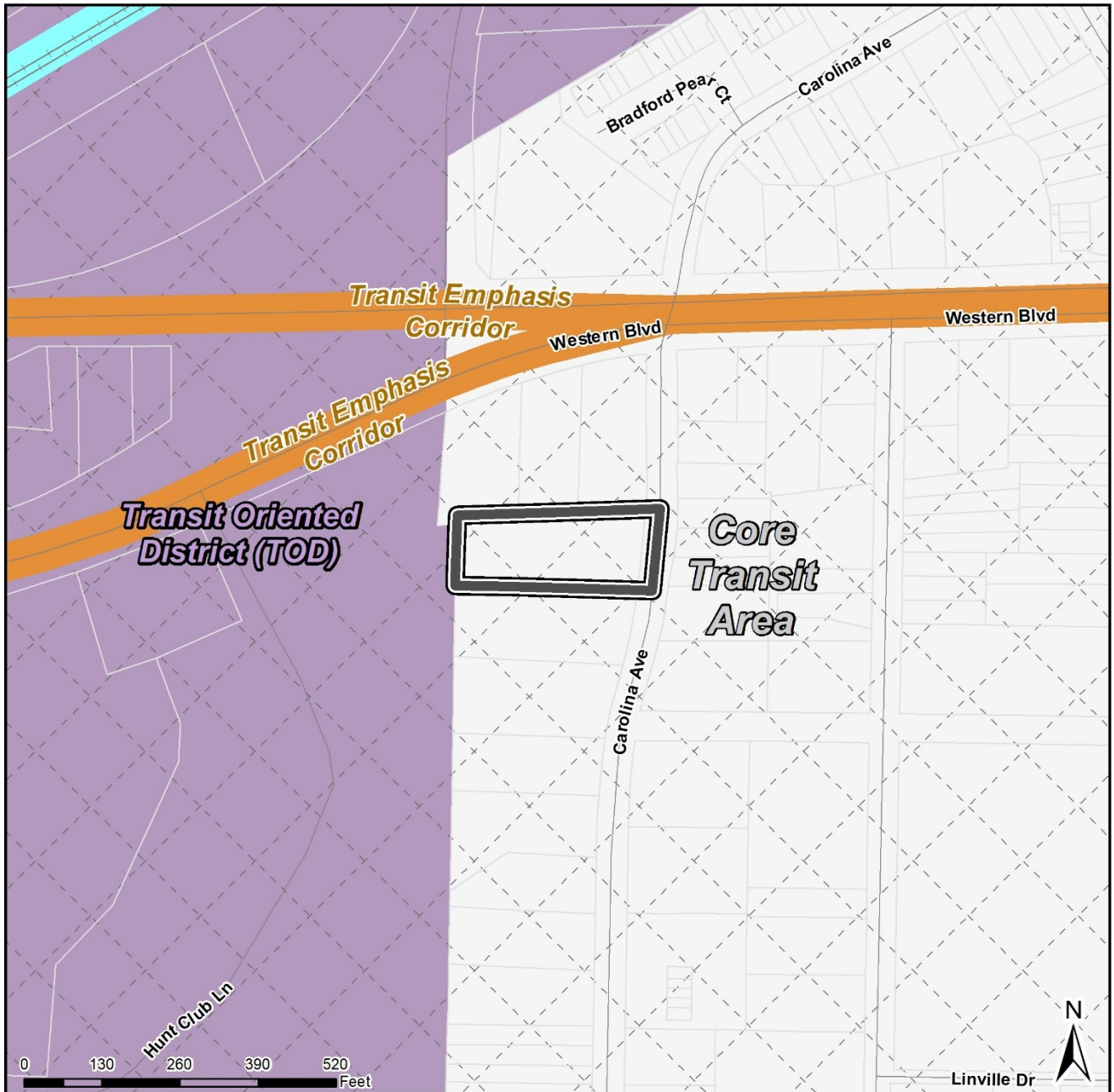
Future Land Use

Z-8-2020

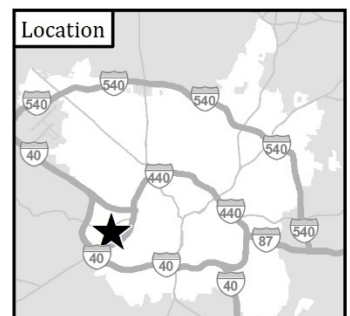


Property	510 Carolina Ave
Size	0.89 acres
Existing Zoning	R-6 w/SRPOD
Requested Zoning	R-10-CU w/SRPOD





Property	510 Carolina Ave
Size	0.89 acres
Existing Zoning	R-6 w/SRPOD
Requested Zoning	R-10-CU w/SRPOD



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?

*This proposal is consistent with the **Expanding Housing Choices** vision theme, which encourages expanding the supply of affordable housing choices. The request is to increase residential density from a currently permitted six units per acre, to a permitted ten units per acre. The request would also allow the Townhome building type, which is not permitted under R-6 zoning.*

*This proposal is consistent with the **Coordinating Land Use and Transportation** vision theme, which encourages coordinating land use planning with transportation investments. The site is located approximately 1/10th a mile or about 300 feet south of Western Boulevard, a corridor planned for Bus Rapid Transit service. Policies related to transit and land use suggest increasing residential density in close proximity to planned transit investments. If approved, the subject site would add housing units in an area with easy access to planned transit investments.*

*The request is consistent with the **Growing Successful Neighborhoods and Communities** vision theme, which encourages careful infill that complements the existing character of the area and creates diverse, walkable neighborhoods providing convenient access to open space, community services, retail, and employment. It would allow for infill development that can increase housing density in an area located proximate to a planned Bus Rapid Transit Route.*

- B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?

Yes, the request to rezone to R-10-CU w/SRPOD is consistent with the FLUM designation for the area of Moderate Density Residential that envisions residential uses at a density of six to fourteen units per acre.

- 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?

The use is specifically designated on the Future Land Use Map.

- D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

Yes, sufficient streets and public utilities are available at City standards to serve the proposed increase in residential density.

Future Land Use

Future Land Use designation: Moderate Density Residential

The rezoning request is

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

☐ **Inconsistent**

The request is consistent with the FLUM designation for Moderate Density Residential, which recommends residential uses at a density of six to fourteen units per acre. This request would permit a slight increase in density from five total units to eight total units, which is consistent with the FLUM.

Urban Form

Urban Form designation: Core Transit Area

The rezoning request is

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

☐ **Inconsistent**

☒ **Other**

Overview: The site is located within a Core Transit Area on the Urban Form Map (Map UD-1), which are areas located within a quarter mile of corridors proposed for bus rapid transit. The Core Transit Area designation recommends an urban or hybrid approach to frontage in the area, depending on the context. The proposal does not include a frontage designation, as it is requesting a residential zoning designation for which frontages cannot be applied.

Impact: The proposal would allow for an increase in density in an area within close proximity to a planned transit route.

Compatibility: The proposal is compatible with surrounding character of the area, as it would permit a gradual increase in density within ¼ a mile of planned transit investments.

Compatibility

The proposed rezoning is

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

☐ **Incompatible.**

The density and building types allowed by the requested zoning are compatible with the surrounding development pattern. Overall density of the site could be up to ten units per acre, and the zoning category would allow townhomes. This is compatible with the similar density of surrounding residential developments, as it would permit an estimated eight total units.

Public Benefits of the Proposed Rezoning

- Potential increase in residential density in an area near planned transit investments.
- Potential increase in types of housing permitted; R-6 zoning does not permit townhomes, but this building type is permitted in the requested R-10 zoning district.

Detriments of the Proposed Rezoning

- None identified.

Policy Guidance

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

Policy LU 1.2 Future Land Use Map and Zoning Consistency

The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.

- The Future Land Use Map designates areas identified for Moderate Density Residential to have a density of six to fourteen units per acre. The request will allow for up to ten units per acre, which is consistent with the FLUM designation.

Policy LU 2.2 Compact Development

New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development.

- The request would allow a more compact form of development by permitting the townhouse building type, and increasing the permitted density from six units per acre

to ten units per acre. This may support the future Bus Rapid Transit investments planned for the Western Boulevard Corridor approximately 400 feet north of the site.

Policy LU 4.7 Capitalizing on Transit Access

Sites within a half-mile of planned and proposed fixed guideway transit stations should be developed with intense residential and mixed uses to take full advantage of and support the City and region's investment in transit infrastructure.

- If approved, the subject site would add housing units within ¼ a mile of a planned Bus Rapid Transit route on Western Boulevard, as listed in the Wake County Transit Plan.

Policy H 1.8 Zoning for Housing

Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.

The request would increase the permitted residential density from a currently allowed six units per acre, to a permitted ten units per acre. Given the size of the property, staff estimates that would increase the total number of units permitted by three. The request would also expand the types of buildings allowed to include the townhouse building type.

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

Policy LU 8.5 Conservation of Single-Family Neighborhoods

Protect and conserve the City's single-family neighborhoods and ensure that their zoning reflects their established low density character. Carefully manage the development of vacant land and the alteration of existing structures in and adjacent to single-family neighborhoods to protect low density character, preserve open space, and maintain neighborhood scale.

- If approved, the proposal would permit a greater density of residential development than currently exists throughout the area immediately surrounding this site. This may alter the existing neighborhood character.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	37	The transit score is slightly higher than the City's average, but this may increase with the implementation of the Western Boulevard BRT line.
Walk Score	30	45	The walk score is higher than the City's average but indicates that most errands do require a car given the proximity of grocery and other essential services to the site.

Source: [Walk Score](#) is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. The scores also correlate with shorter vehicle trips, which also produce less carbon. The city has a wide range of scores. Raleigh Municipal Building, for instance, has a Walk Score of 92, meaning the area is highly pedestrian-friendly and that many destinations are within a short walk. Some areas in the city have scores in single digits, indicating that few if any destinations are within walking distance, so nearly all trips are made by car.

Summary: The Transit and Walk Scores are both higher than the City's average, and these scores may increase when the Western Boulevard Bus Rapid Transit (BRT) line is implemented. While the locations of the bus stops along Western Boulevard have not been determined, the site is located about 300 feet south of Western Boulevard and the site is located within a Core Transit Area which indicates it will be served by enhanced transit. The walk score is higher than the City's average, but indicates that a car is required for most trips likely due to the lack of grocery and other essential services within walking distance of the site. Carolina Avenue does not currently have sidewalks, but this may change with the implementation of BRT planning efforts.

Carbon/Energy Footprint: Housing

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	Yes
Townhouse	56.5	Yes

Small Apartment (2-4 units)	42.1	No
Larger Apartment	34.0	No

Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.

Summary: The request will permit the Townhouse building type, which is not currently permitted in R-6 zoning, unless as part of an approved conversation development which requires a minimum lot size larger than this property. While the apartment building type is permitted in R-10, the proposal includes conditions that prohibit that building type.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds	The request will allow an increase of an estimated 3 total units.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	The request will permit the Townhouse and attached building types in addition to the detached housing type.
If not a mixed-use district, does it permit smaller lots than the average?*	Yes	The request will permit the Townhouse building type on a minimum 3,300 square foot lot.
Is it within walking distance of transit?	Yes	The site is located within walking distance to the 11L Buck Jones Connection, which has a stop approximately 350 feet from the site.

*The average lot size for detached residential homes in Raleigh is 0.28 acres or 12,000 square feet.

Summary: The request will allow a slight increase in the total number of units permitted on the site, and will allow the attached and townhouse building types which are not permitted under the current R-6 entitlement.

IMPACT ANALYSIS

Historic Resources

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

Impact Identified: None.

Parks and Recreation

1. This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.
2. Nearest existing park access is provided by Powell Drive Park (0.8 miles) and Kaplan Drive Park (1.7 miles).
3. Nearest existing greenway trail access is provided by Walnut Creek Greenway Trail (1.6 miles).
4. Current park access level of service in this area is graded a B letter grade.

Impact Identified: None.

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	324 gpd	3,125 gpd	5,000 gpd
Waste Water	324 gpd	3,125 gpd	5,000 gpd

1. The proposed rezoning would add approximately 1,875 gpd to the wastewater collection and water distribution systems of the City.
2. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.
3. 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.

4. 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.

Impact Identified: None.

Stormwater

Floodplain	Alluvial soils
Drainage Basin	Simmons
Stormwater Management	UDO 9.2 and 9.3
Overlay District	n/a

Impact Identified: No downstream structural impacts identified.

Transit

There are several transit stops located less than ¼ mile from the site along Western Boulevard at Hillsborough Street, Carolina Avenue and Powell Drive. GoTriangle Route 300 provides service every half hour. GoTriangle Routes 301 and 305 provide additional service during peak times. GoRaleigh Route 11L runs every hour in the eastbound on Western Boulevard, and Route 27 runs every half hour during in the westbound direction on Western Boulevard.

Additionally, the subject site is near a planned bus rapid transit route. The City is currently studying transportation and land use planning implications through the Western Boulevard Corridor Study.

Impact Identified: None.

Transportation

Site and Location Context

Location

The Z-8-20 Site is in west Raleigh on Carolina Ave between Western Boulevard and Scarlet Maple Drive.

Area Plans

The Z-11-19 site is located within the Raleigh-Cary Rail Crossing (RCRX) Study area. The project studied at-grade railroad crossing and sought to determine how future rail station and

road alignments would affect the community. The Powell Drive crossing is the nearest to the subject site. There are no proposed impacts to Carolina Avenue. The site is also impacted by the ongoing Western Boulevard Corridor Study, which will plan for bus rapid transit in West Raleigh.

Existing and Planned Infrastructure

Streets

Carolina Ave is not designated in the Street Plan (Map T-1) in the comprehensive plan. It is maintained by City of Raleigh and built with a curb to curb width of a neighborhood yield street (UDO Section 8.4.4.A). Carolina Avenue stubs to undeveloped property approximately 1/3 mile south of the subject property. There is an approved subdivision for the site (S-11-2019) that will extend Carolina Avenue to connect to Ravenwood Drive.

Block perimeter is limited by a shopping center west of the subject site. In accordance with UDO section 8.3.2, the maximum block perimeter for R-10 zoning districts is 2,500 feet. This site is exempt from extending a public street stub by TC-6-2019.

Pedestrian Facilities

There are no sidewalks along the Z-11-19 parcel. There has been 1 fatal pedestrian crash in 2011 near the intersection of Carolina Avenue and Western Boulevard.

Bicycle Facilities

There is no on-street bicycle facility on Carolina Avenue. There are no planned bicycle facilities on Carolina Avenue. There is an existing multi-use path on the south side of Western Boulevard less than 500 feet from the subject site. There have been no bicycle crashes near the site.

Transit

There are several transit stops located less than ¼ mile from the site along Western Boulevard at Hillsborough Street, Carolina Avenue and Powell Drive. GoTriangle Route 300 provides service every half hour. GoTriangle Routes 301 and 305 provide additional service during peak times. GoRaleigh Route 11L runs every hour in the eastbound on Western Boulevard, and Route 27 runs every half hour during in the westbound direction on Western Boulevard.

Additionally, the subject site is near a planned bus rapid transit station. The City is currently studying transportation and land use planning implications through the Western Boulevard Corridor Study.

Other Projects

The subject site is not located near any existing City nor NCDOT current transportation projects.

TIA Determination

Based on the Envision results, approval of case Z-8-20 would increase the amount of projected vehicular trips for the site as indicated in the table below. The proposed rezoning

from R-6 w/SRPOD to R-10-CU w/SRPOD would create 2 new trips in the AM peak and 3 new trips in the PM peak. These values do not trigger a Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual.

Z-8-20 Existing Land Use	Daily	AM	PM
Single Family Home	9	1	1
Z-8-20 Current Zoning Entitlements	Daily	AM	PM
R-6 w/SRPOD	47	4	5
Z-8-20 Proposed Zoning Maximums	Daily	AM	PM
R-10-CU w/SRPOD	76	6	8
Z-8-20 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	28	2	3

Impact Identified: Traffic may increase by about 2 trips during the AM peak hour, and 3 trips during the PM peak hour.

Urban Forestry

The site is less than two acres in size, and per UDO Article 9.1 tree conservation would not be required.

Impact Identified: None.

Impacts Summary

The request may cause a small increase in traffic, additional wastewater and water usage due to the slight increase in density.

Mitigation of Impacts

There is no mitigation of impacts required.

CONCLUSION

The request is to rezone an 0.89 acre parcel of land located at 510 Carolina Avenue in western Raleigh from R-6 w/SRPOD to R-10-CU w/SRPOD. This is a conditional use rezoning case, and the associated zoning conditions prohibit the apartment building type; prohibit vinyl siding; require the existing vegetative buffer from the street right of way to the edge of the riparian buffer be undisturbed; and require a protective yard to be installed using Type A2 Protective Yard Standards along the southern property line (adjacent to Wake County PIN 0784308715).

The request is **consistent** with the Future Land Use Map and **consistent** with the 2030 Comprehensive Plan overall. The type of development proposed already exists in the area and can be established without adversely impacting the community.

The request is **consistent** with Comprehensive Plan policies regarding coordinating transit and land use, increasing housing supply, and infill development. The request would support the Vision Themes of Expanding Housing Choices, Coordinating Land Use and Transportation, and Growing Successful Neighborhoods and Communities. The request would also permit increased residential density within ¼ a mile of a planned Bus Rapid Transit Route on Western Boulevard.

While the request is inconsistent with Policy LU 8.5 Conservation of Single-family neighborhoods, as it would permit the townhouse building type, the request is consistent with the FLUM and 2030 Comprehensive Plan overall.

CASE TIMELINE

Date	Action	Notes
02/02/2020	Conditional use rezoning application submitted.	
03/13/2020	Revised conditions submitted.	
07/31/2020	Revised conditions submitted.	Conditions were revised to address Planning Commission's comments to add specificity for tree plantings and preservation of vegetative yard.

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	R-6	R-6	R-6	R-6	RX-3
Additional Overlay	SRPOD	SRPOD	SRPOD	SRPOD	SRPOD
Future Land Use	Moderate Density Residential	Moderate Density Residential	Moderate Density Residential	Moderate Density Residential	Medium Density Residential
Current Land Use	Detached Dwelling	Detached Dwelling	Attached Dwelling	Townhome	Apartment
Urban Form	Core Transit Area	Core Transit Area	Core Transit Area	Core Transit Area	Transit Oriented District

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	R-6 w/SRPOD	R-10-CU w/SRPOD
Total Acreage	0.89	0.89
Setbacks:	Detached Dwelling	Townhouse
Front	10'	10'
Side	5'	0' or 6'
Rear	20'	20'
Residential Density:	5.62	8.99
Max. # of Residential Units	5	8
Max. Gross Building SF	7,875	12,600
Max. Gross Office SF	--	--
Max. Gross Retail SF	--	--
Max. Gross Industrial SF	--	--
Potential F.A.R	0.20	0.33

*The development intensities for proposed zoning districts were estimated using an impact analysis tool. The estimates presented are only to provide guidance for analysis.

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2682

REZONING REQUEST				
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Rezoning Case #	
Existing Zoning Base District	R-6	Height 40		Frontage
Overlay(s)	SRPOD			
Proposed Zoning Base District	R-10	Height 40		Frontage
Overlay(s)	SRPOD			
Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.				
If the property has been previously rezoned, provide the rezoning case number:				
GENERAL INFORMATION				
Date	Date Amended (1)	Date Amended (2)		
Property Address 510 Carolina Ave.				
Property PIN 0784308827		Deed Reference (book/page) 17450/2204		
Nearest Intersection Approximately 285 feet south of Western Boulevard				
Property Size (acres) 0.89	For Planned Development Applications Only:	Total Units	Total Square Footage	
		Total Parcels	Total Buildings	
Property Owner Name/Address		Phone 919/832-3915	Fax 919/832-3918	
Ronald H. Garber 3316 Childers St. Raleigh, NC 27612		Email rgarber@bbghlaw.com		
Applicant Name/Address		Phone 919/821-7700	Fax 919/821-7703	
Kenneth C. Haywood, Attorney PO Box 12347 Raleigh, NC 27605		Email khaywood@hsfh.com		
Applicant* Signature		Email rgarber@bbghlaw.com		

*Please see Page 11 for information about who may submit rezoning applications. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.



CONDITIONAL USE DISTRICT ZONING CONDITIONSZoning Case Number **Z-8-20****OFFICE USE ONLY**

Date Submitted

Rezoning Case #

Existing Zoning **R-6**Proposed Zoning **R-10****Narrative of Zoning Conditions Offered**

1. Vinyl shall be prohibited for use as an exterior material on any residential structure
2. Apartment Building Type is prohibited
3. Unless a conflicting UDO requirement applies, the existing vegetation from the edge of the right of way bounding Carolina Avenue westward to the eastern stream bank and extending 75' southward from the northern property boundary (PIN 0784308827; Deed Book 17450, Page 2204, WCROD) will not be disturbed.
4. A protective yard to consist of the number and type of trees stated in the tree planting standards of UDO Section 7.2.4 Type A2 Protective Yard shall be installed along the southern property line (PIN 0784308715; Deed Book 17253, Page 1723, WCROD) beginning at the western edge of the creek and extending to the southwest corner of the property.

RECEIVED
AUG 05 2020
BY: AK

The property owner(s) hereby offers, consents to, and agrees to abide by, if the rezoning request is approved, the conditions written above. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Property Owner(s) Signature

Ronald H. Garber Print Name RONALD H. GARBER

REZONING APPLICATION ADDENDUM #1	
Comprehensive Plan Analysis The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	OFFICE USE ONLY Rezoning Case #
STATEMENT OF CONSISTENCY	
Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.	
PUBLIC BENEFITS	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	

REZONING APPLICATION ADDENDUM #2	
Impact on Historic Resources	OFFICE USE ONLY Rezoning Case #
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.	
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.	
PROPOSED MITIGATION	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	

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

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>Response:</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>Response:</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>Response:</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>Response:</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>Response:</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>Response:</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>Response:</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>Response:</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>Response:</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>Response:</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>Response:</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>Response:</p>

13.	<i>New public spaces should provide seating opportunities.</i> Response:
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i> Response:
15.	<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> Response:
16.	<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> Response:
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> Response:
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> Response:
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> Response:

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>Response:</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>Response:</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>Response:</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>Response:</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>Response:</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>Response:</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>Response:</p>

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")					
TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input type="checkbox"/>	<input type="checkbox"/>			
2. Pre-Application Conference	<input type="checkbox"/>	<input type="checkbox"/>			
3. Neighborhood Meeting notice and report	<input type="checkbox"/>	<input type="checkbox"/>			
4. Rezoning application review fee (see Fee Schedule for rate)	<input type="checkbox"/>	<input type="checkbox"/>			
5. Completed application, submitted through Permit & Development Portal	<input type="checkbox"/>	<input type="checkbox"/>			
Completed Comprehensive Plan Consistency Analysis	<input type="checkbox"/>	<input type="checkbox"/>			
Completed Response to the Urban Design Guidelines	<input type="checkbox"/>	<input type="checkbox"/>			
6. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties within 500 feet of area to be rezoned	<input type="checkbox"/>	<input type="checkbox"/>			
7. Trip Generation Study	<input type="checkbox"/>	<input type="checkbox"/>			
8. Traffic Impact Analysis	<input type="checkbox"/>	<input type="checkbox"/>			
For properties requesting a conditional use district:					
9. Completed zoning conditions, signed by property owner(s)	<input type="checkbox"/>	<input type="checkbox"/>			
If applicable (see Page 11):					
10. Proof of power of attorney or owner affidavit	<input type="checkbox"/>	<input type="checkbox"/>			
For properties requesting a Planned Development (PD) or Campus District (CMP):					
10. Master Plan (see Master Plan Submittal Requirements)	<input type="checkbox"/>	<input type="checkbox"/>			
For properties requesting an Accessory Dwelling Unit Overlay District (ADUOD):					
15. Copy of ballot and mailing list	<input type="checkbox"/>	<input type="checkbox"/>			

MASTER PLAN SUBMITTAL REQUIREMENTS					
TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – Master Plan	YES	N/A	YES	NO	N/A
1. I have referenced the Master Plan Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input type="checkbox"/>	<input type="checkbox"/>			
2. Total number of units and square feet	<input type="checkbox"/>	<input type="checkbox"/>			
3. 12 sets of plans	<input type="checkbox"/>	<input type="checkbox"/>			
4. Completed application; submitted through Permit & Development Portal	<input type="checkbox"/>	<input type="checkbox"/>			
5. Vicinity Map	<input type="checkbox"/>	<input type="checkbox"/>			
6. Existing Conditions Map	<input type="checkbox"/>	<input type="checkbox"/>			
7. Street and Block Layout Plan	<input type="checkbox"/>	<input type="checkbox"/>			
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input type="checkbox"/>			
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input type="checkbox"/>			
10. Development Plan (location of building types)	<input type="checkbox"/>	<input type="checkbox"/>			
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input type="checkbox"/>			
12. Parking Plan	<input type="checkbox"/>	<input type="checkbox"/>			
13. Open Space Plan	<input type="checkbox"/>	<input type="checkbox"/>			
14. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input type="checkbox"/>			
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input type="checkbox"/>			
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input type="checkbox"/>			
17. Phasing Plan	<input type="checkbox"/>	<input type="checkbox"/>			
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input type="checkbox"/>			
19. Common Signage Plan	<input type="checkbox"/>	<input type="checkbox"/>			

Who can initiate a rezoning request?

If requesting to down-zone property, the rezoning application must be signed by all of the property owners whose property is subject to the down-zoning. Down-zoning is defined as a zoning ordinance that affects an area of land in one of the following ways:

1. By decreasing the development density of the land to be less dense than was allowed under its previous usage.
2. By reducing the permitted uses of the land that are specified in a zoning ordinance or land development regulation to fewer uses than were allowed under its previous usage.

If requesting to rezone property to a conditional district, the rezoning application must be signed by all owners of the property to be included in the district. For purposes of the application only (not the zoning conditions), the City will accept signatures on behalf of the property owner from the following:

1. the property owner;
2. an attorney acting on behalf of the property owner with an executed power of attorney; or
3. a person authorized to act on behalf of the property owner with an executed owner's affidavit.

An owner's affidavit must be made under oath, properly notarized and, at a minimum, include the following information:

- The property owner's name and, if applicable, the property owner's title and organization name.
- The address, PIN and Deed Book/Page Number of the property.
- A statement that the person listed as the property owner is the legal owner of the property described.
- The name of the person authorized to act on behalf of the property owner as the applicant. If applicable, the authorized person's title and organization name.
- A statement that the property owner, as legal owner of the described property, hereby gives authorization and permission to the authorized person, to submit to the City of Raleigh an application to rezone the described property.
- A statement that the property owner understands and acknowledges that zoning conditions must be signed, approved and consented to by the property owner.
- The property owner's signature and the date the property owner signed the affidavit.

If requesting to rezone property to a general use district that is not a down-zoning, the rezoning application may be signed, for the purposes of initiating the request, by property owners or third-party applicants.

Date:

Re: (SITE LOCATION)

Neighboring Property Owners:

You are invited to attend a neighborhood meeting on (MEETING DATE). The meeting will be held at (MEETING LOCATION, INCLUDING ADDRESS) and will begin at (TIME).

The purpose of this meeting is to discuss a potential rezoning of the property located at (SITE ADDRESS AND NEARBY LANDMARKS). This site is current zoned (CURRENT ZONING DISTRICT) and is proposed to be rezoned to (PROPOSED ZONING DISTRICT). (Please also provide any relevant details regarding the request.)

The City of Raleigh requires that prior to the submittal of any rezoning application, a neighborhood meeting involving the property owners within 500 feet of the area requested for rezoning.

If you have any concerns or questions I (we) can be reached at:

For more information about rezoning, you may visit www.raleighnc.gov or contact the Raleigh City Planning Department at:

(919) 996-2682
rezoning@raleighnc.gov

Thank you

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.

SUBMITTED DATE: _____

SUMMARY OF ISSUES

A neighborhood meeting was held on _____(date) to discuss a potential rezoning located at _____(property address).
The neighborhood meeting was held at _____(location).
There were approximately _____(number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

ATTENDANCE ROSTER

[illegible]

Ellis, Sara

From: Crane, Travis
Sent: Monday, June 22, 2020 10:43 AM
To: Ellis, Sara
Cc: Myers, Jason
Subject: FW: Z-8-20 Carolina Ave
Attachments: IMG_7970.HEIC

Sara – here is a Z-8 email for your files.

Jason, the emailer has offered some transportation-related improvements that I wanted to make you aware of.

Travis R. Crane
Assistant Planning Director
City of Raleigh
Planning & Development Department
919.996.2656
www.raleighnc.gov

From: Waliya Lari <waliya.lari@gmail.com>
Sent: Monday, June 22, 2020 9:46 AM
To: Commissioners, Planning <Planning.Commission@raleighnc.gov>
Subject: Z-8-20 Carolina Ave

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Hello Raleigh Planning Commission!

I signed up to speak at the last meeting regarding the proposed changes to 510 Carolina Ave, but am not able to attend the meeting this week to discuss that case. As you prepare to discuss that case, I'd like to bring up my concerns about the area.

I live at 748 Carolina Ave. We bought our home a little more than 4 years ago and what attracted me to this neighborhood was that I knew it was on the verge of transformation. We have already seen a lot of that with the building of houses on adjacent streets and the development that is just beginning construction next to us. I am in favor of this rezoning as it will be a big improvement. However, I have major concerns about traffic flow at the intersection of Carolina and Western Blvd. I'm very concerned that redevelopment/construction on this lot will compound the treacherous traffic flow. I've attached a recent picture that illustrates the danger. I had just turned onto Carolina Ave from Western Blvd and had to stop and wait until the UPS driver returned and moved his truck. Thankfully, no other cars tried to turn onto the street behind me. My request is that the commission find some ways to mitigate the danger.

While the staff report concluded that no traffic study is needed, as someone who drives through the intersection of Western and Carolina several times a day, I can tell you there is a major problem. The issue is that quite often there are cars parked on either or both sides of Carolina Ave within 500 feet of the intersection. This significantly narrows the space for traffic flow. Add to that a vehicle trying to leave Carolina Ave and another trying to turn onto Carolina Ave and it's a very dangerous situation. Another exacerbating factor is that the eastbound traffic on Western Blvd comes toward Carolina Ave around a curve and down an incline, so you have drivers barreling toward the intersection without a clear

view of the street. There are many times where either I've had a near collision or seen someone else have one. I'm seriously concerned that construction on 510 Carolina Ave and the increased housing will further clog the street, adding to this very serious problem.

I have three ideas on how to make this intersection safer - either on their own or all together. 1) Ban parking on both sides of Carolina Ave within 300 ft of the intersection with Western Blvd. 2) Create a right turn lane on eastbound Western Blvd so drivers have more time and space to slowly and safely make a right turn onto Carolina Ave. 3) Close the median so drivers on westbound Western Ave can no longer turn left onto Carolina Ave.

Thank you for understanding my concerns and thank you for doing the important job of the planning commission.

Sincerely,
Waliya Lari
512-775-6397

From: Maria D'Amelio <hollandhomesandgreenhouses@gmail.com>

Sent: Friday, June 5, 2020 4:53 PM

To: Commissioners, Planning <Planning.Commission@raleighnc.gov>

Cc: Martin, Saige <Saige.Martin@raleighnc.gov>; Mary Kathryn Brewer <mkbrewer123@yahoo.com>

Subject: Neighborhood Comments re: Z-8-20

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To Whom It May Concern,

I am in opposition to the rezoning of this parcel of land. I have resided on Grove Avenue for 25 years and I would not typically exert this much effort to get my voice heard but I have a severely autistic son that does not know how to keep himself safe. He has lived here all his life. He will run into the street without stopping to make sure it is safe. The idea of all the vehicles that are going to be associated with rezoning of these properties scares me greatly and so I am compelled to speak up in regards to this rezoning.

Thanks for your time,

Maria D'Amelio

AGENDA ITEM (E): OLD BUSINESS

AGENDA ITEM (E) 1: Z-8-20 – 510 Carolina Avenue

This case is located at 510 Carolina Avenue approximately 300 feet south of the intersection of Carolina Avenue and Western Boulevard.

This is a request to be from Residential-6 with the Special Residential Parking Overlay District (R-6 w/ SRPOD) to Residential-10 with Conditions and the Special Residential Parking Overlay District (R-10-CU w/ SRPOD).

Planner Ellis gave a brief overview of the case.

Mr. Tomasulo made a motion to allow 6 minutes for additional discussion from neighbors. Ms. Winters seconded the motion.

Commissioners how do you vote?

Bennett (Aye) Fox (Aye) Hicks (Aye) Lampman (Aye) McIntosh (Aye) Miller (Aye) O'Haver (Aye) Tomasulo (Aye) Winters (Aye). The vote was unanimous 9-0.

Diane Bell a neighborhood across the street spoke regarding having concerns of the effect on impervious surfaces; keeping this single-family and flooding in the area from just rain or thunderstorm and would like the applicant to work within the zoning that is in place.

Marie D'Amelio concerned with the rezoning, spoke regarding meeting with Stormy Forte; concerned if this gets rezoning will that open the door for others in the neighborhood to be affected.

Kenneth Haywood representing the applicant gave a brief overview of the case.

Ashley Rodgers with Stormwater Department spoke regarding the stormwater assistance program and how it assists with issues of flooding and erosion.

There discussion regarding appreciation of Commission McIntosh working with neighbors to address some of the concerns.

Ms. Lampman made a motion to approve. Ms. Fox seconded the motion.

Commissioners how do you vote?

Bennett (Aye) Fox (Aye) Hicks (Aye) Lampman (Aye) McIntosh (Aye) Miller (Aye) O'Haver (Aye) Tomasulo (Aye) Winters (Aye). The vote was unanimous 9-0.