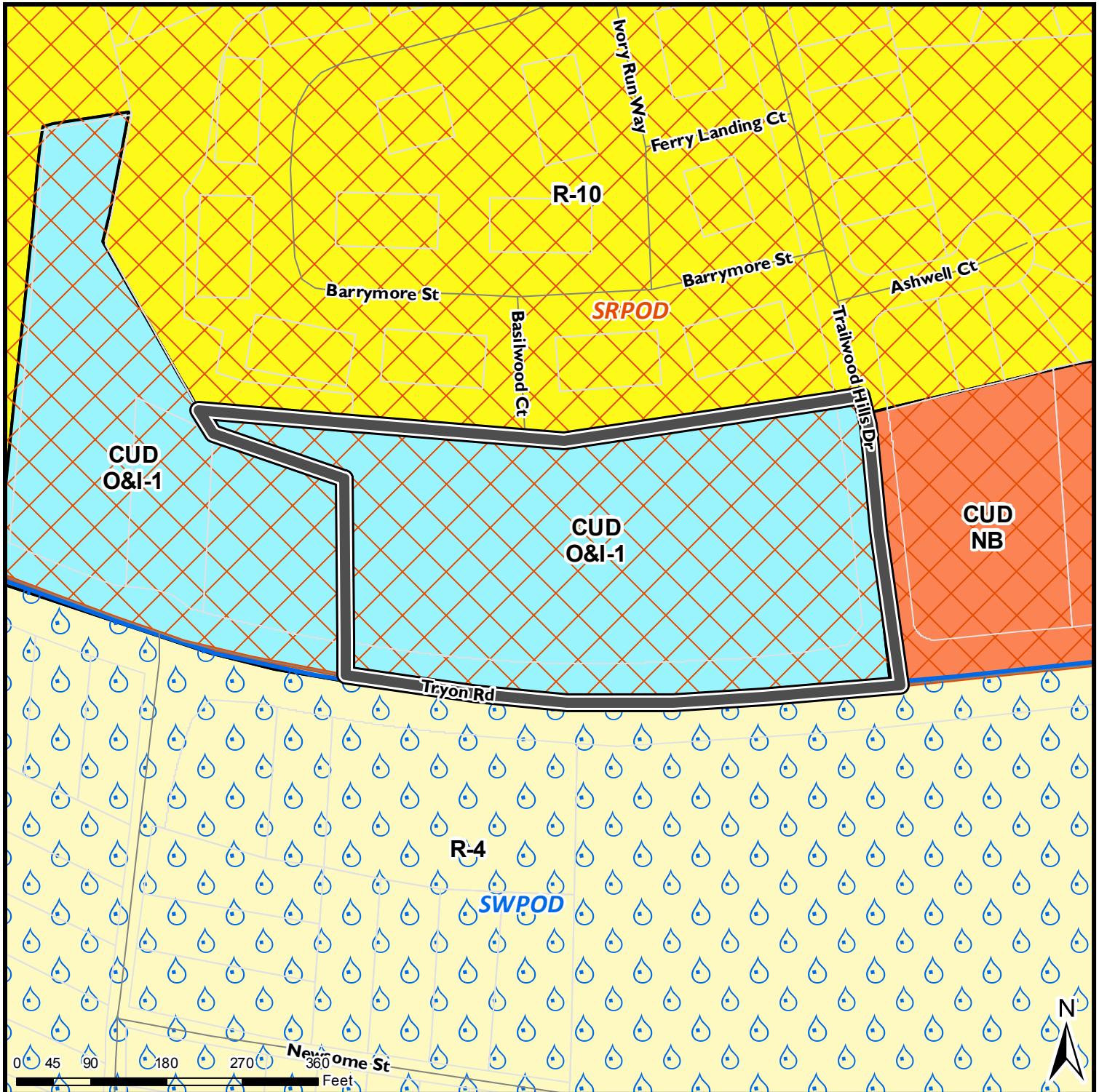


# Existing Zoning Map

# Z-11-2014



**Submittal  
Date**

3/4/2014

## Request:

4 acres from  
**O&I-1 CUD w/SRPOD**  
to **OX-4-PL-CU**  
w/ **-SRPOD**

### VICINITY MAP





## Certified Recommendation

Raleigh Planning Commission

CR# 11571

### Case Information: Z-11-14 - Tryon Road & Trailwood Hills Drive

<i>Location</i>	Tryon Road, north side, at its intersection with Trailwood Hills Drive <b>Address:</b> 2904 Tryon Road <b>PIN:</b> 0792356539
<i>Request</i>	Rezone property from O&I-1 CUD w/ SRPOD to OX-4-PL-CU w/SRPOD
<i>Area of Request</i>	4.0 acres
<i>Property Owner</i>	Camden Crossing Ventures LLC
<i>Applicant</i>	Isabel Worthy Mattox: 919-828-7171, <a href="mailto:Isabel@mattoxfirm.com">Isabel@mattoxfirm.com</a>
<i>Citizens Advisory Council</i>	Southwest: Anthony McLeod, co-chair: <a href="mailto:anthony.mcleod@gmail.com">anthony.mcleod@gmail.com</a> Connie Crumpler, co-chair: <a href="mailto:ccrumpler4@juno.com">ccrumpler4@juno.com</a>
<i>PC Recommendation Deadline</i>	August 11, 2014

### Comprehensive Plan Consistency

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

### Future Land Use Map Consistency

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

### Comprehensive Plan Guidance

<b><i>FUTURE LAND USE</i></b>	Office & Residential Mixed Use (O&RMU)
<b><i>URBAN FORM</i></b>	(None designated for subject site.)
<b><i>CONSISTENT Policies</i></b>	Policy LU 1.2 – Future Land Use Map and Zoning Consistency Policy LU 2.6 – Zoning and Infrastructure Impacts Policy LU 5.1 – Reinforcing the Urban Pattern Policy LU 5.4 – Density Transitions Policy LU 5.6 – Buffering Requirements Policy LU 6.4 – Bus Stop Dedication Policy UD 2.4 – Transitions in Building Intensity Policy UD 6.1 – Encouraging Pedestrian Oriented Uses
<b><i>INCONSISTENT Policies</i></b>	(None.)

### Summary of Proposed Conditions

1. Number of dwelling units limited.
2. Total office-use square footage limited.
3. Certain uses prohibited.
4. Building height capped.
5. Additional provisions specified for use as multi-family housing (parking spaces, minimum

- percentage of exterior brick, fence and buffer along north lot line, name limited, dumpster emptying hours limited, minimum percentage of open space).
6. Exterior lighting limited.
  7. Transit easement and shelter offered.

## Public Meetings

<i>Neighborhood Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>	<i>CPC</i>	<i>Public Hearing</i>
1/23/14	4/14/14; 5/12/14	5/13/14 (Recommends approval)	5/20/14	5/28/14	6/3/14; 6/17/14

☐ **Valid Statutory Protest Petition**

### Attachments

1. Staff Report
2. Current Zoning Conditions [Z-104-99 – Ordinance (1999) 717 ZC 471]
3. Transportation Evaluation

## Planning Commission Recommendation

<i>Recommendation</i>	The Planning Commission finds that this case is consistent with the Comprehensive Plan and should be approved in accordance with the zoning conditions submitted May 13, 2014.
<i>Findings &amp; Reasons</i>	<ol style="list-style-type: none"> <li>1. The proposal is consistent with the Future Land Use Map and applicable Comprehensive Plan policies. The Future Land Use Map designates this area for Office and Residential Mixed Use, and thereby appropriate for multi-unit living development.</li> <li>2. The proposal is reasonable and in the public interest. The proposal would reduce the maximum number of permitted units, while supporting multi-unit housing on an existing transit route, within walking distance of existing retail center.</li> <li>3. The proposal is compatible with the surrounding area. Conditions limit building height while providing a vegetated buffer adjacent to existing development to the north. Maximum office square footage is the same as under the existing zoning.</li> </ol>
<i>Motion and Vote</i>	Motion: Braun Second: Whitsett In Favor: Braun, Buxton, Fleming, Fluhrer, Lyle, Schuster, Terando and Whitsett

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

Interim Planning Director \_\_\_\_\_ Date \_\_\_\_\_
 
 Planning Commission Chairperson \_\_\_\_\_ <sup>5/13/14</sup>  
 Date \_\_\_\_\_

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



## Zoning Staff Report – Case Z-11-14

### Conditional Use District

## Case Summary

### Overview

The proposal seeks to rezone the property to allow greater flexibility of site design, while conditioning site development commensurate with existing zoning, as well as with existing and potential build-out on the contiguous properties.

The site lies at the south edge of the Walnut Creek drainage basin; the Swift Creek basin begins on the opposite side of Tryon Road. Site topography is relatively level, declining toward a swale defining the western boundary of the property. A lesser swale crosses the parcel east to west, roughly paralleling Tryon Road and meeting the western drainage area at the southwest side of the property. The site is mostly wooded, with young pines predominating.

The property to the north has been built out in the Camden Crossing condominium complex, consisting of 16 two- and three-story buildings, each with pitched roofs. The taller buildings are closer to the subject site. Zoning is Residential-10. Northeast of the site lies the Camden Crossing neighborhood, consisting of two-story, single-family residences zoned R-4, and, at the Trailwood Hills Drive intersection, a vacant lot zoned Neighborhood Business. Just beyond on Tryon is a one-story flex commercial building.

The parcels immediately west of the subject site, with the exemption of one containing a 1923 bungalow, are undeveloped and mostly wooded. Zoning is Office & Institution-1 Conditional Use. To the south across Tryon Road is a church campus. The properties immediately east and west of the church and south of Tryon Road are undeveloped and wooded. All are zoned R-4, and all lie within the Swift Creek Watershed Protection Overlay District. The subject site and other properties on the north side of Tryon Road are within the Special Residential Parking Overlay District.

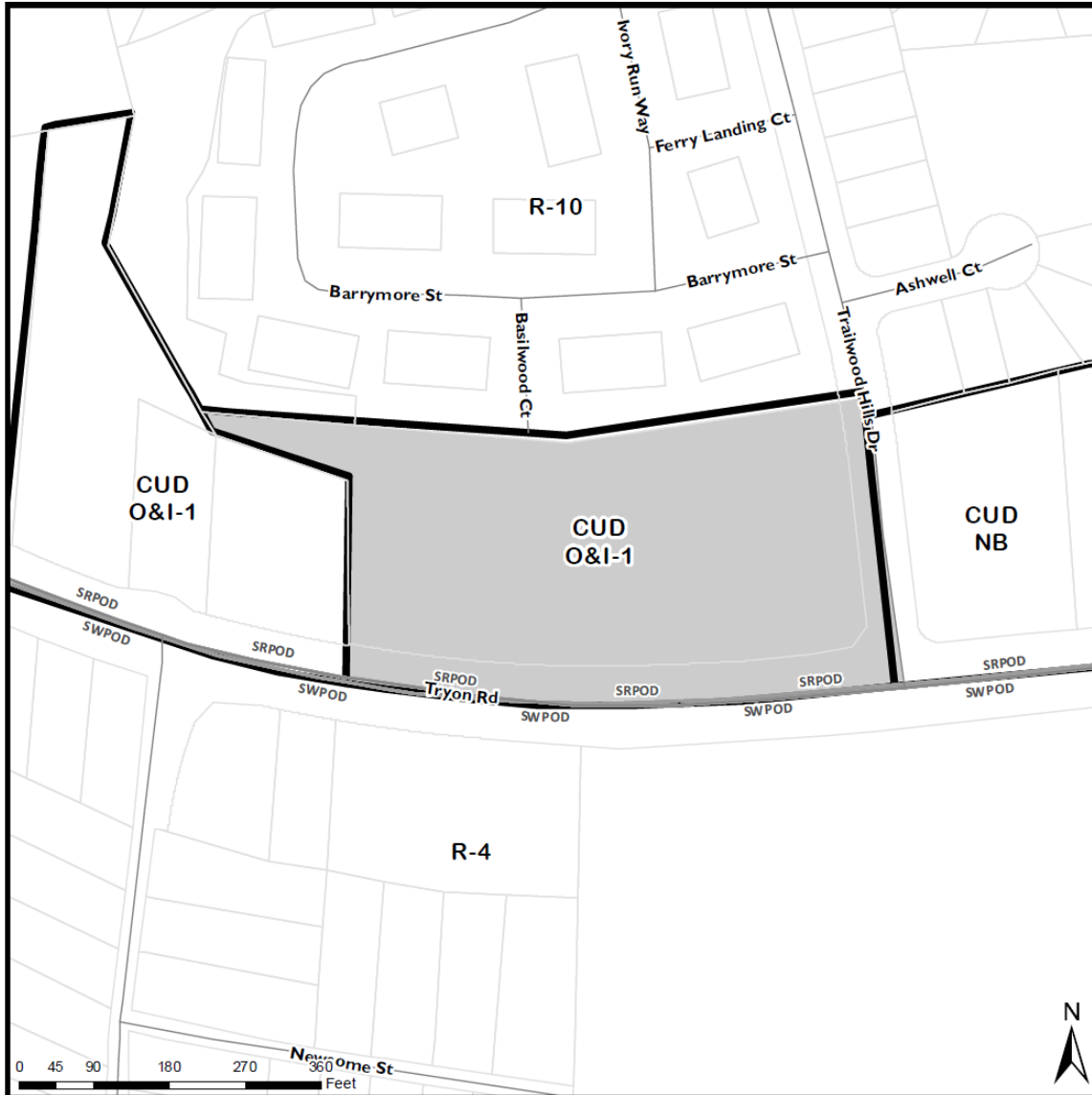
The rezoning site is less than 600 feet west of the Lake Wheeler Road Shopping Center. By virtue of recent roadway improvements on Tryon Road, there is a continuous sidewalk between Trailwood Hills Drive and the shopping center.

### Outstanding Issues

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

**Z-11-2014**

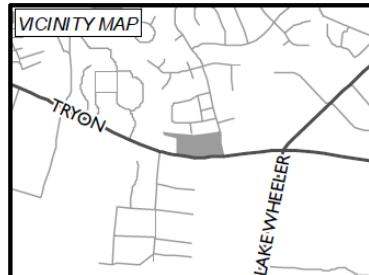


**Submittal  
Date**

3/4/2014

## Request:

4 acres from  
O&I-1 CUD w/SRPOD  
to OX-4-PL-CU  
w/ -SRPOD



# Rezoning Case Evaluation

## 1. Compatibility Analysis

### 1.1 Surrounding Area Land Use/ Zoning Summary

	<b>Subject Property</b>	<b>North</b>	<b>South</b>	<b>East</b>	<b>West</b>
<i>Existing Zoning</i>	O&I-1 CUD	R-10	R-4	NB CUD	O&I-1 CUD
<i>Additional Overlay</i>	SRPOD	SRPOD	SCWPOD	SRPOD	SRPOD
<i>Future Land Use</i>	Office & Residential Mixed Use	Moderate Density Residential	Low Density Residential	Neighborhood Mixed Use	Office & Residential Mixed Use
<i>Current Land Use</i>	Undeveloped (wooded)	Multi-unit living	Church campus; undeveloped (wooded)	Undeveloped (partially wooded)	Undeveloped (wooded)
<i>Urban Form (if applicable)</i>	n/a	n/a	n/a	n/a	n/a

### 1.2 Current vs. Proposed Zoning Summary

	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
<i>Residential Density:</i>	17.50 DUs/ acre (70 max., per FAR condition)	12.50 DUs/ acre (50 max., per condition)
<i>Setbacks (min.):</i>		
<i>Front:</i>	30'	PL frontage: 50% of bldg. width w/n 100' primary street build-to
<i>Side:</i>	5'	PL frontage: 25% of bldg. width w/n 100' side build-to
<i>Rear:</i>	20'	0-3' to lot line; 4' to alley
<i>Retail Intensity Permitted (max.):</i>	- 0 - (ancillary uses only)	10,500 (i.e., 15% of 70,000 sf office bldg.)
<i>Office Intensity Permitted (max.):</i>	70,000 (per FAR condition)	70,000 (per condition)

### **1.3 Estimated Development Intensities**

	<b>Existing Zoning</b>	<b>Proposed Zoning*</b>
<i>Total Acreage</i>	4.0	4.0
<i>Zoning</i>	O&I-1 CUD w/ SRPOD	OX-4-PL-CU
<i>Max. Gross Building SF</i>	70,000 (per FAR condition)	70,000 (per condition)
<i>Max. # of Residential Units</i>	70 (per FAR condition)	50 (per condition)
<i>Max. Gross Office SF</i>	70,000 (per FAR condition)	70,000 (per condition)
<i>Max. Gross Retail SF</i>	- 0 - (ancillary uses only)	10,500 (i.e., 15% of 70,000 sf office bldg.)
<i>Potential F.A.R</i>	0.40 (per condition)	0.40 (per max. sf)

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

The proposed rezoning is:

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

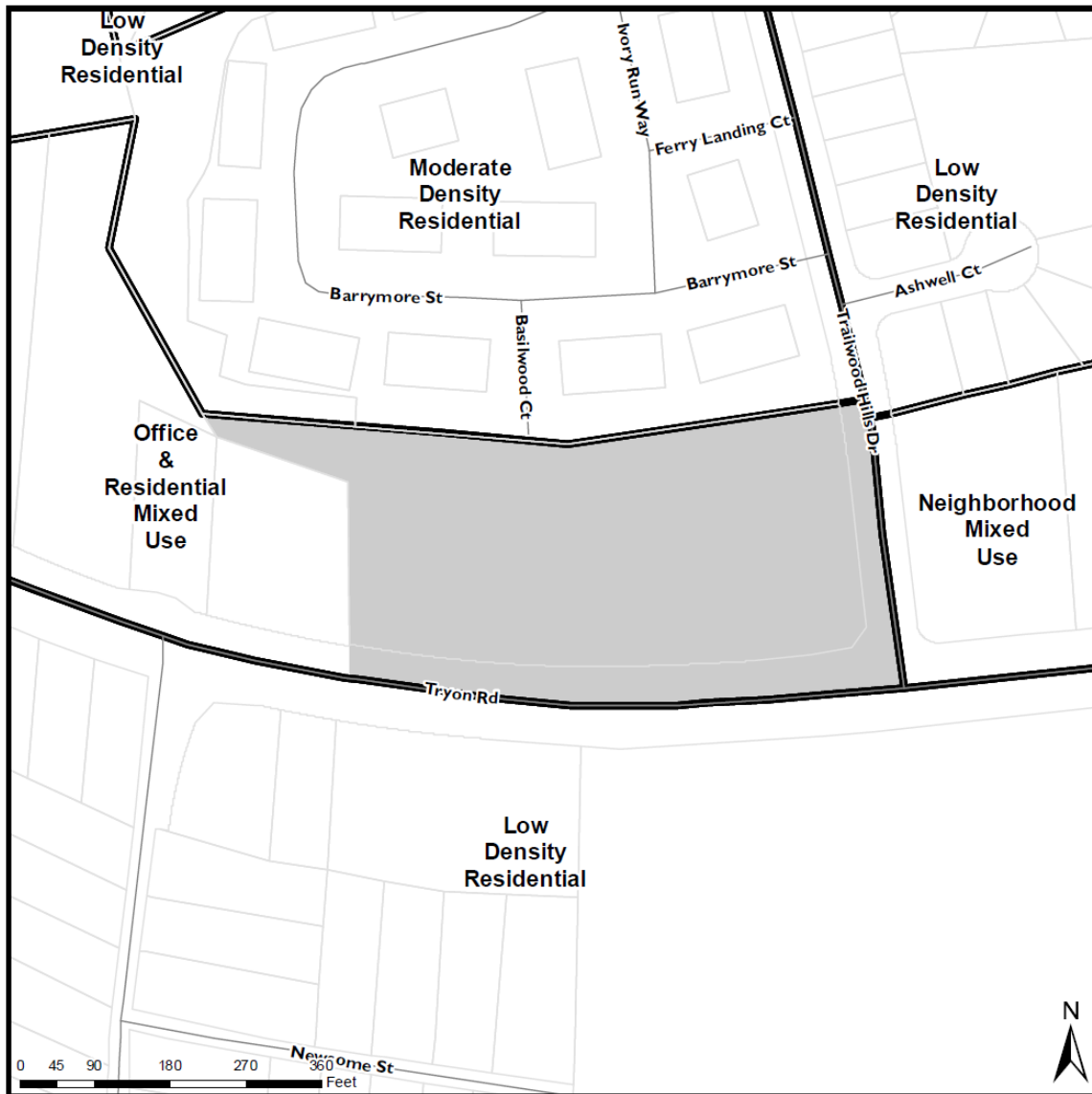
☐ **Incompatible.**

Analysis of Incompatibility:

(n/a)

# Future Land Use Map

**Z-II-2014**

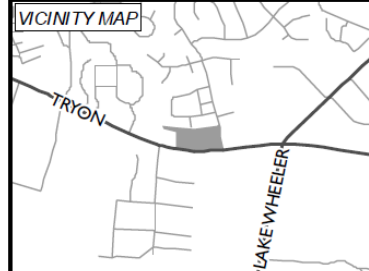


**Submittal  
Date**

3/4/2014

## Request:

4 acres from  
**O&I-1 CUD w/SRPOD**  
to **OX-4-PL-CU**  
w/ -SRPOD





## URBAN FORM MAP

*(n/a – none designated for this area)*

## 2. Comprehensive Plan Consistency Analysis

### 2.1 Future Land Use

**Future Land Use designation:** Office and Residential Mixed Use

**The rezoning request is:**

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

☐ **Inconsistent**

Analysis of Inconsistency:

*(n/a)*

### 2.2 Urban Form

**Urban Form designation:**

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

**The rezoning request is:**

☐ **Consistent** with the Urban Form Map

☐ **Inconsistent**

Analysis of Inconsistency:

*(n/a)*

### 2.3 Policy Guidance

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

*(None.)*

### 2.4 Area Plan Policy Guidance

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

### 3. Public Benefit and Reasonableness Analysis

#### **3.1 Public Benefits of the Proposed Rezoning**

- Provision of multi-unit housing in close proximity to existing commercial uses (i.e., Lake Wheeler Road intersection).
- Promotion of multi-modal access through offer of transit stop and shelter.

#### **3.2 Detriments of the Proposed Rezoning**

(None noted.)

### 4. Impact Analysis

#### **4.1 Transportation**

A traffic study is not recommended for case Z-11-14.

**Impact Identified:** None (see accompanying Transportation Evaluation).

#### **4.2 Transit**

Trailwood Hills Drive and this section of Tryon Road are current transit corridors. Trailwood Hills is currently served by CAT routes 11 Avent Ferry and 7L Carolina Pines CrossTown and Tryon Road by route 11 Avent Ferry. There is currently an unimproved stop along this property.

**Impact Identified: None.** The proposal is expected to increase demand for transit, but the existing route is not at capacity. No additional public resources will be required.

#### **4.3 Hydrology**

<i>Floodplain</i>	None
<i>Drainage Basin</i>	Walnut Creek
<i>Stormwater Management</i>	Subject to section 9.2 of UDO
<i>Overlay District</i>	none

**Impact Identified:** Staff has been contacted by concerned downstream property owners. No buffer required.

#### **4.4 Public Utilities**

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	13,000 gpd	21,600 gpd
<i>Waste Water</i>	13,000 gpd	21,600 gpd

The proposed rezoning would add approximately 8,600 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.

**Impact Identified:** At the time of development plan submittal, a downstream sewer capacity study may be required to determine the adequacy of capacity to support the proposed development. Any required improvements identified by the study would be required to be permitted and constructed prior to the issuance of a building permit.

Verification of available for water fire flow is required as part of the building permit process. Any water system improvements required to meet fire flow requirements will also be required of the developer.

#### **4.5 Parks and Recreation**

This site is not adjacent to existing or planned greenway, and not adjacent to an existing or planned greenway connector. Park services for the site are provided by Carolina Pines Community Center.

**Impact Identified:** None.

#### **4.6 Urban Forestry**

This site is greater than 2 acres, wooded, and subject to UDO Article 9.1 Tree Conservation.

**Impact Identified:** None. (Parking Limited frontage, though, may limit conservation within site build-to areas.)

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

The site does not include and is not within 1,000 feet of any Raleigh Historic Landmarks or properties listed on the National Register of Historic Places.

**Impact Identified:** None.

#### **4.8 Community Development**

This site is not located within a redevelopment plan area.

**Impact Identified:** None.

#### **4.9 Appearance Commission**

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

#### **4.10 Impacts Summary**

Sewer/ fire flow matters may need to be addressed.

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

Address sewer and fire flow capacities and explore options at the site plan stage.

## **5. Conclusions**

The proposed zoning is consistent with the Comprehensive Plan and Future Land Use Map. Rezoning would allow greater flexibility regarding site design, while conditioning site development in a fashion compatible with existing zoning, as well as the existing and potential build-out on adjacent properties.



# Planning & Development

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

3:19 PM  
3-4-14  
Jm

## Rezoning Application

Rezoning Request		OFFICE USE ONLY
<input type="radio"/> General Use	<input checked="" type="radio"/> Conditional Use	<input type="radio"/> Master Plan
Existing Zoning Classification O&I-1 CUD w/SRPOD Proposed Zoning Classification Base District OX-4 w/SRPOD Height 4 stories/50' Frontage Parking Limited <del>with Special Highway Overlay District</del> <i>imm</i>		Transaction Number 385604 321842 Z-11-14
If the property has been previously rezoned, provide the rezoning case number. Z-104-99		
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences.		

### GENERAL INFORMATION

Property Address 2904 Tryon Road Date 3/4, 2014

Property PIN 0792 35 6599

Nearest Intersection Tryon Road and Trailwood Hills Drive Property size (in acres) 4.0A

Property Owner Camden Crossing Ventures LLC

Phone

Fax

Email

Project Contact Person Isabel Worthy Mattox

Phone 919-828-7171

Fax 919-831-1205

Email Isabel@mattoxfirm.com

Owner/Agent Signature CAMDEN CROSSING VENTURES LLC

Email

By: Cliffen W. Thomas, Managing Member Name & Title

CLIFFEN.THOMAS@TJT.PA.COM

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



# Planning & Development

Z-11-14  
AMENDED 7-11-14  
PG. 1 OF 2

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

Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number Z-11-14		Transaction Number
Date Submitted Originally filed 3/4/14, revised May 29, 2014		

## NARRATIVE OF ZONING CONDITIONS OFFERED

1.	No more than fifty (50) residential dwelling units may be constructed on the subject property.
2.	Office uses on the subject property shall be limited to a maximum of 70,000 square feet floor area gross.
3.	The following uses shall be prohibited on the subject property: <ul style="list-style-type: none"><li>(a) Single unit living</li><li>(b) Cemetery</li><li>(c) Civic club</li><li>(d) Funeral home, funeral parlor, mortuary, undertaking establishment, crematory, pet crematory</li><li>(e) Hospital</li><li>(f) Radio and television studio</li><li>(g) Outdoor sports or entertainment facility of any capacity</li><li>(h) Utility substation</li><li>(i) Overnight Lodging</li><li>(j) Emergency shelter type A or B</li><li>(k) Heliport</li><li>(l) Telecommunications towers of any height</li><li>(m) All Special Uses required to be approved by the Board of Adjustment except for limited home businesses or yard reductions</li></ul>
4.	Buildings constructed upon the subject property shall be limited to a maximum height of four (4) stories and fifty (50) feet in height, as measured by Raleigh Unified Development Ordinance.

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 Camden Glen, LLC By: <u>Natalie Britt, Vice President</u> <u>Davis Drive Development, Inc., Managing Member</u>	Print Name <u>Natalie Britt</u>
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Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number Z-11-14		Transaction Number
Date Submitted Originally filed 3/4/14, revised May 29, 2014		

5.	<p>As to multi-unit residential development, the following conditions shall apply:</p> <ul style="list-style-type: none"> <li>a) A minimum of two (2) parking spaces shall be provided for each dwelling unit developed, provided that any spaces produced by this condition which are in excess of the UDO minimum parking requirements may be used to satisfy any legal requirement for visitor parking spaces.</li> <li>b) With the exception of doors and window trim, building facades on all sides of all principal buildings on the subject property shall be at least forty per cent (40%) brick. In addition, cementitious siding such as HardiPanel and/or Hardiplank shall be used and no vinyl, Masonite or concrete block siding shall be used.</li> <li>c) A black vinyl chain link or closed wooden fence with a minimum height of five (5) feet shall be installed and maintained along the northern boundary of the subject property along the common line with the property owned by Camden Crossings Condominiums (PIN 0792365110, DB 9389, Page 2052), Camden Crossing Owners Association, Inc. (PIN 0792361028 and DB 8958, Page 299) and the owners of the individual condominium units in Camden Crossings Condominiums, provided that said fence may be interrupted in up to two (2) places for a cumulative distance of not more than fifty (50) feet to accommodate cross access and utilities.</li> <li>d) A landscaped buffer which may use existing vegetation with an average width of fifteen (15) feet and a minimum width of ten (10) feet shall be maintained along the northern boundary of the subject property along the common line with the Camden Crossings Condominiums (PIN 0792365110, DB 9389, Page 2052), Camden Crossing Owners Association, Inc. (PIN 0792361028 and DB 8958, Page 299), and the owners of the individual condominium units in Camden Crossings Condominiums, provided that said buffer may be interrupted in up to two (2) places for a cumulative distance of not more than fifty (50) feet to accommodate cross access and utilities; provided, however that in lieu of all or part of the buffer described above, City of Raleigh Tree Conservation Area(s) conforming to dimensional and other standards in place at time of permit request may be utilized. If TCA(s) are utilized to meet the buffer requirement, no additional plantings shall be required to be placed in the TCA(s).</li> <li>e) The name of the development to be constructed and/or operated on the subject property shall not contain the words "Camden" or "Crossings."</li> <li>f) The hours during which the emptying of dumpsters on the subject property may occur shall be restricted to the hours between 7:00 AM and 7:00 PM, Monday through Friday.</li> <li>g) A minimum of fifteen percent (15%) Open Space (including both Active Open Spaces and Open Space Areas) shall be provided on site.</li> </ul>
6.	The light source of any exterior lighting upon the subject property shall be shielded so that such light source is shielded from direct view from any adjoining parcel either zoned a residential zoning district or containing a household living use listed in UDO Section 6.2.1.A. In addition, free standing light poles on the subject property shall not exceed twenty (20) feet in height and full cutoff fixtures shall be required for all pole mounted freestanding light fixtures.
7.	Prior to the issuance of any building permit for the subject property, the owner of the property shall convey to the City of Raleigh a transit easement deed measuring twenty (20) feet by fifteen (15) feet and, if requested by the City of Raleigh prior to issuance of a Certificate of Occupancy, shall construct an ADA accessible shelter with a bench and a trash receptacle. The precise location of the easement shall be approved by the Raleigh Public Works Department, Transit Division of the City, and the Raleigh City Attorney shall approve the transit easement deed prior to recordation.
8.	No on-site parking or vehicular surface area shall be permitted between any building on the subject property and the right-of-way of either Tryon Road or Trailwood Hills Drive.

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 Camden Glen, LLC By: <i>Natalie Britt</i> <i>Davis Drive Development, Inc., Managing Member</i>	Print Name <i>Natalie Britt</i>
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# Rezoning Application Addendum

<b>Comprehensive Plan Analysis</b> The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive plan, or that the request be reasonable and in the public interest.	<b>OFFICE USE ONLY</b>
	Transaction Number
	Zoning Case Number <b>Z-11-14</b>

## 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.

- The Future Land Use Map designates the subject property for Office and Residential Mixed Use. This designation contemplates medium to moderate density housing which is contemplated by this rezoning request.
- While the subject property is not located on a Transit Emphasis Corridor or within a Transit Oriented District, it is located in close proximity to two major interchanges (Gorman Street and Lake Wheeler Road) accessing I-40, a Parkway Corridor. In addition, the rezoning request is consistent with the following Comprehensive Plan policies:
- LU1.2 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 shall not be used to review development applications which do not include a zoning map or text amendment. The proposed rezoning is consistent with the Future Land Use Map which designates this property for Office and Residential Mixed Use.
- LU2.2 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. Development at the proposed density would result in a more compact land use pattern on the parcels than currently exists and would allow preservation of more functional open space than would be practical under the current zoning. The rezoning would permit increased densities in the area. Added residential density in the area would capitalize on the existing road network and nearby services without a major impact on infrastructure.
- LU2.6 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. The proposed map amendment will not increase permitted density; intensification of development of this site will be mitigated by the dedication of additional right-of-way along Tryon Road and the restriction of ingress and egress to Tryon.
- LU3.2 Location-Growth. The development of vacant properties shall occur first within the City's limits, then within the City's planning jurisdiction, and lastly within the City's USAs to provide for more compact and orderly growth, including provision of conservation areas. The subject property on which development is proposed is within the Raleigh City limits.
- LU 4.5 Connectivity. New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors. An offer of cross-access to the adjoining development will promote connectivity.

- LU4.6 and 4.7 Transit Oriented Development and Access. Promote transit-oriented development around planned transit stations through appropriate development regulation, education, station area planning, public-private partnerships and regional cooperation. 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. Although the proposed zoning and development are not technically within a Transit Emphasis Corridor, they are conveniently located in close proximity to interchanges which access I-40, a Parkway Corridor per the Urban Form Map.
- LU4.9 Corridor Development. Promote pedestrian-friendly and transit-supportive development patterns along multi-modal corridors designated on the Growth Framework Map, and any corridor programmed for "transit intensive" investments such as reduced headways, consolidated stops and bus priority lanes and signals. The prospective redevelopment will promote transit supportive development along Tryon Road in close proximity to I-40.
- LU5.1 Reinforcing the Urban Pattern. New development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance. The proposed development will be consistent with many housing types in the area and, through quality design and appropriate buffers, will allow the preservation of the character of the existing development in the area.
- LU5.2 Managing Commercial Development Impacts. Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise and vibration impacts on surrounding residential areas. The proposed development will manage and mitigate development impacts through the dedication of additional right-of-way, provision of a transit easement, preservation of open space and an offer of cross-access.
- LU5.6 Buffering Requirements. New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts. The proposed development will provide an effective physical buffer to the existing low-moderate density residential development to avoid adverse effects. Specifically, an average 15-foot wide strip of land and a fence will buffer properties to the north.



13.	LU8.1 Housing Variety. Accommodate growth in newly developing areas of the City through mixed-use neighborhoods with a variety of housing types. New development will add to the housing variety in the area.
14.	LU8.9 Open Space in New Development. New residential development should be developed with common and usable open space that preserves the natural landscape and the highest quality ecological resources on the site. The proposed rezoning will facilitate the creation of more usable open space.
15.	LU8.10 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. <del>New development will fill a gap in the urban fabric and be compatible with the mix of housing types in the area</del>
16.	T1.6 Transportation Impacts. Identify and address transportation impacts before a development is implemented. Transportation impacts will be mitigated through dedication of right-of-way, restrictions of access on Tryon Road, provision of a transit easement and the offer of cross access.
17.	T2.9 Curb Cuts. The development of curb cuts along public streets—particularly on thoroughfares and arterials—should be minimized to reduce vehicular conflicts, increase pedestrian safety, and improve roadway capacity. New development will limit the number of curb cuts to the neighborhood and will dictate that most traffic ingresses and egresses on Trailwood Hills Drive. Curb cuts on Tryon Road will be limited to a single right-in only access point.
18.	T4.1-T.44 Transit. Public transit use will be encouraged and facilitated by the dedication of a transit easement.
19.	T4.9 Sidewalk Improvements Near Transit. Coordinate with local transit providers to identify sidewalks within one-third mile of transit stops in need of enhancement for persons with disabilities. The rezoning will facilitate the construction of a sidewalk along Tryon Road which will access the new Transit Easement.
20.	H1.1 Mixed-Income Neighborhoods. Promote mixed-income neighborhoods throughout the City, particularly within high-density development at employment centers, downtown and along transit corridors. The proposed development will promote mixed-income neighborhoods by locating affordable housing adjacent to market rate housing.
21.	H1.2 and H1.5 Affordable Housing. The proposed development proposal will be consistent with the City's policies regarding dispersal of affordable housing units and its scattered site policy.
22.	H1.8 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. The map amendment request will facilitate the development of new affordable housing.
23.	H2.5 Removing Housing Barriers. Address regulatory and policy barriers to affordable housing development while still maintaining Raleigh's high-quality development standards. The proposed development will satisfy regulatory and policy barriers and will produce a high-quality development.
24.	H2.6 Long-Term Affordability. Ensure that newly created for-sale and rental affordable housing units developed with City financial assistance remain affordable for more than 20 years through a Community Land Trust, developer agreements with 40-to 60-year affordability periods, or similar mechanisms. Long-term affordability of the proposed housing units will be enforced on a long-term basis through the recordation of restrictive covenants.
25.	H2.13 Transit Accessibility. Preferentially locate affordable housing in areas with good access to transit services. The proposed development will be located on Tryon Road which has good access to transit services.
26.	UD3.7 Parking Lot Placement. New parking lots on designated Main Street and Transit Emphasis corridors on the Growth Framework Map should be located at the side or rear of buildings when on-street parking is available, with only limited front door parking provided elsewhere. Where feasible, parking lots abutting these corridors should be landscaped to create a pedestrian-friendly streetscape with business visibility. A Parking Limited frontage is requested, assuring that most parking will be generally located to the side or rear of buildings.
27.	UD3.8 Screening of Unsightly Uses. The visibility of trash storage, loading and truck parking areas from the street, sidewalk, building entrances and corridors should be minimized. These services should not be located adjacent to residential units and usable open space. Visibility of service areas will be minimized by locating such areas behind building and screening them from view of adjacent properties.
28.	UD 5.3 Improving Neighborhood Connectivity. Explore opportunities to conveniently connect existing neighborhoods to adjacent commercial centers and community facilities and services. An offer of cross access to adjoining property owners will facilitate improvement of connectivity.
29.	PR4.8 Private Parks. Encourage the provision of tot lots, pocket parks and other privately held and maintained park spaces within residential developments to complement public park facilities. The proposed development will include usable open space and a children's playground facility.
30.	PU1.5 Sizing Water and Sewer Lines. Size water and sewer lines with capacity for future growth. The utility lines constructed to serve the proposed development will be of a sufficient size to serve adjacent properties in the future.
31.	PU2.4 Water and Sanitary Sewer Installations. Require that water and sanitary sewer lines installed by property owners are constructed along the entire adjacent right-of-way or through the entire property as appropriate to permit further extension to adjacent properties. Utilities to be constructed for the proposed development will be installed along a public right-of-way to permit future expansion to City sewer for adjacent properties.
32.	PU4.4 Wastewater Collection System Expansion. Expand the wastewater collection system to serve potential annexation areas, urbanizing areas, and long-term growth areas with gravity sewer extensions and minimal use of pump stations. The proposed development will facilitate the expansion of the City's gravity sewer service to allow for future connection and for potential annexation areas in the area, which includes properties which, while in Raleigh's ETJ, have not been annexed into the City limits.
33.	PU5.4 Discharge Control Methods. Apply discharge control methods that control both peak and volume and that are economically, aesthetically and environmentally acceptable as well as effective in stormwater management. The proposed development will apply discharge control methods which will be designed to control peak and volume in an aesthetic and environmentally acceptable manner.

## PUBLIC BENEFITS

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

1.	The proposed rezoning will facilitate the efficient development of affordable housing for Raleigh.
2.	The proposed development will allow a development which contains more usable open space.
3.	The proposed rezoning will set the stage for right-of-way dedication, an offer of cross access and a transit easement, while restricting access to Tryon Road.
4.	

Revision 10.16.13

## URBAN DESIGN GUIDELINES

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

**The property is not to be a Mixed Use Center and is not located along a Main Street or Transit Emphasis Corridor.**

1.	<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>
2.	<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>
3.	<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>
4.	<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>
5.	<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>
6.	<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>
7.	<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>
8.	<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>
9.	<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>
10.	<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>
11.	<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>

12.	<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>
13.	<i>New public spaces should provide seating opportunities.</i>
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i>
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>
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>
17.	<i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i>
18.	<i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i>
19.	<i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i>
20.	<i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i>
21.	<i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i>
22.	<i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i>
23.	<i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i>
24.	<i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i>
25.	<i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i>
26.	<i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i>

# ISABEL WORTHY MATTOX

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March 4, 2014

Ms. DeShele Sumpter  
Planner  
City of Raleigh Planning Department  
One Exchange Plaza, Suite 304  
Raleigh, North Carolina 27601

RE: **NEIGHBORHOOD MEETING REPORT** Regarding Proposed Rezoning  
Petition of Camden Crossing Ventures, LLC (the "Owners") of approximately 4.0  
acres, located at 2904 Tryon Road, Raleigh (the "Property").

Dear DeShele:

As indicated in my attached letter of January 23, 2014, the Neighborhood Meeting was held on Monday, February 3, 2014 at 7:00 PM at Carolina Pines Park, 2305 Lake Wheeler Road, Raleigh, NC 27603 to discuss the proposed rezoning of the Property located at 2904 Tryon Road.

The persons and organizations contacted about this meeting are indicated on the attached list and the roster of those in attendance and their respective addresses are as indicated on the attached Attendance Roster.

We opened the meeting with an introduction of our team, Natalie Britt and Jamie Ramsey of DHIC, Inc. (Developer), David Brown, of J, Davis Architects (landscape architect) and myself as attorney for the case.

We then generally discussed the zoning process and we identified the subject property on zoning and aerial graphics.

We discussed the Comprehensive Plan guidance for the property – Office and Residential Mixed Use – which suggest apartments as an appropriate use and discussed the zoning request: OX-4 with a Parking Limited Frontage and Special Residential Highway Overlay District in accordance with the new UDO effective September 1, 2013.

Mr. Brown described the proposed development which will include 48 apartments in two buildings of 3-4 stories plus a single story community building.

Following the general discussion, we discussed a number of issues, as follows:

1. We indicated that the current zoning will allow an apartment development with the proposed density but that a rezoning will allow DHIC to avail itself of new UDO provisions that we believe will result in a better development for both DHIC and the neighbors for the following uses:
  - (a) Under the proposed zoning, a variable width wooded buffer is proposed. Under the old zoning, the tree conservation would be required to be located along Tryon Road.
  - (b) Open Space. Under the proposed zoning there will be more open space.
  - (c) Less Monolithic. Under the proposed zoning a 3-story/4-story height building and a 2-story/3-story height are proposed rather than three 2-story buildings under the old zoning. This will produce structures which are less monolithic.
  - (d) Under the new proposal, the children's playground will be more centrally located and better shielded from the adjacent condominium development. We also discussed the fact that the proposed playground plan would result in less noise for the neighbors.
  - (e) The proposed development under the new zoning will provide for 2 parking spaces per unit which is higher than the legal requirement that would be required under the existing zoning or the new zoning for affordable units. Assigning this level of parking will provide a significant benefit to the general area which has a shortage of parking. That discussion on parking led to a discussion on affordable housing. Ms. Britt indicated that affordable housing would be leased to citizens at 60% or less of the area median income which currently translates to incomes of \$32,000 per year for a single person or \$45,000 per year for a family of four.
2. Traffic. We discussed traffic in the area on Trailwood Hills Drive and Tryon Road and noted that it was unlikely that the proposed development would have any access to Tryon Road other than possibly a right-in only access. Neighbors pointed out that there were existing traffic and site distance issues on both adjacent streets.
3. Stormwater. We discussed the possible location of a stormwater facility, either a wet or dry pond, and whether such a facility would attract mosquitoes.

Ms. DeShele Sumpter

March 4, 2014

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4. Privacy. We discussed neighborhood privacy. A nearby single family neighbor expressed concern about the view from the top floor of the buildings into her home approximately 175 feet away. Mr. Brown agreed to prepare an analysis illustrating the height relationship for the proposed development and the existing single family home that is near the subject property.
5. Car Dealership. A neighbor indicated her concern that a car dealership would be developed on the property. We indicated that there was no plan for such a use and such a use is not permitted under the requested zoning.

After extended discussions on the above matters and a number of questions and answers, the meeting was adjourned.

Very truly yours,

Isabel Worthy Mattox

Enclosures

## ATTENDANCE AT NEIGHBORHOOD MEETING

**Camden Glen  
Neighborhood Meeting  
7:00 PM  
February 3, 2014  
Carolina Pines Park  
2305 Lake Wheeler Rd.**

[illegible]