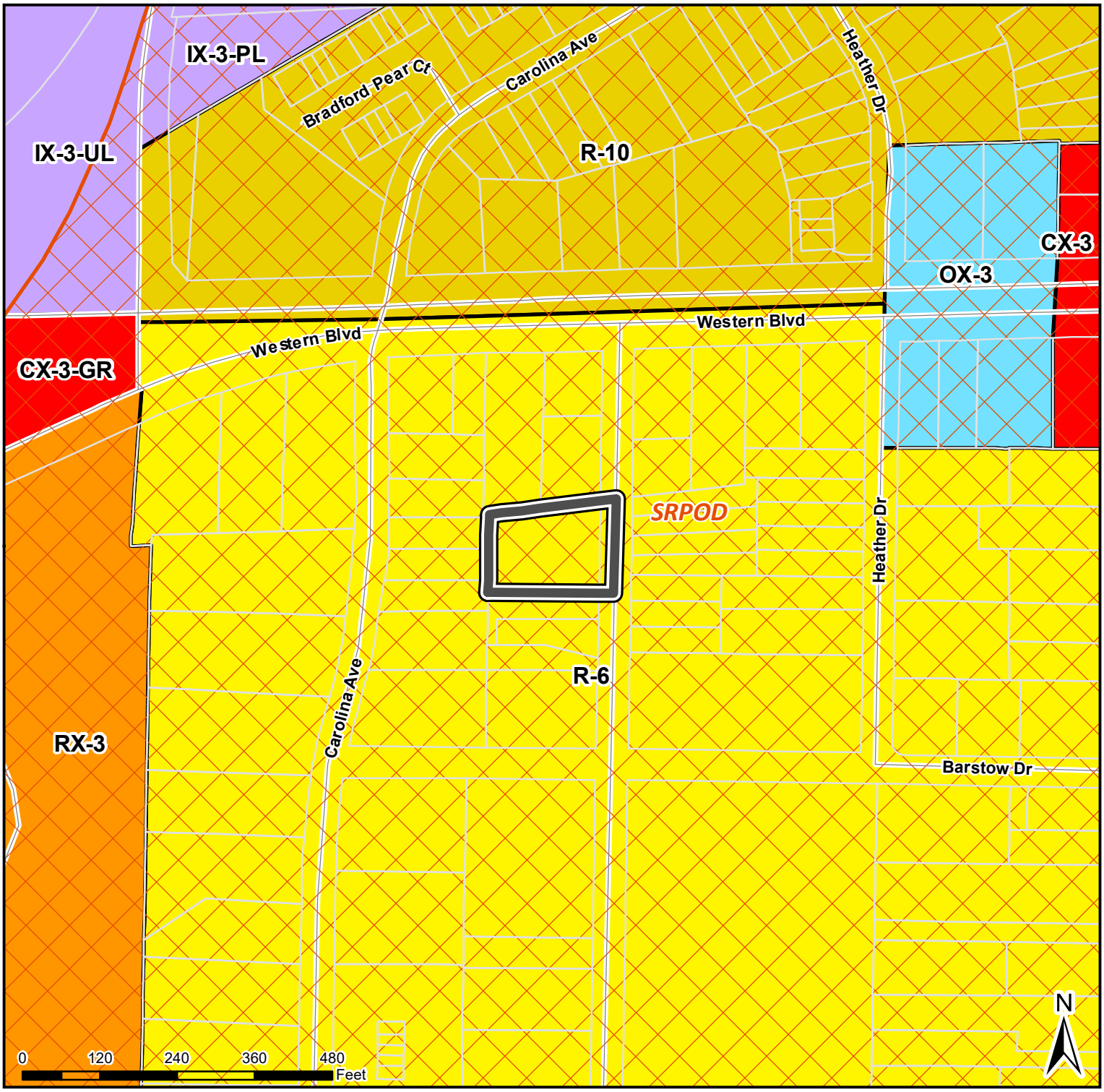
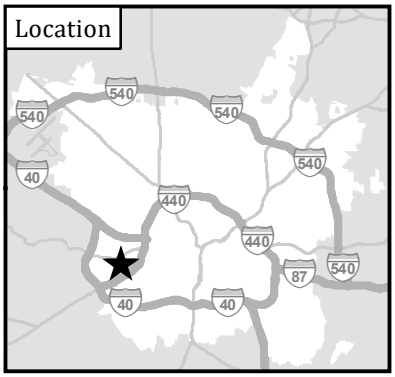
Existing Zoning Z-11-2019



Property	510 Grove Ave
Size	0.52 acres
Existing Zoning	R-6 w/SRPOD
Requested Zoning	R-10 w/SRPOD



Map by Raleigh Department of City Planning (reckhowh): 3/19/2019

RALEIGH PLANNING COMMISSION
CERTIFIED RECOMMENDATION

CR#

CASE INFORMATION: CASE Z-11-19

Location	Grove Avenue, approximately 400 feet south of the intersection of Grove Avenue and Western Boulevard. Address: 510 Grove Avenue PINs: 0784402971 iMaps, Google Maps, Directions from City Hall
Current Zoning	R-6 w/SPROD
Requested Zoning	R-10 w/ SPROD
Area of Request	.52 acres
Corporate Limits	The site is located within the City of Raleigh's Corporate limits.
Property Owner	Jamie & Brian Mountain 313 Sherwee Drive Raleigh, NC 27603
Applicant	Schroder Construction Company 9660 Falls of Neuse Road Raleigh, NC 27605
Citizens Advisory Council (CAC)	West CAC, Meets the third Tuesday of the month, Johnathan Edwards Community Relations Analyst, 919.996.5712, Johnathan.edwards@raleighnc.gov
PC Recommendation Deadline	August 12, 2019

SUMMARY OF PROPOSED CONDITIONS

1. None, this is a general use rezoning case.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Moderate Density Residential
Urban Form	None
Consistent Policies	Policy LU 1.2 Future Land Use Map and Zoning Consistency Policy LU 2.2 Compact Development Policy H 1.8 Zoning for Housing Policy LU 4.7 Capitalizing on Transit Access
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
02/23/2019, 4 Attendees	04/16/19, 5/22/19 Vote: 6 (N) – 4 (Y), 5 Abstentions	05/14/2019, 06/25/2019	

PLANNING COMMISSION RECOMMENDATION

☐The rezoning case is **Consistent** with the relevant policies in the Comprehensive Plan, and **Approval** of the rezoning request is reasonable and in the public interest.

☐The rezoning case is **Consistent** with the relevant policies in the comprehensive Plan, but **Denial** of the rezoning request is reasonable and in the public interest.

☐The rezoning is **Inconsistent** with the relevant policies in the Comprehensive Plan, and **Denial** of the rezoning request is reasonable and in the public interest.

☐ The rezoning case is **Inconsistent** with the relevant policies in the Comprehensive Plan, but **Approval** of the rezoning request is reasonable and in the public interest due to changed circumstances as explained below. Approval of the rezoning request constitutes an amendment to the Comprehensive Plan to the extent described below.

Reasonableness and Public Interest	
Change(s) in Circumstances	
Amendments to the Comprehensive Plan	
Recommendation	
Motion and Vote	

Reason for Opposed Vote(s)	

ATTACHMENTS

1. Staff report
2. Rezoning Application

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-11-19

General Use District

OVERVIEW

The rezoning site is a .52 acre, single parcel located on Grove Avenue, approximately 400 feet south of the intersection of Grove Avenue and Western Boulevard. The site is located south of Western Boulevard, approximately half a mile east of the intersection of Western Boulevard and Jones Franklin Road. The Western Boulevard Corridor is planned for future Bus Rapid Transit (BRT) service that would be within reasonable walking distance from site.

The site currently contains a duplex on approximately a quarter of the property, but the majority of the parcel is undeveloped with light forestation. The topography on the site slopes upward slightly from west to east. The three residential properties directly west of the site have recorded stormwater complaints, that generally follow the sloping topography and presumable drainage in the area westward.

The properties in the blocks immediately surrounding the site share the current Residential-6 with Special Residential Parking Overlay District (R-6 w/SRPOD) zoning designation. However, there are many houses that occupy two lots, which if redevelopment were to occur could result in increased density. Two blocks west of the site density in the area increases to Residential Mixed Use with a three story height limit (RX-3) and then to Commercial Mixed Use with a three story height limit and green frontage (CX-3-GR) height limit along the Western Boulevard and Jones Franklin intersection.

The Special Residential Parking Overlay District (SRPOD) provide additional restrictions to the base code standards for vehicular surface areas located within the front yard of single unit living, detached homes. The SRPOD also restricts vehicle parking outside of the vehicular surface area.

The Future Land Use Map (FLUM) Designation on the site is Moderate Density Residential, which supports the rezoning request to increase density from Residential-6 to Residential-10. The Moderate Density Residential FLUM designation suggests a residential density of six to fourteen units per acre, which is consistent with the requested residential density of ten units per acre.

The site is located within the Transit Stop Half-Mile Buffer Urban Form area on the current Urban Map (Map UD-1), however this designation was created before the adoption of the current Wake County Transit Plan. The Wake County Transit Plan does however list Western Boulevard as a planned Bus Rapid Transit Corridor, and the 2030 Comprehensive Plan Update suggests a designation of Western Boulevard as a Bus Rapid Transit Corridor, and areas with ¼ a mile of planned BRT routes as “core transit areas”. The Core Transit Area designation recommends an urban or hybrid approach to frontage in the area, depending on the context. While 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 zoning designation in the immediate area, however this request does not appear to be a case of “spot zoning”. North Carolina law permits spot zoning, if it can be established as reasonable. The criteria for consideration are: 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 June 25, 2019 Planning Commission Meeting

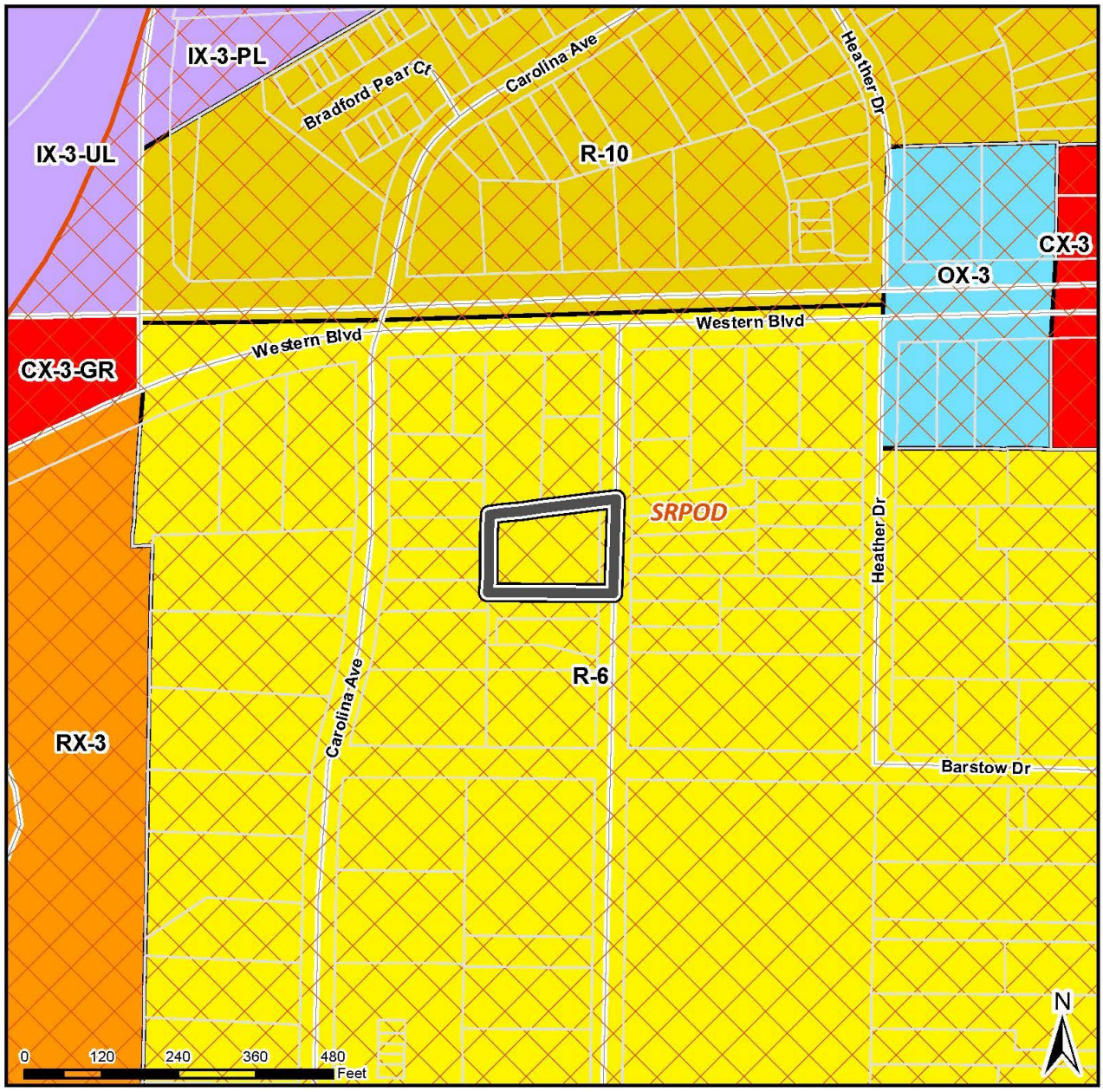
Per the discussion at the May 28, 2019 Planning Commission meeting the applicant has resubmitted the application for Z-11-19 as a Conditional Use Rezoning Case. The application was submitted on June 18, 2019 and requires a full 15-day review cycle so that all the trades may have the opportunity to review conditions for clarity and enforceability. The staff report reflects the general use rezoning case and will be updated after a full review of the new submission has been completed.

The deadline for Planning Commission Action is August 12, 2019, which will necessitate the need for a timeline extension request from City Council to allow sufficient time for staff review of the conditions, and to allow for the code required submission of zoning conditions ten calendar days prior to the Planning Commission meeting.

OUTSTANDING ISSUES

Outstanding Issues	1. None.	**Suggested Mitigation**	1. N/A

Existing Zoning Z-11-2019



Property	510 Grove Ave
Size	0.52 acres
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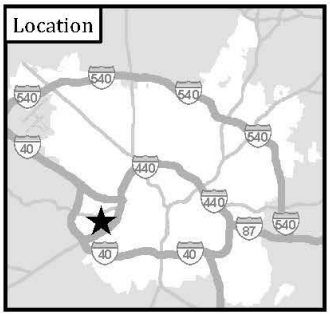
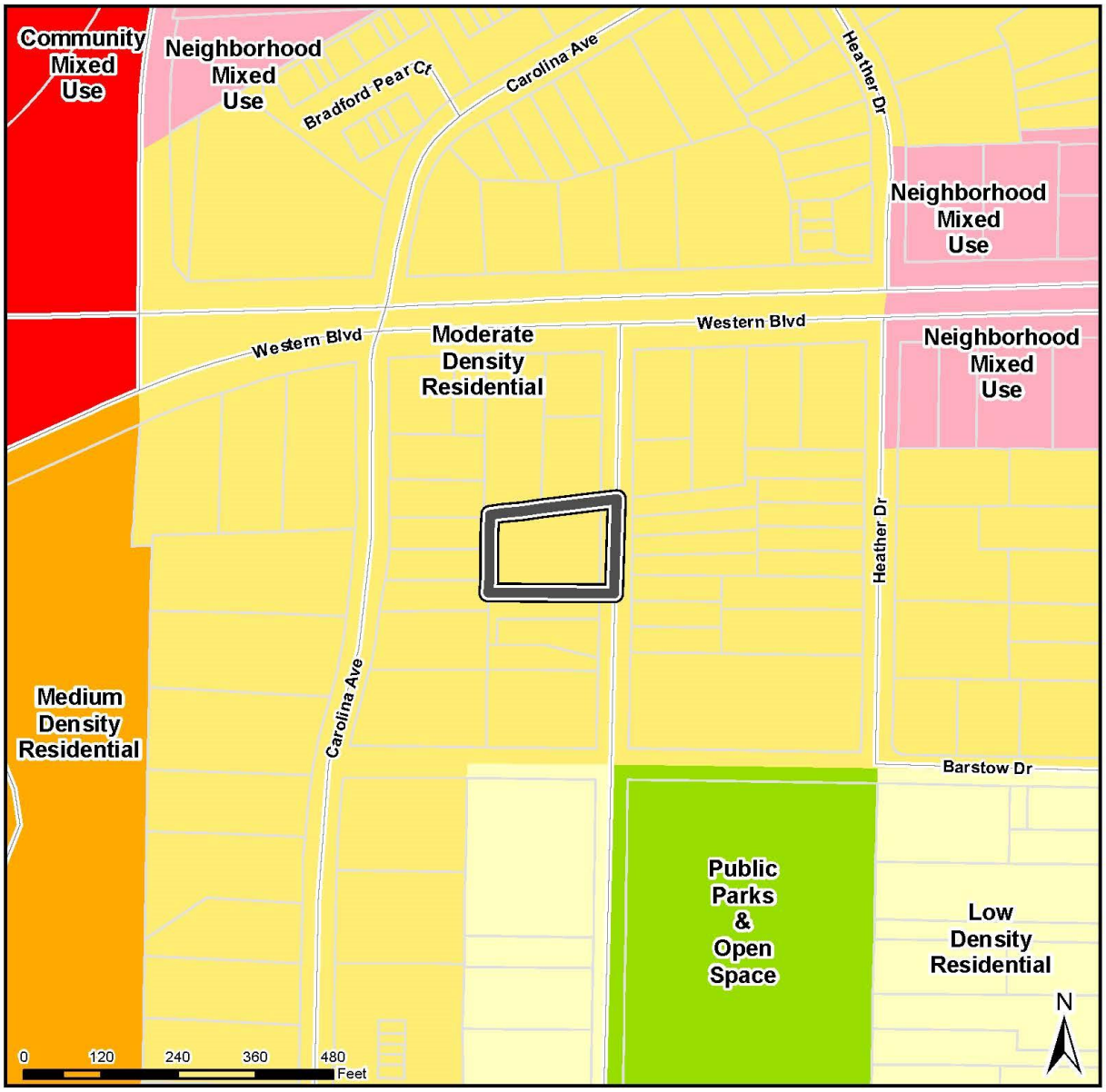


Map by Raleigh Department of City Planning (reckhowh): 3/19/2019

Future Land Use Z-11-2019



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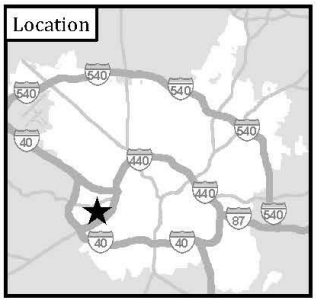
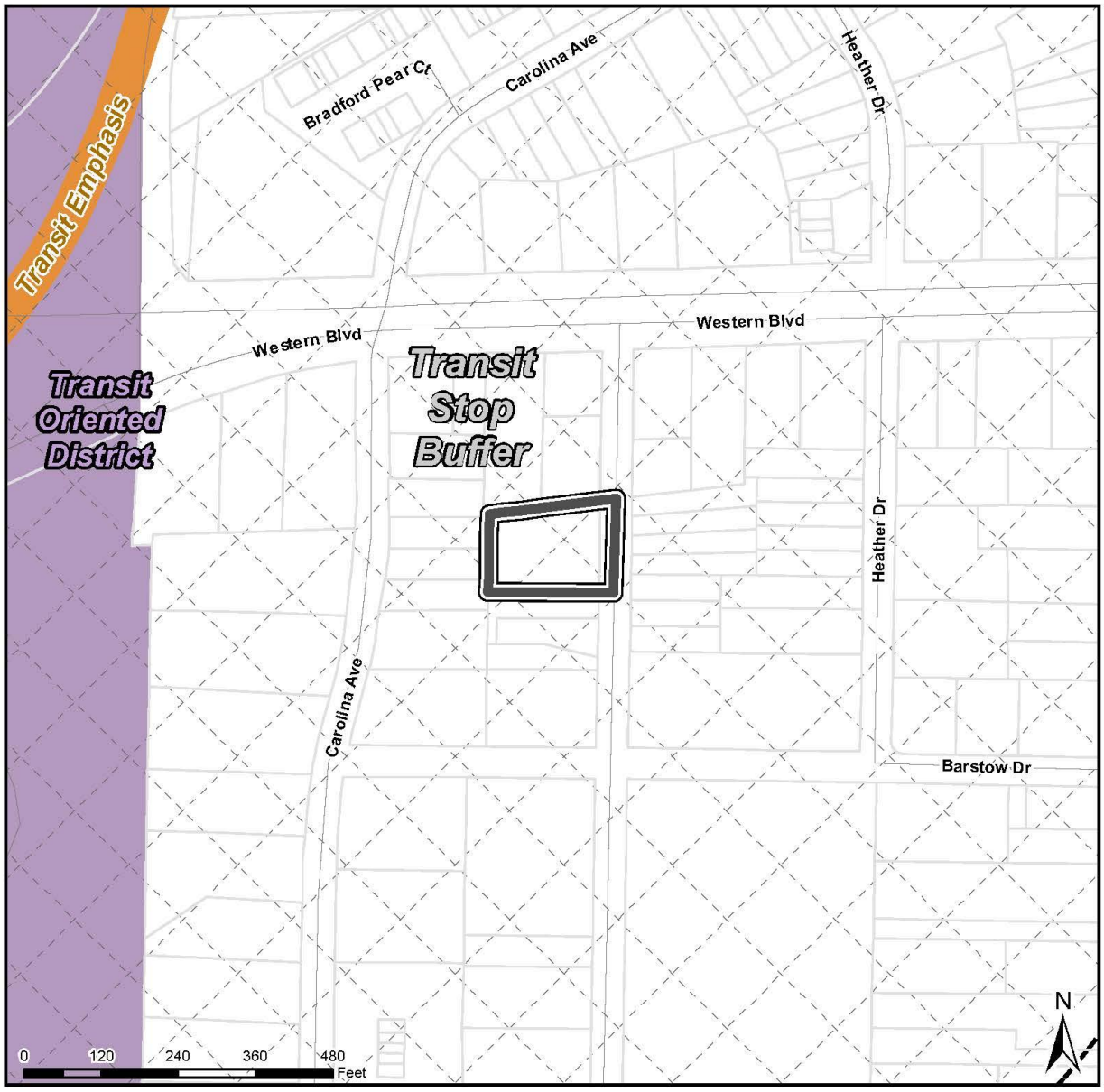


Map by Raleigh Department of City Planning (reckhowh): 3/19/2019

Urban Form Z-11-2019



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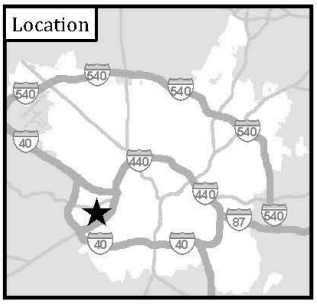

Map by Raleigh Department of City Planning (reckhowh): 3/19/2019

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?

Yes, the request is consistent with the vision, themes and policies 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 for additional housing types not permitted in R-6 zoning including; apartments and townhomes.*

*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 400 south of Western Boulevard, a corridor listed in the Wake County Transit Plan as a future Bus Rapid Transit route. 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.*

The request is not inconsistent with any of the other vision theme statements.

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

Yes, the use being requested will allow for a density of ten residential units per acre, in an area where the Future Land Use Map (FLUM) suggests a density of six to fourteen units per acre. The corresponding zoning districts for this FLUM designation include R-10, which is the requested zoning.

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 requested 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, the rezoning site is in an urbanized area with sufficient infrastructure to serve development allowed by the proposed zoning.

Future Land Use

Future Land Use designation: Moderate Density Residential

The rezoning request is

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

☐ **Inconsistent**

Analysis of consistency: The use and density permitted by the proposed zoning are consistent with the recommendation of the Moderate Density Residential designation for the area, which suggests a residential density of six to fourteen units per acre. The proposal would allow up to ten units per acre.

Urban Form

Urban Form designation: Transit Stop Half-Mile Buffer

The rezoning request is

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

☐ **Inconsistent**

☒ **Other**

Overview: The current Urban Form Designation “Transit Stop Half-Mile Buffer” is anticipated to change should the 2018 version of the 2030 Comprehensive Plan be adopted, based on the Wake County Transit Plan. The site is located approximately 400 feet from Western Boulevard, which is a planned BRT Route and a planned commuter rail corridor in the segment adjacent to the rezoning site, and policy guidance suggests an urban or hybrid approach to frontage is recommended, depending on context. The existing development is built out somewhere between R-4 and R-6 density, and the proposed increase to R-10 would be an appropriate transition given the FLUM designation and surrounding development. Additionally residential zoning designations per the UDO do not permit frontage designations.

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**.

Analysis of Compatibility: 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 five 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 or apartments, but these are permitted building types in the requested R-10 zoning district.

Detriments of the Proposed Rezoning

- Traffic may increase in the area surrounding the rezoning site.

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 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.

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 two. The request would

also expand the types of buildings allowed to include the apartment and townhome building type.

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 townhome and apartment building type. 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.

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 the addition of the apartment building type to the area, which does not currently exist in the area immediately surrounding the site. This may alter the existing neighborhood scale.

Area Plan Policy Guidance

There is no area plan guidance for this site.

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 Dr. Park (0.6 miles) and Kaplan Park (1.2 miles).
3. Nearest existing greenway trail access if provided by Reedy Creek Greenway Trail (1.9 miles).
4. Park access level of service in this area is graded a B letter grade.
5. Considering the (future park) city-owned properties nearby, this area is not considered a high priority for park land acquisition. The Jackson property (6312 Linville Dr.) is a 4.85-acre undeveloped site approximately 300 feet away.

Impact Identified: None.

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	1,875 gpd	1,875 gpd	3,125 gpd
Waste Water	1,875 gpd	1,875 gpd	3,125 gpd

1. Impact Identified: The proposed rezoning would add approximately 3,125 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area
2. 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.
3. 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

Stormwater

Floodplain	N/A

Drainage Basin	Simmons
Stormwater Management	UDO 9.2
Overlay District	N/A

Impact Identified: No downstream structural flooding impacts identified.

Transit

This site is located 100 yards from Western Boulevard, an identified BRT corridor as part of the Wake Transit Plan. This site, as well as those around it, may have very good access to all-day frequent bus rapid transit service based on what is planned currently.

Transit service works better with higher densities in the abstract, but it's difficult to say from a transit perspective if this rezoning will improve the efficiency of the overall transit system.

Impact Identified: None.

Transportation

Site Location and Context

Location

The Z-11-19 site is in west Raleigh on Grove Avenue 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 Grove Avenue.

Existing and Planned Infrastructure

Streets

The subject site fronts Grove Avenue a neighborhood street maintained by the City of Raleigh.

In accordance with UDO section 8.3.2, the maximum block perimeter for R-10 zoning districts is 2,500 feet. The current block perimeter is approximately 4000 feet between Western Boulevard, Carolina Avenue, Scarlet Maple Drive, and Grove Avenue. Improvement

of the unimproved ROW known as Barstow Drive between Carolina Avenue and Grove Avenue will improve the block perimeter to approximately 2,000 feet.

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 Grove Avenue. There are no planned bicycle facilities on Grove 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.

Access

Access to the subject site is via Grove Avenue.

Other Projects in the Area

Approximately a half mile south, the City of Raleigh plans to resurface Grovewood Place, Ravenwood Drive, and Melbourne Road between Aukland Street and Ravenwood Drive. There are no other projects with a mile of the subject site.

TIA Determination

Approval of case Z-11-19 may marginally increase trip generation. A traffic study is not required for case Z-11-19.

Z-11-19 Existing Land Use	Daily	AM	PM
Two-Family Home	0	0	0
Z-11-19 Current Zoning Entitlements	Daily	AM	PM
Single-Family/Two-Family Homes	22	1	2
Z-11-19 Proposed Zoning Maximums	Daily	AM	PM
Multi-Family Homes	37	2	3
Z-11-19 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	15	**1**	**1**

Impact Identified: None.

Urban Forestry

The property is less than 2 acres in size. Compliance with UDO 9.1 (Tree Conservation) is not required for development plans less than 2 acres in size.

Impact Identified: None.

Impacts Summary

Increased water and sewer demand; a small number of additional trips; some additional impervious surface.

Mitigation of Impacts

None requiring additional mitigation beyond that required by code.

CONCLUSION

The request is to rezone approximately .52 acres from Residential-6 with a Special Residential Parking Overlay District (R-6 w/SPROD) to Residential-10 with a Special Residential Parking Overlay District (R-10 w/SPROD). This is a general use rezoning case, and as such there are no conditions associated with it.

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

The request is not inconsistent with any identified Comprehensive Plan policies.

CASE TIMELINE

Date	Action	Notes
03/04/2019	General use rezoning application submitted.	Application incomplete; missing required items.
03/14/2019	Application resubmitted.	Applicant included neighborhood meeting letter, appropriate signatures and other missing items.

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

	SUBJECT PROPERTY	NORTH	SOUTH	EAST	WEST
Existing Zoning	R-6	R-6	R-6	R-6	R-6
Additional Overlay	SPROD	SPROD	SPROD	SPROD	SPROD
Future Land Use	Moderate Density Residential	Moderate Density Residential	Moderate Density Residential	Moderate Density Residential	Moderate Density Residential
Current Land Use	Multifamily Residential	Single Family Residential	Single Family Residential	Vacant & Single Family	Single Family
Urban Form					

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	R-6 w/ SPROD	R-10 w/SPROD
Total Acreage	.52	.52
Setbacks: **Front** **Side** **Rear**	 10’ 10’ 20’	 10’ 5’ 20’
Residential Density:	6	10
Max. # of Residential Units	3	5
Max. Gross Building SF	6,000	10,000
Max. Gross Office SF	--	--
Max. Gross Retail SF	--	--
Max. Gross Industrial SF	--	--
Potential F.A.R	.26	.44

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

CONDITIONAL USE DISTRICT ZONING CONDITIONS	
Zoning Case Number z-11-19	OFFICE USE ONLY Transaction #
Date Submitted 06/14/19	Rezoning Case #
Existing Zoning r-6 Proposed Zoning r-10	

Narrative of Zoning Conditions Offered
1. Apartment type is prohibited
2. An open space area shall be maintained measuring at least 50ft x 56ft, the open space area shall be utilized and conform to UDO sec 2.5.4
3. Elevation of structure shall not exceed a maximum of 35ft off average grade
4. Exterior of structure shall consist of 60-80% lap siding
5. Exterior of structure shall consist of 20- 40% masonry
6. Exterior of structure shall not consist of any vinyl siding
7.
8.
9.
10.

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Registered Agent Signature Jamie Mountain Print Name Jamie Mountain
Brian Mountain

Case: Z-11-19 | Zoning: R-10, SRPOD (Proposed)

Development Name: GROVE AVE & WESTERN BLVD | Proposed Land Use: Townhomes/Apartments

Z-11-19 Trips Generated

Z-11-19 Existing Land Use	Daily Trips (vpd)	AM Peak Hour Trips (vph)	PM Peak Hour Trips (vph)
Two-Family Home	0	0	0
Z-11-19 Current Zoning Entitlements	Daily Trips (vpd)	AM Peak Hour Trips (vph)	PM Peak Hour Trips (vph)
Single-Family/Two-Family Homes	22	1	2
Z-11-19 Proposed Zoning Maximums	Daily Trips (vpd)	AM Peak Hour Trips (vph)	PM Peak Hour Trips (vph)
Townhomes/Apartments	37	2	3
Z-11-19 Trip Volume Change	Daily Trips (vpd)	AM Peak Hour Trips (vph)	PM Peak Hour Trips (vph)
(Proposed Maximums minus Current Entitlements)	**15**	**1**	**1**

AM Peak Hour Peak Direction Trips (vph)	Percent of AM Trips in Peak Direction	PM Peak Direction Trips (vph)	Percent of PM Trips in Peak Direction
1	77%	1	63%

Z-11-19 Traffic Study Worksheet

7.1.3.B	**Trip Generation**	**Meets Conditions? (Y/N)**	
A	Peak Hour Trips ≥ 150 veh/hr	No	
B	Peak Hour Trips ≥ 100 veh/hr if primary access is on a 2-lane street	No	
C	More than 100 veh/hr trips in the peak direction	No	
D	Daily Trips ≥ 3,000 veh/day	No	
E	Enrollment increases at public or private schools	NA	Not Applicable
7.1.3.C	**Site Context**	**Meets Conditions? (Y/N)**	
A	Affects a location with a high crash history [Severity Index ≥ 8.4 or a fatal crash within the past three years]	Yes	There was a fatal or disabeling crash at the intersection of Carolina and Western in the past 3 years. With approximately no increase in trip generation, approval of this case is not anticipated to impact this intersection.
B	Takes place at a highly congested location [Volume-to-capacity ratio ≥ 1.0 on both major street approaches]	No	
C	Creates a fourth leg at an existing signalized intersection	No	
D	Exacerbates an already difficult situation such as a RR Crossing, Fire Station Access, School Access, etc.	No	
E	Access is to/from a Major Street as defined by the City's Street Plan Map [Major street - boulevard or avenue with 4 or more lanes]	No	
F	Proposed access is within 1,000 feet of an interchange	No	
G	Involves an existing or proposed median crossover	No	
H	Involves an active roadway construction project	No	
I	Involves a break in controlled access along a corridor	No	
7.1.3.D	**Miscellaneous Applications**	**Meets Conditions? (Y/N)**	
A	Planned Development Districts	No	
B	In response to Raleigh Planning Commission or Raleigh City Council resolutions	NA	None noted as of 3-28-19

Traffic Study Required: **No**

Reason: There was a fatal or disabeling crash at the intersection of Carolina and Western in the past 3 years. With approximately no increase in trip generation, approval of this case is not anticipated to impact this intersection.

Completed By: JR
Date: 3/28/2019

Checked By: JSM
Date: 4/2/2019

Rezoning Application

RCP RALEIGH DEPARTMENT OF CITY PLANNING

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

REZONING REQUEST

☐ General Use ☒ Conditional Use ☐ Master Plan

Existing Zoning Base District R-6 Height N/A Frontage Overlay(s) SRPOD

Proposed Zoning Base District R-10 Height N/A 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.

OFFICE USE ONLY

Transaction #

Rezoning Case # Z-11-19

If the property has been previously rezoned, provide the rezoning case number: n/a

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

571950			

GENERAL INFORMATION

Date 06/14/2019 Date Amended (1) Date Amended (2)

RECEIVED
JUN 19 2019
BY:

Property Address 510 Grove Ave Raleigh ,NC 27606

Property PIN 0784402971 Deed Reference (book/page)

Nearest Intersection Powell

Property Size (acres) .52	For Planned Development Applications Only:	Total Units 1	Total Square Footage 2118
		Total Parcels 1	Total Buildings 1

Property Owner/Address Jamie and Brian Mountian 208 Ashe Ave Raleigh NC 27604	Phone 919-212-0799	Fax
	Email jepeeler01@aol.com	
Project Contact Person/Address Adam Schroeder 9660 Falls of Neuse rd raleigh , NC 27615	Phone 919-412-4955	Fax
	Email adam@schroederconstructioninc.com	
Owner/Registered Agent Signature Jamie Mountain	Email	

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 CONDITIONS	
Zoning Case Number z-11-19	OFFICE USE ONLY Transaction #
Date Submitted 06/14/19	Rezoning Case #
Existing Zoning r-6 Proposed Zoning r-10	

Narrative of Zoning Conditions Offered
1. Apartment type is prohibited
2. An open space area shall be maintained measuring at least 50ft x 56ft, the open space area shall be utilized and conform to UDO sec 2.5.4
3. Elevation of structure shall not exceed a maximum of 35ft off average grade
4. Exterior of structure shall consist of 60-80% lap siding
5. Exterior of structure shall consist of 20- 40% masonry
6. Exterior of structure shall not consist of any vinyl siding
7.
8.
9.
10.

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Registered Agent Signature Jamie Mountain Print Name Jamie Mountain
Brian Mountain

REZONING APPLICATION ADDENDUM #1	
Comprehensive Plan Analysis 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.	**OFFICE USE ONLY** **Transaction #** **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.
1. it is consistent with raleigh future development
2.
3.
4.

PUBLIC BENEFITS
Provide brief statements regarding the public benefits derived as a result of the rezoning request.
1. provide addition housing and curb appeal to the city
2.
3.
4.

REZONING APPLICATION ADDENDUM #2

Impact on Historic Resources	OFFICE USE ONLY Transaction # 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.

no no historic resources on the property

PROPOSED MITIGATION

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

impact N/A

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 N/A Click here to view the Urban Form Map.

1.	*All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.* ***Response:***
2.	*Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.* ***Response:***
3.	*A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.* ***Response:***
4.	*Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.* ***Response:***
5.	*New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.* ***Response:***
6.	*A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.* ***Response:***

7.	*Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.* ***Response:***
8.	*If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.* ***Response:***
9.	*To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.* ***Response:***
10.	*New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.* ***Response:***
11.	*The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.* ***Response:***
12.	*A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.* ***Response:***

13.	*New public spaces should provide seating opportunities.* ***Response:***
14.	*Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.* ***Response:***
15.	*Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.* ***Response:***
16.	*Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements cane make a significant improvement.* ***Response:***
17.	*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.* ***Response:***
18.	*Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.* ***Response:***
19.	*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.* ***Response:***

20.	*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.* ***Response:***
21.	*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.* ***Response:***
22.	*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.* ***Response:***
23.	*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.* ***Response:***
24.	*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.* ***Response:***
25.	*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.* ***Response:***
26.	*The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.* ***Response:***

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	☑	☐			
2. Rezoning application review fee (see Fee Schedule for rate)	☑	☐			
3. Completed application; Include electronic version via cd or flash drive	☑	☐			
4. 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 (all applications)	☐	☑			
5. Pre-Application Conference	☑	☐			
6. Neighborhood Meeting notice and report	☑	☐			
7. Trip Generation Study	☐	☑			
8. Traffic Impact Analysis	☐	☑			
9. Completed and signed zoning conditions	☑	☐			
10. Completed Comprehensive Plan Consistency Analysis	☑	☐			
11. Completed Response to the Urban Design Guidelines	☐	☑			
12. For applications filed by a third party, proof of actual notice to the property owner	☐	☑			
13. Master Plan (for properties requesting Planned Development or Campus District)	☐	☑			
14. Copy of ballot and mailing list (for properties requesting Accessory Dwelling Unit Overlay)	☐	☑			

Rezoning Application

RCP RALEIGH DEPARTMENT OF CITY PLANNING

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

REZONING REQUEST

☒ General Use ☐ Conditional Use ☐ Master Plan

Existing Zoning Base District R6 Height Frontage Overlay(s) SRPOD (AE)

Proposed Zoning Base District R10 Height Frontage Overlay(s) SRPOD (AE)

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

OFFICE USE ONLY

Transaction # 571950

Rezoning Case # Z-11-19

MAR 14 2019 AM 11:47

If the property has been previously rezoned, provide the rezoning case number:

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

571950			

GENERAL INFORMATION

Date 03/04/2019 Date Amended (1) Date Amended (2)

Property Address 510 Grove Ave

Property PIN 0784402971 Deed Reference (book/page)

Nearest Intersection Grove Ave + Western Blvd

Property Size (acres) .52 (For PD Applications Only) Total Units Total Square Feet

Property Owner/Address Jamie & Brian Mountain 313 Sherwee Dr Raleigh, NC 27603	Phone 919-212-0791	Fax —
	Email jspeeler1@aol.com	
Project Contact Person/Address Schroeder Construction Company 9660 Falls of Neuse Rd 150-223 Raleigh, NC 27615	Phone 919-868-0489	Fax —
	Email Adam@Schroederconstructioninc.com	
Owner/Agent Signature	Email "	"

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

J. Mountain

RECEIVED
MAR 12 2019
BY:

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: N/A

Click here to view the Urban Form Map.

1.	*All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.* ***Response:*** This area will not be Mixed use
2.	*Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.* ***Response:*** will work with Zoning guidelines
3.	*A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.* ***Response:*** No Surrounding Community, Connects directly to grove
4.	*Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.* ***Response:*** There is a existing House in the way that will prevent a Connection to Carolina Ave
5.	*New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.* ***Response:*** N/A

6.	*A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.* ***Response:*** each house has its own drive
7.	*Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.* ***Response:*** N/A
8.	*If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.* ***Response:*** N/A
9.	*To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.* ***Response:*** Area to be open access
10.	*New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.* ***Response:*** Area to be open Access
11.	*The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.* ***Response:*** N/A
12.	*A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.* ***Response:*** N/A

13.	*New public spaces should provide seating opportunities.* ***Response:*** N/A
14.	*Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.* ***Response:*** House At Front of lot
15.	*Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.* ***Response:*** N/A
16.	*Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements cane make a significant improvement.* ***Response:*** N/A
17.	*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.* ***Response:*** N/A
18.	*Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.* ***Response:*** N/A
19.	*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.* ***Response:*** N/A

20.	*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.* ***Response:*** Will Abide
21.	*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.* ***Response:*** Will Abde w/ 5' Sidewalk on each side of Street
22.	*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.* ***Response:*** To be submitted w/ landscape desig
23.	*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.* ***Response:*** Landscape design
24.	*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.* ***Response:*** Decorative entrance
25.	*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.* ***Response:*** Building to be 3 Steps off grade
26.	*The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.* ***Response:*** Will Abide

REZONING APPLICATION ADDENDUM #1

Comprehensive Plan Analysis

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.

OFFICE USE ONLY

Transaction # 571950

Rezoning Case # Z-11-19

STATEMENT OF CONSISTENCY

Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.

1. Based on Pre-Con meeting + Neighboring area, For design

2.

3.

4.

PUBLIC BENEFITS

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

1. Clear area

2. decorative landscape

3. Covered area for kids to play

4.

REZONING APPLICATION ADDENDUM #2

Impact on Historic Resources

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

OFFICE USE ONLY

Transaction #
571950

Rezoning Case #
Z-11-19

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.

N/A

PROPOSED MITIGATION

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

N/A

Date:

Re: *(site location)*

Neighboring Property Owners:

You are invited to attend a neighborhood meeting on ___ (date) ____. The meeting will be held at _____(location)_____ and will begin at ____(time)____.

The purpose of this meeting is to discuss a potential rezoning of the property located at ____(site address)_____. This site is current zoned ____(zoning)_____ and is proposed to be rezoned to _____, (*Please 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: _____

PIN	PIN Ext	Real Estate	Map	Name	Owner	Mail Address 1
7.84E+08	0	82832	0784	18	HEATH, JOHN DAMON	604 CAROLINA AVE
7.84E+08	0	82829	0784	18	KUEHL, JONATHAN KUEHL, NICOLE	836 RUTH CIR
7.84E+08	0	20303	0784	18	STACEY, SEAN T STACEY, NORA	5816 SAND PEBBLE PL
7.84E+08	0	79401	0784	18	1513 S BLOODWORTH LLC	1513 S BLOODWORTH ST
7.84E+08	0	28999	0784	18	JOHNSON, CLINTON JAMES	510 CAROLINA AVE
7.84E+08	0	12386	0784	18	DIXON, LUCY L	5507 WESTERN BLVD
7.84E+08	0	49182	0784	18	CALLOWAY, JOHN MCCRIMMON JR	5505 WESTERN BLVD
7.84E+08	0	47223	0784	18	VIGIL, JOAQUIN K	502 CAROLINA AVE
7.84E+08	0	190574	0784	18	HILLSBOROUGH INVESTMENTS LLC	5511 HILLSBOROUGH ST
7.84E+08	0	11217	0784	18	GROVE DEVELOPERS LLC	PO BOX 6356
7.84E+08	0	141517	0784	18	BAHL, J MARIE CAMPBELL	3504 FLINT ST APT B113
7.84E+08	0	11218	0784	18	MCMILLAN, JANA	710 POWELL DR APT C
7.84E+08	0	64635	0784	18	SMITH, BILLIE B SMITH, BETSY T	4574 SPRINGMOOR CT
7.84E+08	0	138948	0784	18	BELL, KRISTOPHER R BELL, DIANE H	511 CAROLINA AVE
7.84E+08	0	138947	0784	18	TALHAOUY, LEKBIR TALHAOUY, ATIKA MAYOUR	509 CAROLINA AVE
7.84E+08	0	138945	0784	18	SIDDIQUI, IRFAN SIDDIQUI, MUNWWAR	221 QUARRYROCK RD
7.84E+08	0	138946	0784	18	SIDDIQUI, IRFAN SIDDIQUI, MUNWWAR	220 SE MAYNARD RD
7.84E+08	0	104769	0784	18	GROVE DEVELOPERS LLC	PO BOX 6356
7.84E+08	0	11219	0784	18	MCMILLAN, JANA	710 POWELL DR APT C
7.84E+08	0	226806	0784	18	MCMILLAN, JANA	710 POWELL DR APT C
7.84E+08	0	226804	0784	18	BLANTON, THOMAS A	1508 CARR ST
7.84E+08	0	61719	0784	18	MOUNTAIN, JAMIE MOUNTAIN, BRIAN	313 SHERWEE DR
7.84E+08	0	226805	0784	18	BLANTON, THOMAS A	1508 CARR ST
7.84E+08	0	66796	0784	18	STAM, HEATHER D	517 GROVE AVE
7.84E+08	0	444373	0784	18	SMITH, RYAN SIEFERS, ANDREA	515 GROVE AVE
7.84E+08	0	444372	0784	18	HOMEQUEST BUILDERS, INC	303 GRAND AVE
7.84E+08	0	35004	0784	18	RALEIGH CITY OF	PO BOX 590
7.84E+08	0	29766	0784	18	HEARN, DAVID CLYDE	311 DEERFIELD RD
7.84E+08	0	462722	0784	18	A SQUARED LLC	51 KILMAYNE DR STE 100
7.84E+08	0	462723	0784	18	A SQUARED LLC	51 KILMAYNE DR STE 100
7.84E+08	0	462724	0784	18	A SQUARED LLC	51 KILMAYNE DR STE 100
7.84E+08	0	462725	0784	18	A SQUARED LLC	51 KILMAYNE DR STE 100
7.84E+08	0	54003	0784	18	BOLCH, MARY KATHERINE PEELE	7816 MADISON PARK LN

7.84E+08	0	54007	0784 18	BOLCH, MARY KATHERINE PEELE	7816 MADISON PARK LN
7.84E+08	0	462721	0784 18	A SQUARED LLC	51 KILMAYNE DR STE 100
7.84E+08	0	462720	0784 18	A SQUARED LLC	51 KILMAYNE DR STE 100
7.84E+08	0	462719	0784 18	A SQUARED LLC	51 KILMAYNE DR STE 100
7.84E+08	0	355190	0784 18	VERZAAL, DENNIS L	808 BARSTOW DR
7.84E+08	0	60606	0784 18	ROBINSON, CLAYTON E ROBINSON, BETTY G	511 HEATHER DR
7.84E+08	0	105045	0784 18	HORTON, DAVID A HORTON, KAREN D	3121 GEORGIAN TER
7.84E+08	0	20199	0784 18	TENZING INVESTMENTS LLC	51 KILMAYNE DR STE 100
7.84E+08	0	67556	0784 18	FLYNN, JOHN MARSHALL II FLYNN, KELLEY HAMILTON	5408 WESTERN BLVD
7.84E+08	0	22487	0784 18	ROSCIANO, GLEN JAMES	5405 WESTERN BLVD
7.84E+08	0	27604	0784 18	MCCAULEY, ERSKINE TROY	5404 WESTERN BLVD
7.84E+08	0	124899	0784 18	CORBETT, SPRITE B JR CORBETT, TAMMY J	506 GROVE AVE
7.84E+08	0	78465	0784 18	JERHAK LLC	PO BOX 699
7.84E+08	0	76583	0784 18	ROSCIANO, GLEN J	5400 WESTERN BLVD
7.84E+08	0	53460	0784 18	MCCLAMROCK, LARRY JOE	5311 WESTERN BLVD
7.84E+08	0	64536	0784 18	MCCLAMROCK, LARRY JOE	5311 WESTERN BLVD
7.84E+08	0	76603	0784 18	HAMMOND, LISA ACHATZ	4901 SALEM RIDGE RD
7.84E+08	0	10284	0784 18	POECKE LLC	PO BOX 30653
7.84E+08	0	32263	0784 18	MOUNT VERNON ASSOC LLC	809 MOUNT VERNON RD STE 10
7.84E+08	0	462716	0784 18	A SQUARED LLC	51 KILMAYNE DR STE 100
7.84E+08	0	462718	0784 18	A SQUARED LLC	51 KILMAYNE DR STE 100
7.84E+08	0	462726	0784 18	A SQUARED LLC	51 KILMAYNE DR STE 100
7.84E+08	0	380892	0784 18	MVR PROPERTIES LLC	809 MOUNT VERNON RD STE 10
7.84E+08	0	462727	0784 18	A SQUARED LLC	51 KILMAYNE DR STE 100
7.84E+08	0	410510	0784 18	GALLAGHER, JOSEPH A GALLAGHER, LESLIE K	422 HEATHER DR
7.84E+08	0	79397	0784 18	BOSTROM, DIANNE W TRUSTEE DIANNE W BOSTROM REV(	305 TROON VILLAGE LN
7.84E+08	0	79407	0784 18	BOSTROM, DIANNE W TRUSTEE DIANNE W BOSTROM REV(	305 TROON VILLAGE LN

MEETING SIGN-IN SHEET

Project:	510 Grove Avenue	**Meeting Date:**	02/23/2019
Facilitator:	Westover United Methodist church	**Place/Room:**	300 Powell

Name	Address	Phone	E-Mail
Diane Bell	511 Carolina Ave	9194133305	hallerbell@gmail.c
Allison Smith Shackelford for Betsy Smith	515 Carolina Ave.	919/602-4874	ashack1226@gmail.com
Andrea Siefers	515 Grove Ave	9198408049	andrea.siefers@gmail.com
Kris Bell	511 Carolina Ave	980-333-9135	Kbell@Kimbrells.com

SUMMARY OF ISSUES

A neighborhood meeting was held on 02/23/2019 (date) to discuss a potential rezoning located at 510 Grove Ave (property address). The neighborhood meeting was held at 300 Powell (location). There were approximately 4 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

- Storm water run off to there Home
- College housing
- rental Properties

Schroeder Construction Company LLC.

510 Grove Avenue Raleigh, NC 27606

Topics covered in meetings:

1.) Neighbors expressed there concerns about turning the area into a college bordering area and creating a parking situation
2.) Major concerns about parking on the street
3.) Storm water run off , the water from the property running to the neighbors yard at the bottom of the lot(this currently is happening now , but they are concerned about this happening
4.) They where curious about the design of the homes , if they would be high end or low price point
5.) How would it affect the community

These are the topics that where brought up at the community meeting

Pre-Application Conference

(this form must be provided at the time of formal submittal)

DEVELOPMENT SERVICES DEPARTMENT

Development Services Customer Service Center | 1 Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2495 | efax 919-996-1831
Litchford Satellite Office | 8320 – 130 Litchford Road | Raleigh, NC 27601 | 919-996-4200

PROCESS TYPE
☐ Board of Adjustment
☐ Comprehensive Plan Amendment
☒ Rezoning
☐ Site Review*
☐ Subdivision
☐ Subdivision (Exempt)
☐ Text Change
* Optional conference

GENERAL INFORMATION	
Date Submitted	09/21/15
Applicant(s) Name	Schroeder Construction Company
Applicant's Mailing Address	9660 Falls of Neuse Rd
Phone	919-862-0459
Email	Adam@schroederconstruction inc.com
Property PIN #	
Site Address / Location	510 grove Street Raleigh, NC
Current Zoning	R-6
Additional Information (if needed) :	R-6 to 6 Town homes

OFFICE USE ONLY	
Transaction # : 571950	Date of Pre-Application Conference : 10/15/15
Staff Signature	

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