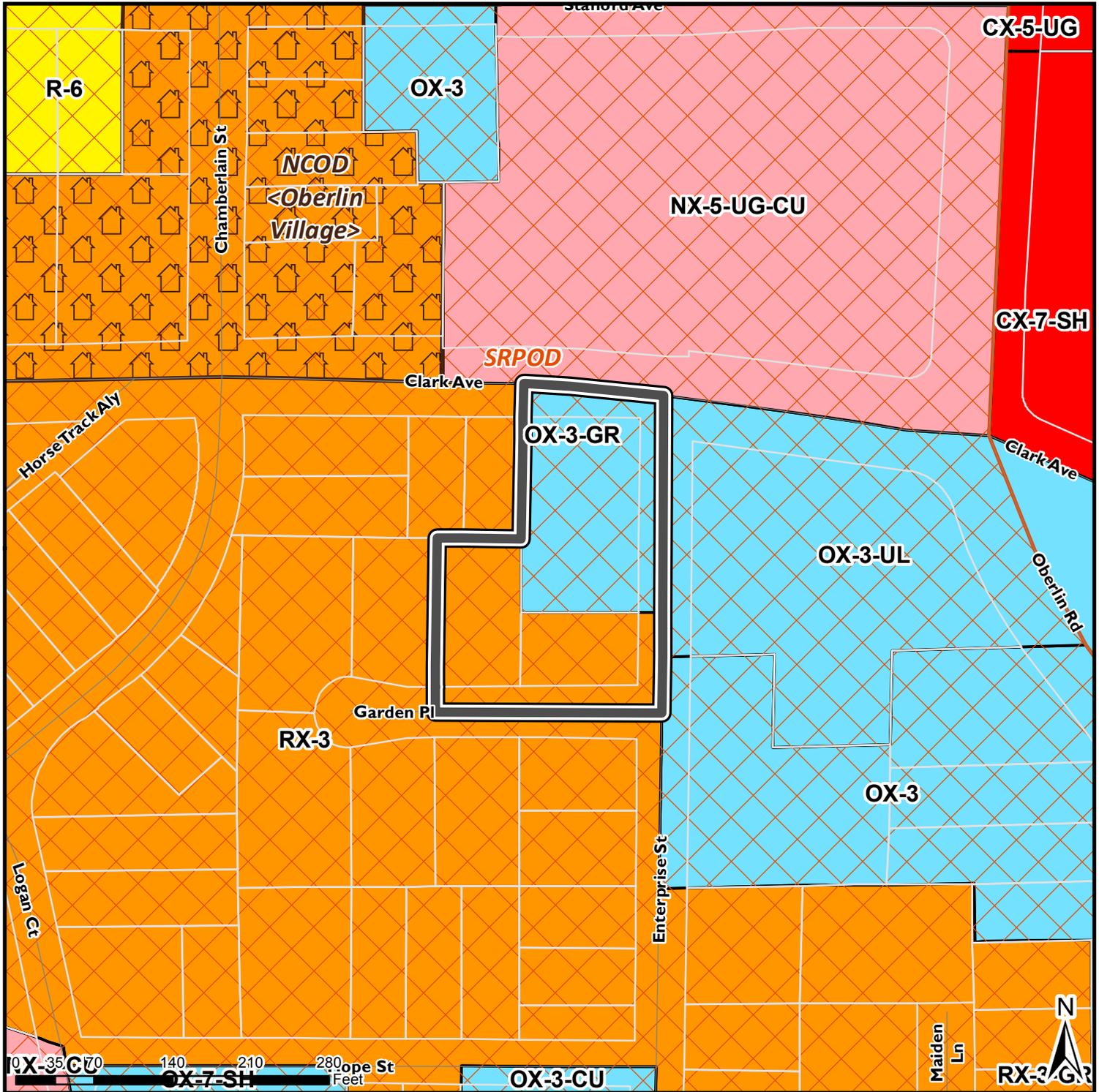


# Existing Zoning

# Z-24-2017

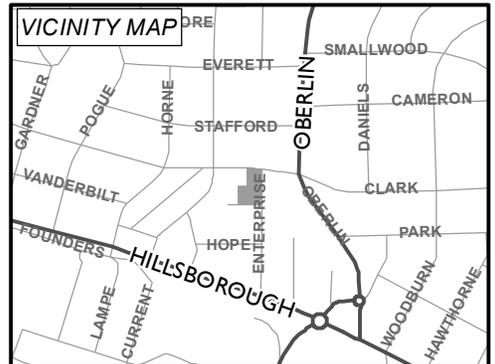


**Submittal Date**

9/11/2017

**Request:**

**0.81 acres from  
RX-3 & OX-3-GR w/SRPOD  
to OX-5-UL-CU  
w/ SRPOD**





# Certified Recommendation

Raleigh Planning Commission

CR#

## Case Information Z-24-17 Clark Avenue, Enterprise Street, and Garden Place

<i>Location</i>	Enterprise Street, west side, between Clark Avenue and Garden Place Address: 2303 Clark Avenue, 101 Enterprise Street, and 2204 Garden Place PINs: 0794925371, 0794925270, and 0794924283
<i>Request</i>	Rezone property from RX-3 and OX-3-GR to OX-5-UL-CU
<i>Area of Request</i>	0.81 acres
<i>Property Owner</i>	N C State Nurses Assn PO Box 12025 Raleigh, NC 27605  GMR Investments LLC PO Box 97233 Raleigh, NC 27624
<i>Applicant</i>	David Brown 137 S. Wilmington Street, Suite 200 Raleigh, NC 27601
<i>Citizens Advisory Council (CAC)</i>	Wade CAC Donna Bailey <a href="mailto:donna.bailey.nc@gmail.com">donna.bailey.nc@gmail.com</a>
<i>PC Recommendation Deadline</i>	February 12, 2017

### Comprehensive Plan Consistency

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

### Future Land Use Map Consistency

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

### Comprehensive Plan Guidance

<b><i>FUTURE LAND USE</i></b>	Moderate Density Residential (MDR) and Office & Residential Mixed Use (ORMU)
<b><i>URBAN FORM</i></b>	None
<b><i>CONSISTENT Policies</i></b>	Policy LU 1.3—Conditional Use District Consistency Policy LU 2.2—Compact Development Policy LU 2.5—Healthy Communities Policy LU 4.5—Connectivity Policy LU 6.4—Bus Stop Dedication Policy LU 7.6—Pedestrian-Friendly Development Policy T 2.5—Multi-modal Grids Policy T 4.8—Bus Waiting Areas

	Policy T 4.15 Enhanced Rider Amenities Policy T 5.2—Incorporating Bicycle and Pedestrian Improvements
<b>INCONSISTENT Policies</b>	Policy LU 1.2—Future Land Use Map and Zoning Consistency Policy LU 5.1—Reinforcing the Urban Pattern Policy LU 5.4—Density Transitions Policy LU 5.6—Buffering Requirements Policy LU 7.4—Scale and Design of New Commercial Uses Policy LU 8.12—Infill Compatibility Policy LU 10.3—Ancillary Retail Uses Policy UD 5.1—Contextual Design

### Summary of Proposed Conditions

<ol style="list-style-type: none"> <li>1. Requires construction of a transit shelter or fee-in-lieu.</li> <li>2. Limits total dwelling units to 60.</li> <li>3. Requires the construction of a ‘Greenway Connector’ sidewalk on Enterprise Street.</li> <li>4. Prohibits Parking, Sports Academy, Outdoor Sports/Entertainment Facility, Telecommunication Tower, and Emergency Shelter uses.</li> <li>5. Limits Retail use to 4,000 square feet.</li> <li>6. Limits Office use to 9,500 square feet.</li> <li>7. Prohibits dwelling units with more than three bedrooms.</li> </ol>
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### Public Meetings

<i>Neighborhood Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>
August 21, 2017	September 14, 2017; October 12, 2017 (Y-21, N-14)	November 14, 2017	

#### Attachments

1. Staff report

### Planning Commission Recommendation

<i>Recommendation</i>	
<i>Findings &amp; Reasons</i>	
<i>Motion and Vote</i>	

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.

\_\_\_\_\_  
Planning Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Planning Commission Chairperson

\_\_\_\_\_  
Date

Staff Coordinator:

John Anagnost: (919) 996-2638; [john.anagnost@raleighnc.gov](mailto:john.anagnost@raleighnc.gov)



## Zoning Staff Report – Z-24-17

### Conditional Use District

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## Case Summary

### Overview

The rezoning site is composed of three parcels totaling 0.81 acres at the southwest corner of Clark Avenue and Enterprise Street. It is bounded to the south by Garden Place, which terminates in a cul-de-sac about 75 feet west of the site. The block in which the rezoning area is located is bounded by Clark Avenue to the North, Hope Street to the south, Chamberlain Street and Logan Court to the west, and Enterprise Street to the east. The Cameron Village shopping center is located about 600 feet east on Clark Avenue. Hillsborough Street is a little over 700 feet to the south of the site.

The block surrounding the rezoning site is occupied by a variety of residential building types, with the majority being detached and attached houses. A subdivision has been filed for townhouses at the northwest corner of the block. A site review for an apartment building at the southwest corner of the block has been approved. There is a single office building present on the rezoning site. Across Clark Avenue to the north is a five-story mixed use building. A bank with drive-through service is located across Enterprise Street to the east. University Park is located to the north and west of the site. The West Raleigh Historic District covers this area as well, and it shares a boundary with the rezoning area.

Development is largely residential, detached, and small-scale in University Park. The urban makeup becomes denser, taller, and more commercial closer to Cameron Village to the east and North Carolina State University to the south. The topography of the site slopes downward toward the west. The site is fairly level along Enterprise Street with steeper grades on the side facing Garden Place.

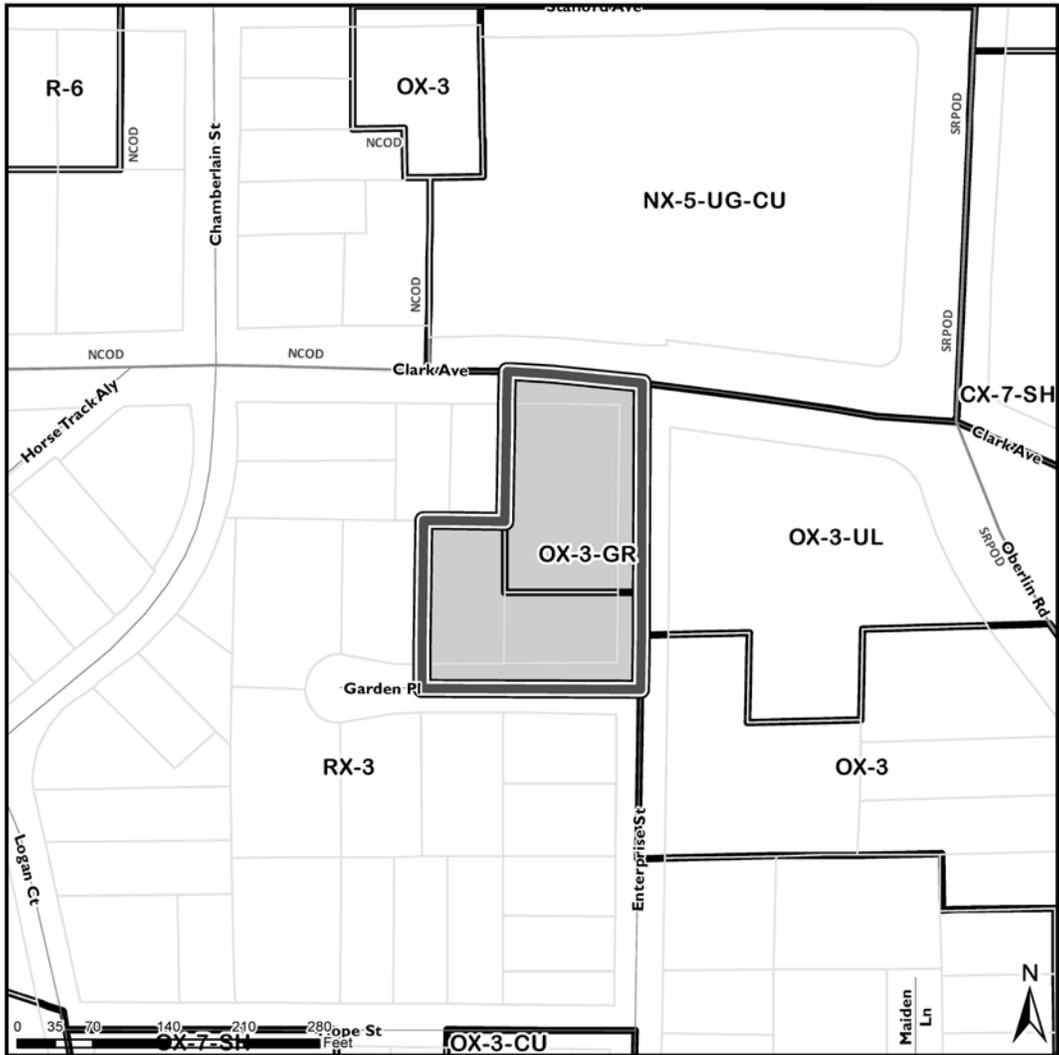
Zoning in the area transitions from higher-intensity mixed use districts (CX and NX) in Cameron Village and along Hillsborough Street to lower-intensity mixed use districts closer to neighborhoods like University Park and Cameron Park. On the Urban Form Map Cameron Village is a Mixed Use Center, and Hillsborough Street is a transit emphasis corridor. Urban Frontages (GR, UL, UG, and SH) are present on most sites within these designations.

The rezoning request is to make the site uniformly Office Mixed Use as opposed to the combination of Residential Mixed Use and Office Mixed Use that exists currently. The height is proposed to increase from three stories to five stories. A Green Frontage is currently applied to the Office Mixed Use portion of the site, which covers all of the Clark Avenue boundary and most of the Enterprise Street boundary. The proposal would apply an Urban General frontage to the entire site. This has the effect of bringing buildings closer to the street and removing the required street yard that accompanies a Green frontage. The rezoning request increases the number and intensity of allowed uses on the existing RX portion of the site.

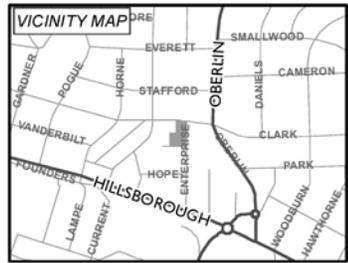
## Outstanding Issues

<i>Outstanding Issues</i>		<i>Suggested Mitigation</i>	
	<ol style="list-style-type: none"> <li>1. The request is inconsistent with the Future Land Use Map and the Comprehensive Plan.</li> <li>2. An offered condition requiring transit improvements is likely to be duplicative of the UDO.</li> </ol>		<ol style="list-style-type: none"> <li>1. The applicant may offer conditions requiring more buffering and transition in height between future development and adjacent property. Conditions may also be offered to restrict commercial uses to the Clark Avenue and Enterprise Street frontages of the site.</li> <li>2. The transit shelter conditions should be removed or modified to indicate that improvements offered would be over and above what is required by the UDO.</li> </ol>

# Existing Zoning Z-24-2017



  
**Request:**  
 0.81 acres from  
 RX-3 & OX-3-GR w/SRPOD  
 to OX-5-UL-CU  
 w/ SRPOD  
  
**Submittal Date**  
 9/11/2017



# 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>	Residential Mixed Use-3 Stories and Office Mixed Use-3 Stories-Green frontage	Neighborhood Mixed Use-5 Stories-Urban General-Conditional Use	Residential Mixed Use-3 Stories	Office Mixed Use-3 Stories-Urban Limited	Residential Mixed Use-3 Stories
<i>Additional Overlay</i>	Special Residential Parking Overlay District	Special Residential Parking Overlay District	Special Residential Parking Overlay District	Special Residential Parking Overlay District	Special Residential Parking Overlay District
<i>Future Land Use</i>	Office & Residential Mixed Use and Moderate Density Residential	Moderate Density Residential	Moderate Density Residential	Office & Residential Mixed Use	Moderate Density Residential
<i>Current Land Use</i>	Office, Two-unit Living, Single-unit Living	Multi-unit Living	Multi-unit Living, Single-unit Living	Office	Multi-unit Living, Single-unit Living
<i>Urban Form (if applicable)</i>	Transit Stop Half-Mile Buffer	Transit Stop Half-Mile Buffer	Transit Stop Half-Mile Buffer	Transit Stop Half-Mile Buffer	Transit Stop Half-Mile Buffer

### 1.2 Current vs. Proposed Zoning Summary

	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
<i>Residential Density:</i>	41 dua. (33 units)	51 dua. (41 units)
<i>Setbacks:</i>		
<i>Front:</i>	5'	5'
<i>Side:</i>	0' or 6'	0' or 6'
<i>Rear:</i>	0' or 6'	0' or 6'
<i>Retail Intensity Permitted:</i>	7,900 sf	4,000
<i>Office Intensity Permitted:</i>	17,900	9,500

### **1.3 Estimated Development Intensities**

	<b>Existing Zoning</b>	<b>Proposed Zoning*</b>
<i>Total Acreage</i>	0.81 ac	0.81 ac
<i>Zoning</i>	RX-3 and OX-3-GR	OX-5-UG-CU
<i>Max. Gross Building SF (if applicable)</i>	39,900	48,900
<i>Max. # of Residential Units</i>	33	41
<i>Max. Gross Office SF</i>	17,900	9,500
<i>Max. Gross Retail SF</i>	7,900	4,000
<i>Max. Gross Industrial SF</i>	Not permitted	Not permitted
<i>Potential F.A.R</i>	1.13	1.39

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

The proposed rezoning is:

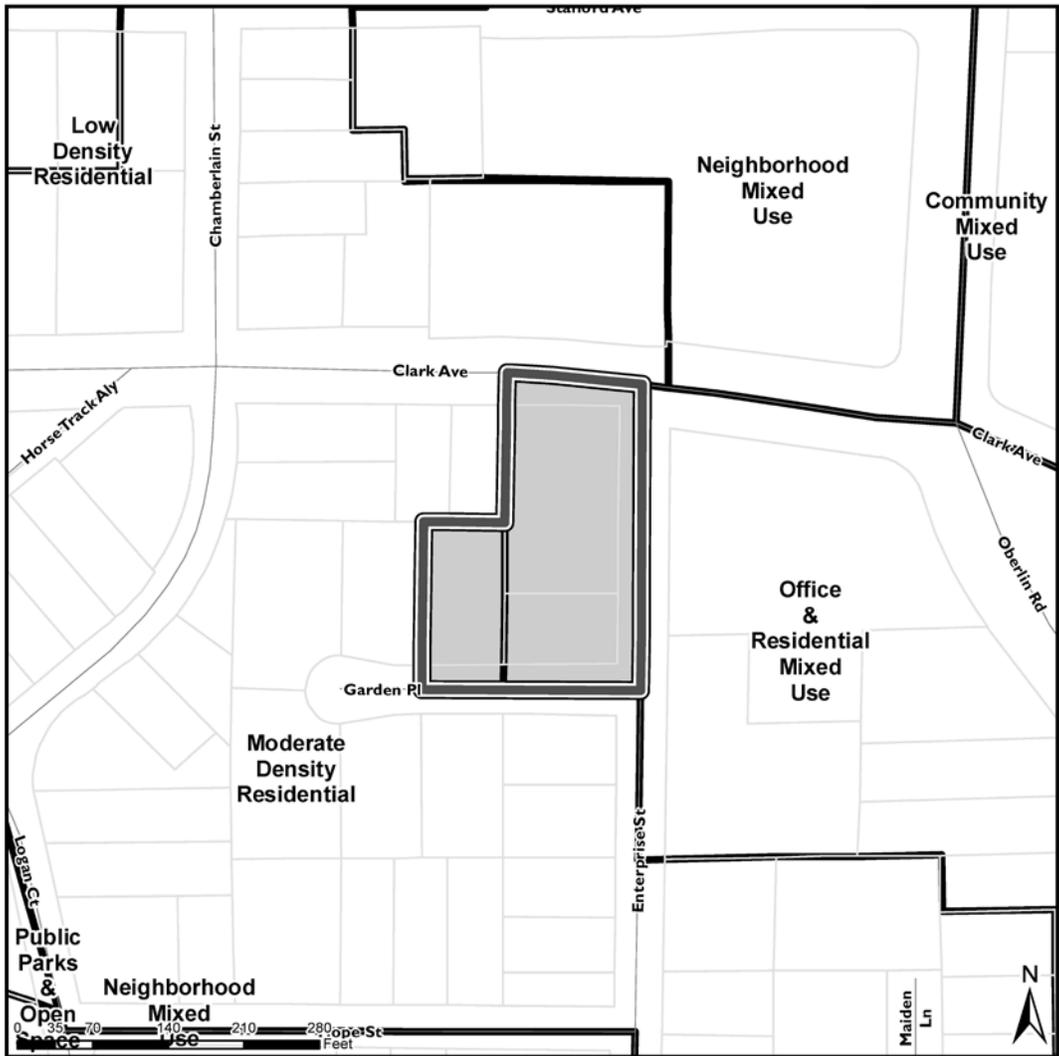
**Compatible** with the property and surrounding area.

**Incompatible.**

Analysis of Incompatibility:

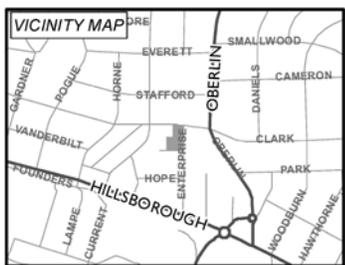
The proposed height is taller than what is allowed under nearby zoning and without a basis in the Future Land Use Map. Adjacent development is primarily two-story structures with a detached urban form. A five-story structure with no Neighborhood Transition required in this context is not compatible with the scale and form of the surroundings. The request would also allow a retail use to be located in the interior of Garden Place whereas the existing zoning would require a retail use to be focused on the corner of Enterprise Street and Garden Place. The combination of height significantly greater than the existing buildings on Garden Place and the potential for retail to encroach on a residential street makes the request incompatible with the surrounding area.

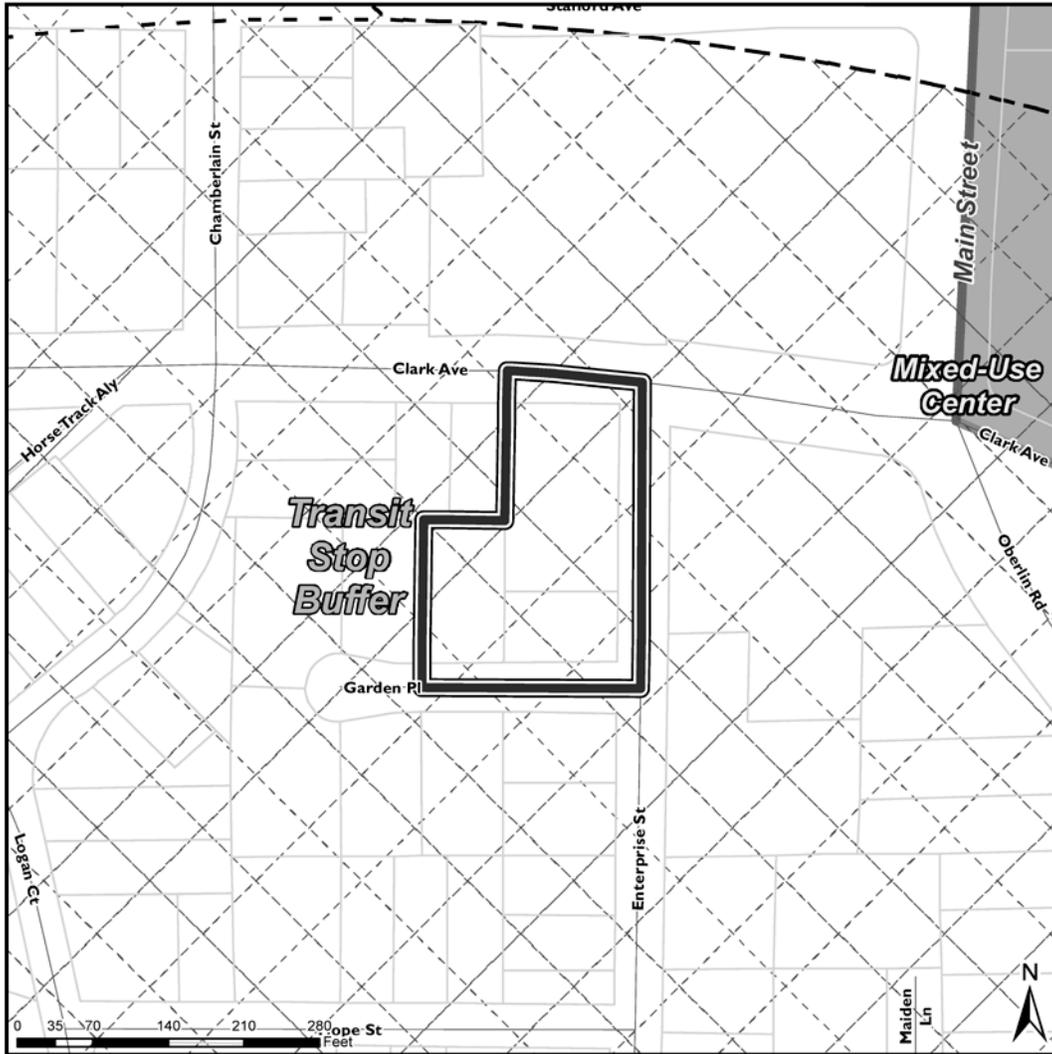
**Future Land Use Z-24-2017**



  
**Request:**  
 0.81 acres from  
**RX-3 & OX-3-GR w/SRPOD**  
 to **OX-5-UL-CU**  
 w/ SRPOD

**Submittal Date**  
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**Request:**  
 Submittal  
 Date  
 9/11/2017

**Request:**  
 0.81 acres from  
 RX-3 & OX-3-GR w/SRPOD  
 to OX-5-UL-CU  
 w/ SRPOD



## 2. Comprehensive Plan Consistency Analysis

### 2.1 Comprehensive Plan

Determination of the conformance of a proposed use or zone with the Comprehensive Plan includes consideration of the following questions:

- A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?
- B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
- C. If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?
- D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

- A. No, the proposal is inconsistent with a number of policies in the Comprehensive Plan, including the Future Land Use Map and several policies related to neighborhood character and density transitions. The proposed height and allowed uses are in conflict with the Growing Successful Neighborhoods and Communities Vision Theme because it enables infill that may not be careful and complementary to existing character.
- B. Yes, the majority of the site is designated as Office & Residential Mixed Use on the Future Land Use Map. The proposed zoning district, Office Mixed Use, is the recommended district for this designation. A portion of the site is designated for Moderate Density Residential, which can correspond to the Residential Mixed Use zoning district with density limited to 14 units per acre. The offered condition limiting retail square footage brings the proposal more in line with this designation, although the allowed density would exceed the Future Land Use Map recommendation. Overall, the use profile enabled by the request would be consistent with the Future Land Use Map designations.
- C. No, the proposal would allow retail uses on the portion of the site not designated for commercial use. The presence of commercial uses, especially retail, in the interior of Garden Place would adversely affect the character of the area.
- D. Yes, the rezoning site is in an urbanized area well-served by community facilities and streets.

### 2.2 Future Land Use

**Future Land Use designation: Moderate Density Residential and Office & Residential Mixed Use**

**The rezoning request is:**

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

**Inconsistent**

Analysis of Inconsistency:

The Future Land Use Map designates the two eastern parcels in the request for Office & Residential Mixed Use. The western-most parcel is designated for Moderate Density Residential. The rezoning request is consistent, in terms of allowed uses, with the Office & Residential Mixed Use portion. It includes conditions limiting retail uses to intensities that would be considered ancillary to the office and residential uses that could be developed on the site. The Office Mixed Use zoning district is recommended for this designation. The proposed height is not consistent with the recommendations of the Future Land Use Map, which suggests heights of up to four stories for mixed use buildings. The rezoning site would also be considered an “Edge” area in Table LU-2, which indicates a maximum height of four stories. The rezoning request would allow uses and density that are not recommended for the Moderate Density Residential portion of the site. Moderate Density Residential envisions only residential uses and recommends density of up to 14 units per acre.

### **2.3 Urban Form**

**Urban Form designation:**

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

**The rezoning request is:**

**Consistent** with the Urban Form Map.

**Inconsistent**

Analysis of Inconsistency:

No Urban Form designation present.

### **2.4 Policy Guidance**

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

**Policy LU 1.3—Conditional Use District Consistency**

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

*The offered conditions support the Future Land Use Map recommendations for Office & Residential Mixed Use as well as Comprehensive Plan policies related to multi-modal transportation.*

**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 for greater density in an area that is served by existing public services and infrastructure.*

**Policy LU 2.5—Healthy Communities**

New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.

*The rezoning site is in a walkable, mixed use, transit-served area and an offered condition would require improvements to bicycle and pedestrian infrastructure.*

**Policy 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 offered condition would improve connectivity of the local pedestrian network with area greenways.*

**Policy LU 6.4—Bus Stop Dedication**

The City shall coordinate the dedication of land for the construction of bus stop facilities within mixed-use centers on bus lines as part of the development review and zoning process.

*The request includes conditions requiring transit improvements to be constructed or a fee to be paid in lieu of constructing transit improvements.*

**Policy LU 7.6—Pedestrian-Friendly Development**

New commercial developments and redeveloped commercial areas should be pedestrian-friendly.

*The requested Urban General frontage enhances the pedestrian environment. The mix of uses allowed by the proposal supports pedestrian travel between uses in the area.*

**Policy T 2.5—Multi-modal Grids**

All new residential, commercial, or mixed-use developments that construct or extend roadways should include a multi-modal network (including non-motorized modes) that provides for a well-connected, walkable community, preferably as a grid or modified grid.

*Conditions are offered that support transit, bicycle, and pedestrian mobility.*

**Policy T 4.8—Bus Waiting Areas**

Development located within existing and planned bus transit corridors should coordinate with CAT to provide a stop facility that is lit and includes a shelter, bench, and other amenities (such as a waste receptacle) as appropriate.

*A condition is offered that requires construction of a transit shelter or payment of a fee in lieu.*

**Policy T 4.15 Enhanced Rider Amenities**

Promote the use of transit facilities and services through enhanced pedestrian access and provisions for seating, shelter, and amenities.

*A condition is offered that requires construction of a transit shelter or payment of a fee in lieu.*

### **Policy T 5.2—Incorporating Bicycle and Pedestrian Improvements**

All new developments, roadway reconstruction projects, and roadway resurfacing projects in the City of Raleigh's jurisdiction should include appropriate bicycle facilities as indicated in the Recommended Bicycle Network of the 2008 City of Raleigh Bicycle Transportation Plan.

*An offered condition requires construction of a Greenway Connector that is consistent with what is called for in the BikeRaleigh Long Term Bikeway Plan.*

The rezoning request is **inconsistent** 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 proposal would allow buildings taller than what is recommended in either Future Land Use Map designation on this site. The uses enabled by the request would be inconsistent with the Moderate Density Residential designation on the western portion of the site.*

### **Policy LU 5.1—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 character of immediately adjacent buildings and the block surrounding the rezoning site is low and moderate density residential with a detached form. The rezoning request does not contain conditions that would require design elements that would relate development to the surrounding character.*

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

Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity about on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.

*The proposal would allow for little to no transition between low density residential uses and retail and office uses. The rezoning is site is recommended to incorporate some transition in density and intensity from the adjacent parcels on the western side.*

### **Policy LU 5.6—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 zoning does not include conditions requiring height, intensity, or density buffering beyond what is required by the UDO. The proposal would allow for a zero-foot setback for a five-story building adjacent to a single-family house.*

### **Policy LU 7.4—Scale and Design of New Commercial Uses**

New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.

*The heights and setbacks enabled by the request would not be compatible with the scale of adjacent uses, which are significantly lower than five-stories and less urban in form.*

### **Policy LU 8.12—Infill Compatibility**

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

*The heights and setbacks enabled by the request would not be compatible with the scale of adjacent uses, which are significantly lower than five-stories and less urban in form.*

### **Policy LU 10.3—Ancillary Retail Uses**

Ancillary retail uses in residential and office developments located in areas designated *High Density Residential*, *Office Residential—Mixed Use* and *Office/Research and Development* should not be larger in size than is necessary to serve primarily the residents, employees, visitors, and patrons of the primary uses in the area; should preferably be located within a mixed-use building; and should be sited to minimize adverse traffic, noise, and visual impacts on adjoining residential areas.

*The proposal would allow retail uses in an area of the site that may have adverse impacts for residents of Garden Place.*

### **Policy UD 5.1—Contextual Design**

Proposed development within established neighborhoods should create or enhance a distinctive character that relates well to the surrounding area.

*The rezoning request does not contain conditions that would require design elements that would relate development to the surrounding character.*

## **2.5 Area Plan Policy Guidance**

The Cameron Village & Hillsborough Street Small Area Plans include the rezoning site (CVHS). They are under review by the City Council. The recommendations of CVHS include location specific height and zoning guidance that calls for OX-5 zoning on the rezoning site as well as the west side of the surrounding block, including all of Garden Place. The small area plans are being reviewed in conjunction with Future Land Use Map amendments that are based on recommendations from the plans. The proposed Future Land Use Map amendments would designate the rezoning site and the surrounding block as Office & Residential Mixed Use. If CVHS and its accompanying Future Land Use Map amendments are adopted, the request would become consistent with several of the area plan policies and the Future Land Use Map. More information about CVHS is available at <http://www.raleighnc.gov/business/content/PlanDev/Articles/UrbanDesign/CameronHillsborough.html>.

### 3. Public Benefit and Reasonableness Analysis

#### 3.1 Public Benefits of the Proposed Rezoning

The rezoning proposal would enable increased housing supply and a mix of uses in a walkable and transit-served area. Employment and shopping opportunities may be increased by the proposal. Offered conditions require construction of improvements that enhance multi-modal networks.

#### 3.2 Detriments of the Proposed Rezoning

The lack of appropriate scale, uses, and transitions may have negative impacts on neighboring properties in the form of physical bulk, noise, light, and traffic.

### 4. Impact Analysis

#### 4.1 Transportation

The Z-24-2017 site is located on Enterprise Street between Clark Avenue and Garden Place. Enterprise Street is maintained by the City and currently has a two-lane cross section with curbs and sidewalks on both sides. Likewise, Clark Avenue is City-maintained curbs and sidewalks on both sides. Garden Place has curbing on both sides but lacks sidewalks. Enterprise Street and Garden Place are classified as local streets in the Raleigh Street Plan; Clark Avenue is a mixed-use street (Avenue, 3-Lane with parallel parking). A transit stop for GoRaleigh Route 12 is adjacent to the Z-24-2017 site on Clark Avenue. Clark Avenue is marked with bicycle "sharrows".

There are no NCDOT projects or City of Raleigh CIP projects planned for Clark Avenue or Enterprise Street. The Z-24-2017 site is located one block west of the Oberlin Road Streetscape project.

Offers of cross access to adjacent parcels shall be made in accordance with the Raleigh UDO section 8.3.5.D. The Z-24-2017 site is bounded by residential uses on the west. Vehicular cross access is not possible; pedestrian cross access will be provided by the existing sidewalks.

In accordance with UDO section 8.3.2, the maximum block perimeter for OX-5 zoning is 2,500 feet. The block perimeter for Z-24-2017, as defined by public rights-of-way for Enterprise Street, Hope Street, Logan Court, Chamberlain Street and Clark Avenue is 2,050 feet.

The existing land is occupied by a single family dwelling, a duplex and a two-story office building. Current zoning allows for a mixed of residential, office and retail. Approval of case Z-24-2017 would to a net decrease in trip generation because of the proposed decrease in retail use. A traffic study is not required for case Z-24-2017.

**Impact Identified: None**

Z-24-2017 Existing Land Use (Office & Residential)	Daily Trips (vpd) 110	AM peak trips (vph) 13	PM peak trips (vph) 14
Z-24-2017 Current Zoning Entitlements (Residential & Retail)	Daily Trips (vpd) 1,008	AM peak trips (vph) 54	PM peak trips (vph) 85
Z-24-2017 Proposed Zoning Maximums (Residential & Retail)	Daily Trips (vpd) 761	AM peak trips (vph) 46	PM peak trips (vph) 70
Z-24-2017 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily Trips (vpd) <b>-247</b>	AM peak trips (vph) <b>-8</b>	PM peak trips (vph) <b>-15</b>

**4.2 Transit**

There is are two existing GoRaleigh bus stops on the frontage of the subject property that both serve the #12 Method route; one stop is on Clark and the other on Enterprise. Both stops existing are mounted on a u-channel post but offer no shelter, concrete pad or seating.

Due to the importance of this location to the transit network Staff would like to request that the applicant provide two dedicated 15' x 20' transit easements dedicated to the City of Raleigh, one at the existing stop on Clark and the other on Enterprise, as a condition of approval.

**Impact Identified:** Two existing bus stops should be maintained and transit 15'x20' transit easement provided at each to the City.

**4.3 Hydrology**

<i>Floodplain</i>	None
<i>Drainage Basin</i>	Rocky
<i>Stormwater Management</i>	Article 9.2 UDO
<i>Overlay District</i>	None

**Impact Identified:** No impacts identified.

**4.4 Public Utilities**

	<i>Maximum Demand (current use)</i>	<i>Maximum Demand (current zoning)</i>	<i>Maximum Demand (proposed zoning)</i>
<i>Water</i>	2,538 gpd	29,844 gpd	29,610 gpd
<i>Waste Water</i>	2,538 gpd	29,844 gpd	29,610 gpd

**Impact Identified:**

1. The proposed rezoning would add approximately 27,073 gpd to the wastewater collection and water distribution systems of the City.
2. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.
3. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy.
4. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer.

**4.5 Parks and Recreation**

1. The Capital Area Greenway Master Plan proposes a Greenway Connector trail via Enterprise Street and Clark Avenue, serving to connect from the Rocky Branch Trail & Pullen Park to Isabella Cannon Park, the Raleigh Little Theater/Rose Garden, and the Gardner Street Trail.
2. "Greenway Connectors" are a classification of greenway trail, defined and described in the Capital Area Greenway Planning & Design Guide (CAGPDG). The CAGPDG can be accessed online at the following URL:  
<https://www.raleighnc.gov/content/PRecDesignDevelop/Documents/ParkPlanning/CapitalAreaGreenwaySystem/CAGGreenwayPlanningandDesignGuide.pdf>

3. See especially: p.29 for a summary table of Greenway Trail Classifications, pp.36-37 for a more detailed description of Greenway Connectors, and p. 66 for special design considerations for greenway trails in roadway corridors and ROW.
4. In general, Greenway Connectors can be located adjacent to streets to utilize sidewalk corridors. When located within roadway rights-of-way, they are sometimes referred to as sidepaths. Greenway Connectors are more transportation-oriented in character and function to connect the larger greenway trail system, with few recreational amenities provided (Capital Area Greenway Planning and Design Guide, p.36). Separation from the roadway is desired, and the preferred width for Greenway Connector segments is 10 feet, where possible. Surface tread material may be asphalt or concrete depending on existing conditions.
5. In this context, a 10-foot sidewalk, with appropriate intersection and driveway treatments, would function adequately as a Greenway Connector.
6. PRCR staff has recommended that the following rezoning condition be considered, in order to ensure provision of the Greenway Connector trail along clarity and enforceability: "Prior to issuance of a Certificate of Occupancy for new development on the subject property, the owner shall provide a "Greenway Connector" paved sidewalk along the frontage of Enterprise Street and along the frontage of Clark Avenue. This "Greenway Connector" paved sidewalk shall be a minimum of 10 feet in cleared width. All intersection and driveway treatments along the Greenway Connector shall be designed to meet the standards established in the Capital Area Greenway Planning and Design Guide, and all designs must be approved by PRCR staff."
7. Nearest existing greenway access is provided by Gardner Street Trail, approximately 0.7 miles away.
8. Nearest existing park access is provided by Compiegne Park, 0.2 miles away.
9. Park Access level of service in this area is very high, and it is not considered a priority search area for park land acquisition.

**Impact Identified:** This site is located along a designated Greenway Connector corridor. Appropriate modifications to sidewalk design should be made to provide adequate connectivity across the Capital Area Greenway trail network.

#### **4.6 Urban Forestry**

This site is less than 2 acres and does not have to comply with UDO 9.1 Tree Conservation.

**Impact Identified:** None.

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

The site is located immediately adjacent to the West Raleigh National Register Historic. The property to the west on Clark Avenue contains contributing historic resources: a ca. 1920 two-story, Foursquare house with narrow weatherboard siding, hip roof with hipped dormer with fanlight, 3/1 sash, brick chimney and a ca. 1930 outbuilding. Located just north of North Carolina State University and west of Oberlin Road, the locally-significant district contains an eclectic mix of nationally popular styles and vernacular forms common to suburbs that developed in North Carolina in the first half of the twentieth century. Dwellings executed primarily in the Colonial Revival, Craftsman, Period Cottage, Minimal Traditional, and Ranch styles are the predominant property types.

**Impact Identified:** Proposed height may impact the character of the adjacent West Raleigh National Register Historic District. Staff is referring the application to the Raleigh Historic Development Commission.

#### **4.8 Community Development**

The site is not located within a designated Redevelopment Plan area.

**Impact Identified:** None.

#### **4.9 Impacts Summary**

The request would have modest impacts on existing infrastructure. Improvements to infrastructure to mitigate impacts will be required by the UDO through the site review process. The UDO will likely require the construction of improvements to one transit stop. There are two transit stops on the site. An offered condition also provides for additional bicycle and pedestrian infrastructure.

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

The applicant may offer a condition that would require a transit easement to be offered in addition to the transit stop construction that is likely to be required by the UDO.

## **5. Conclusions**

The proposed zoning is to apply a more intense Office Mixed Use district in the portion of the site currently zoned Residential Mixed Use. The request also requests an increase in height and a more urban frontage. Conditions limit density and commercial intensity as well as offering multi-modal transportation improvements. The Comprehensive Plan contains many policies in support of the request. However, the proposed height and commercial intensity in close proximity to an existing neighborhood with a more detached urban character makes the request inconsistent with several policies related to neighborhood character and density transitions. The height and commercial intensity that would be allowed by the request are also in conflict with the recommendations of the Future Land Use Map. Impacts to nearby infrastructure would be minimal and are mitigated partially by conditions. Overall, the request is inconsistent with the Comprehensive Plan because of the contrast in height, form, density, and allowed uses that would potentially be created between the rezoning site and the surrounding neighborhood.

Z-24-2017 Existing Land Use (Office & Residential)		Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
		110	13	14
Z-24-2017 Current Zoning Entitlements (Residential & Retail)		Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
		1,008	54	85
Z-24-2017 Proposed Zoning Maximums (Residential & Retail)		Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
		761	46	70
Z-24-2017 Trip Volume Change (Proposed Maximums minus Current Entitlements)		Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
		-247	-8	-15
Z-24-2017 Traffic Study Worksheet				
6.23.4	Trip Generation	Meets TIA Conditions? (Y/N)		
A	Peak Hour Trips $\geq$ 150 veh/hr	No		
B	Peak Hour Trips $\geq$ 100 veh/hr if primary access is on a 2-lane street	No, the change in average peak hour trip volume is less than zero		
C	More than 100 veh/hr trips in the peak direction	No		
D	Daily Trips $\geq$ 3,000 veh/day	No, the change in average daily trip volume is less than zero		
E	Enrollment increases at public or private schools	Not Applicable		
6.23.5	Site Context	Meets TIA Conditions? (Y/N)		
A	Affects a location with a high crash history [Severity Index $\geq$ 8.4 or a fatal crash within the past three years]	No		
B	Takes place at a highly congested location [volume-to-capacity ratio $\geq$ 1.0 on both major street approaches]	No		
C	Creates a fourth leg at an existing signalized intersection	No		
D	Exacerbates an already difficult situation such as a RR Crossing, Fire Station Access, School Access, etc.	No		
E	Access is to/from a Major Street as defined by the City's Street Plan Map	No		
F	Proposed access is within 1,000 feet of an interchange	No		
G	Involves an existing or proposed median crossover	No		
H	Involves an active roadway construction project	No		
I	Involves a break in controlled access along a corridor	No		
6.23.6	Miscellaneous Applications	Meets TIA Conditions? (Y/N)		
A	Planned Development Districts	No		
B	In response to Raleigh Planning Commission or Raleigh City Council resolutions	None noted as of Oct. 5, 2017		

# Rezoning Application



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

SEP 11 2017 PM 1:45

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan <small>RX/3 &amp;</small>			<b>OFFICE USE ONLY</b> Transaction # <span style="font-size: 1.5em;">522106</span> Rezoning Case # <span style="font-size: 1.5em;">2-24-17</span>
Existing Zoning Base District	OX/3/GR	Height 3	Frontage N/A    Overlay(s) SRPOD
Proposed Zoning Base District	OX	Height 5	Frontage UL    Overlay(s) SRPOD & CU
<small>Click <a href="#">here</a> to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.</small>			
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:			
<span style="font-size: 1.5em;">522106</span>			

GENERAL INFORMATION			
Date	Date Amended (1)	Date Amended (2)	
Property Address <b>2204 Garden Pl; 101 Enterprise St; &amp; 2303 Clark Ave.</b>			
Property PIN 0794924283, 0794925270, 0794925371		Deed Reference (book/page) <small>(DB013475/PG00833), (DB001882/PG00361), (DB013475/PG00843)</small>	
Nearest Intersection <b>Enterprise Street/Clark Avenue</b>			
Property Size (acres) <b>0.81</b>	(For PD Applications Only) Total Units n/a		Total Square Feet n/a
Property Owner/Address GMR Investments LLC/PO Box 97233, Raleigh NC 27624 NC State Nurses Assn/PO Box 12025, Raleigh NC 27605	Phone	Fax	
	Email		
Project Contact Person/Address David Brown/137 S. Wilmington Street Ste. 200, Raleigh NC 27601	Phone <b>919-535-5201</b>	Fax n/a	
	Email <b>dbrown@withersravenel.com</b>		
Owner/Agent Signature <i>David F Brown</i>	Email " " " " "		

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

**REZONING APPLICATION ADDENDUM #1**

**Comprehensive Plan Analysis**

**OFFICE USE ONLY**

The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.

**Transaction #**

522104

**Rezoning Case #**

Z-24-17

**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. The site's future land use designations shown on the Future Land Use Map in the city's 2030 Comprehensive Plan (Comp Plan) is "Moderate Density Residential" and "Office & Residential Mixed Use". These designations support the proposed land uses and partially support the intensities allowed under the proposed re-zoning. The rezoning request is supported by and consistent with the draft Hillsborough/Cameron Village Area Plan. Additionally, the requested zoning is compatible with the surrounding land uses.

2. The proposed zoning is consistent with several key transportation policies, including T1.4 (Increasing Mobility Choice); T26 (Preserving the Grid); T4.15; T5.1 (Enhancing Bike/Pedestrian Circulation); T5.13 (Pedestrian Infrastructure); Polciy T2.10 (Level of Service).

3. The proposed zoning supports/encourages infill development and does not encroach on additional green field lands within the already limit area of the urban downtown pursuant of Policy 8.10 of the comp plan. Additionally, the current design elements of the site promote design elements compatible with the surrounding structures pursuant of Policy 8.12.

4. The proposed rezoning is consistent with several key land use policies, including LU2.2 (Compact Development); LU2.5 (Healthy Communities); LU 2.6 Zoning and Insfrastructure Impacts); LU4.7 (Capitalizing on Transit Access); LU4.8 (Station Area Land Uses); LU4.9 (Corridor Development).

**PUBLIC BENEFITS**

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

1. The proposed rezoning will allow for a more coherent mix of residential and commercial land uses at the intersection of Clark Avenue and Enterprise Street. The parcels to the north of the intersection have recently developed with similar land uses/densities to this rezoning request.

2. The proposed rezoning will provide a key link of the Urban Greenway Connector proposed between NCSU and the Raleigh Rose Garden Park, and as recommended in the draft Hillsborough/Cameron Village Area Plan. The proposed zoning encourages development pattern incorporating multi-modal travel options.

3. The proposed rezoning offers additional housing options currently not available in this area of Raleigh. The proposed rezoning allows additional housing near Hillsborough Street, which will add potential customers (walking, and not driving/parking), to support the businesses located in the Hillsborough Street District.

4. The subject property is strategically located (walkable) between Cameron Village (Mixed Use Center) and NCSU Main Campus (Major Employment Center). The subject property is within the boundary of a Fixed Transit Stop 1/2 Mile Buffer and 2 blocks from Hillsborough Street (Transit Emphasis Corridor).

**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 #**

522106

**Rezoning Case #**

Z-24-17

**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 known historic resources on or adjacent to the property.

**PROPOSED MITIGATION**

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

Not applicable.

## 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: Mixed Use Center

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:**

The proposed rezoning will support mixed-use development/land uses.

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:**

The proposed rezoning will be compatible with the adjacent properties that are zoned for mixed use.

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 additional streets are anticipated in the area adjacent to the subject property.

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:**

No additional streets are anticipated in the area adjacent to the subject property.

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:**

Block face will not exceed 660 feet. Urban Limited Frontage designation incorporates the pedestrian amenities required from this guideline.

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

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p><b>Response:</b> Urban Limited Frontage designation incorporates this guideline.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p><b>Response:</b> Urban Limited Frontage designation incorporates this guideline.</p>
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p><b>Response:</b> Urban Limited Frontage designation incorporates this guideline.</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p><b>Response:</b> Urban Limited Frontage designation incorporates this guideline.</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p><b>Response:</b> The subject property is located within walking distance to several transit stops along the GoRaleigh Method Line and the NCSU Wolfline.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p><b>Response:</b> Sidewalk improvements are an integral code requirement of the UDO. A specific condition provides for the "greenway connector" that is a component of the "draft" Cameron Village and Hillsborough Street Small Area Plan.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p><b>Response:</b> None of these natural resources are found on the subject property.</p>

20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p><b>Response:</b></p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p><b>Response:</b></p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p><b>Response:</b></p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p><b>Response:</b></p>
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p><b>Response:</b></p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p><b>Response:</b></p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p><b>Response:</b></p>

**CLARK AVE/ENTERPRISE ST REZONING  
CONDITIONAL USE DISTRICT ZONING CONDITIONS**

Zoning Case Number	<b>OFFICE USE ONLY</b>  Transaction # 522106 Rezoning Case # Z-24-17
Date Submitted	
Existing Zoning RX/3 & OX/3/GR      Proposed Zoning OX/5/UL/SRPOD/CU	

**Narrative of Zoning Conditions Offered**

1. Prior to the issuance of a new Certificate of Occupancy on the subject property, the owner shall either pay a fee in lieu payment or provide a transit shelter at a location approved by the City of Raleigh.
2. If the transit shelter fee-in-lieu payment is selected by the city, the fee shall be based on the cost for a City of Raleigh standard specification transit shelter.
3. Residential dwelling unit count shall be limited to no more than sixty (60) dwelling unit (DU) on the subject property.
4. Prior to issuance of a Certificate of Occupancy for new development on the subject property, the owner shall provide a "Greenway Connector" sidewalk along the frontage of Enterprise Street.
5. The following land uses shall be prohibited on the subject property: Stand-Alone Parking; Sports Academy; Outdoor Sports/Entertainment Facility; Telecommunication Tower; Emergency Shelter.
6. Retail use(s) located on the subject property shall be limited to no more than four-thousand square feet (4,000 SF) gross floor area.
- Office Use(s) shall be limited to no more than nine thousand five hundred square feet (9,500 SF) gross floor area.
8. For any dwelling located on the subject property, the maximum bedroom count in a single dwelling shall be no greater than three (3) bedroom.
- 9.
- 10.

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

Owner/Agent Signature  Print Name Tina C GORDON  
NC STATE NURSES ASSOCIATION

Owner/Agent Signature \_\_\_\_\_ Print Name \_\_\_\_\_  
GMR INVESTMENTS LLC





WithersRavenel

Our People. Your Success.

August 10, 2017

**TO: ADJOINING PROPERTY OWNERS OF CLARK CONDOMINIUMS**  
**RE: PROPOSED REZONING OF SUBJECT PROPERTIES**  
(2204 Garden Place, 101 Enterprise Street, 2303 Clark Avenue)

Neighboring Property Owner:

You are invited to attend a Neighbor Notice Meeting on August 21, 2017 where we will present a proposal to rezone the above-referenced properties located in the southwest quadrant of the intersection of Clark Avenue and Enterprise Street. The meeting time and location shall be:

- Brooks Avenue Church of Christ; 700 Brooks Avenue, Raleigh, NC 27607;
- August 21, 2017;
- The meeting will begin at 6:00 PM.

The purpose of this meeting is to discuss a potential rezoning of the properties located at 2204 Garden Place, 101 Enterprise Street, and 2303 Clark Avenue. The subject properties are currently zoned either Office Mixed Use/3-Story/Green Frontage (OX-3-GR) or Residential Mixed Use/3-Story (RX-3), and both categories have the Special Residential Parking Overlay District (SRPOD). Our client proposes to rezone the properties to Residential Mixed Use/5-Story/Urban Limited Frontage/Conditional Use, and retain the Special Residential Parking Overlay District (RX/5/UL/CU/SRPOD).

This meeting is the first step in the rezoning process and is a general information meeting to inform adjacent neighbors of the property being considered for rezoning. In accord with City of Raleigh requirements we are notifying the property owners within one-hundred feet (100') of the area requested for rezoning. Please see the attached map that illustrates the location of the subject parcel associated with the rezoning request. This meeting is intended to introduce the immediate neighbors to the project. We are happy to include others at the meeting, but ask that you please advise us before inviting additional guests so that we can be certain the meeting space will accommodate all the invitees.

The coordinating planner for the City of Raleigh Department of City Planning for this project is John Anagnost, who can be reached at [john.anagnost@raleighnc.gov](mailto:john.anagnost@raleighnc.gov) or 919-996-2638. If you have any questions, please do not hesitate to contact me as follows:

Email: [dbrown@withersravenel.com](mailto:dbrown@withersravenel.com)  
Phone: 919-535-5201

We look forward to seeing you at the meeting.

Best Regards,

WithersRavenel

David F. Brown, PLA, LEED AP  
Director of Planning

cc: John Anagnost; Ben Kuhn



## SUMMARY OF ISSUES

A neighborhood meeting was held on 08/21/2017 (date) to discuss a potential rezoning located at 2204 Garden Pl., 101 Enterprise St., & Clark Ave. (property address).

The neighborhood meeting was held at Brooks Ave. United Church of Christ (location).

There were approximately 4 (number) neighbors in attendance. The general issues discussed were: SEE ATTACHED LETTER

### Summary of Issues:

Real Estate values
Building height
Density and number of dwelling units
Traffic concerns
Parking concerns
Sewer capacity