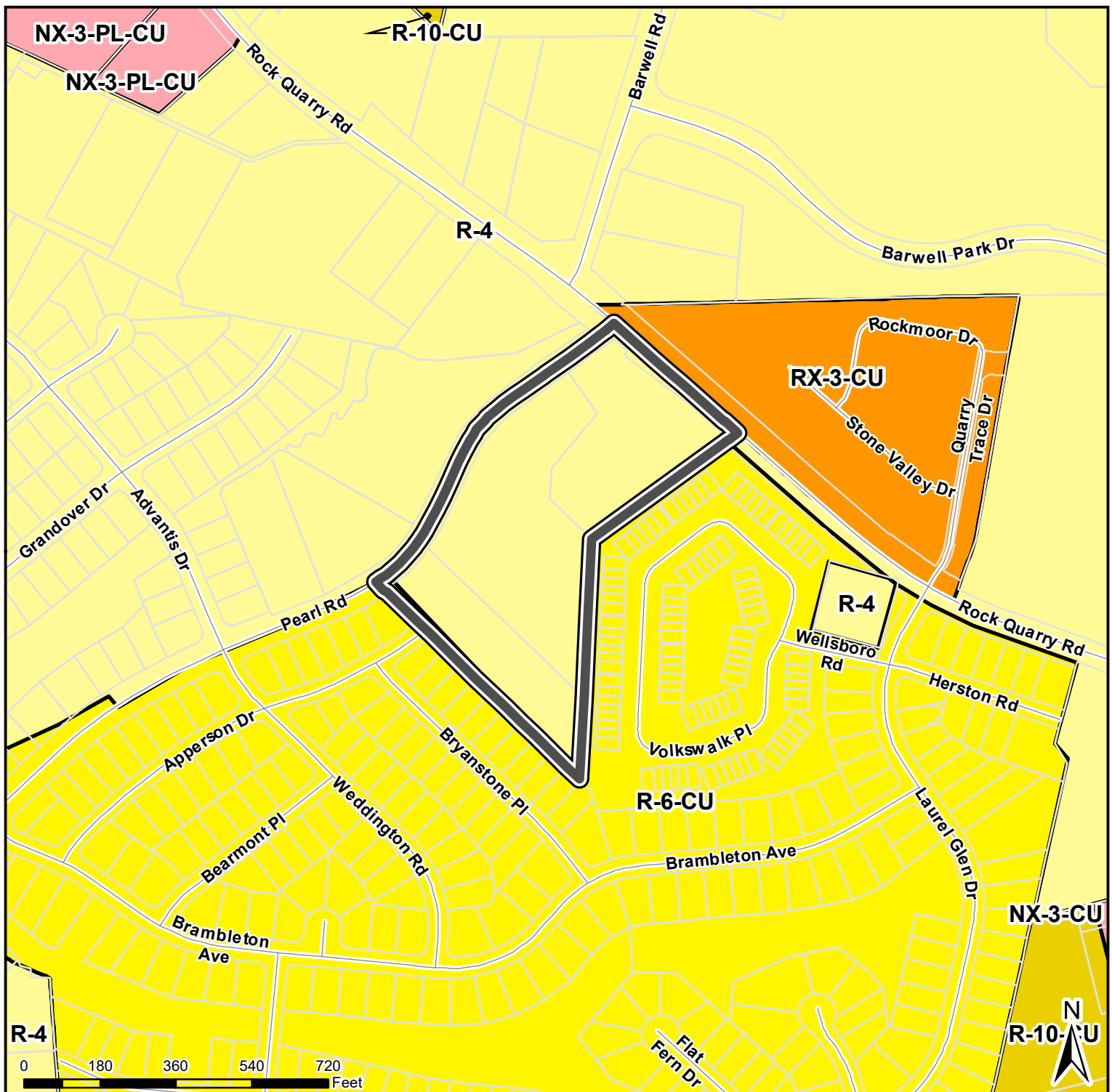
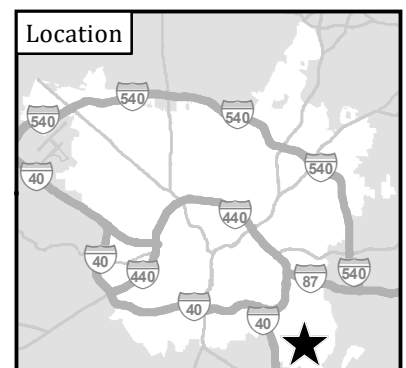


Existing Zoning

Z-29-2019



Property	5706 Rock Quarry Rd; 3801 & 3831 Pearl Rd
Size	8.02 acres
Existing Zoning	R-4
Requested Zoning	RX-3-PL-CU





Raleigh

MEMO

TO: Ruffin L. Hall, City Manager

THRU: Ken Bowers AICP, Director

FROM: Sara Ellis, Planner II

DEPARTMENT: City Planning

DATE: December 16, 2019

SUBJECT: City Council agenda item for January 7, 2020 – Z-29-19

On November 19, City Council authorized the public hearing for the following item:

Z-29-19 – 5706 Rock Quarry Road, 3801 & 3831 Pearl Road, approximately 8.02 acres located at the intersection of Rock Quarry Road and Pearl Road.

Current zoning: Residential-4 (R-4).

Requested zoning: Residential Mixed Use-Three Stories-Parking Limited-Conditional Use (RX-3-PL-CU).

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

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

The **Planning Commission** recommends **approval** in a vote of 8 to 0.

The **South CAC** supports **approval** in a vote of 9 to 8 (November 4, 2019).

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

Additional note:

Urban Form

Urban Form designation: Transit Emphasis Corridor

Zoning frontage requested: Parking Limited (-PL)

The rezoning request is:

- ☒ **Consistent** with the Urban Form Map.
- ☐ **Inconsistent** with the Urban Form Map
- ☐ **Other**

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

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

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



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 11596

CASE INFORMATION: Z-29-19 – 5706 ROCK QUARRY ROAD

Location	<p>Southeast Raleigh, at the intersection of Rock Quarry Road and Pearl Road. The site lies approximately one mile from the intersection of Rock Quarry Road and South New Hope/Jones Sausage Road</p> <p>Address: 5706 Rock Quarry Road, 3801 & 3831 Pearl Road</p> <p>PINs: 1732108597, 1732105490, 1732104220</p> <p>iMaps, Google Maps, Directions from City Hall</p>
Current Zoning	Residential-4 (R-4)
Requested Zoning	RX-3-PL-CU
Area of Request	8.02 acres
Corporate Limits	The site is within the corporate limits of the City of Raleigh.
Property Owner	Billy R. and Sandra P. Akins 3801 Pearl Road Raleigh, NC 27610
Applicant	Isabel Worthy Mattox Post Office Box 946 Raleigh, NC 27610
Citizens Advisory Council (CAC)	South CAC; 2 nd Monday of each month Pam Adderley, Community Relations Analyst (919) 996-5716/pam.adderley@raleighnc.gov
PC Recommendation Deadline	January 20, 2020

SUMMARY OF PROPOSED CONDITIONS

1. The use of the property shall be limited to an age-restricted residential community which meets the federal definition of elderly housing, having at least eighty (80) percent of the occupied units occupied by at least one person fifty-five (55) years of age or older per unit.
2. Residential density shall not exceed 11 units per acre (90 dwelling units).
3. Subject to City Council approval, the maximum block perimeter standards in UDO Section 8.3.2 and the stub street requirements in UDO Section 8.3.5 shall be modified such that a maximum block perimeter of 5,000 linear feet shall be allowed and that the stub street requirements in UDO Sec. 8.3.5 be modified so that streets within the subject property are not required to be connected to any abutting properties and that stub streets on abutting properties are not required to be connected to the development on the subject property.

4. Retail and restaurant uses shall not be permitted on the property.
5. Office uses, other than as an accessory use to an apartment development, shall not be permitted on the property.
6. A pedestrian path of at least ten (10) feet in width within an easement of at least twenty (20) feet in width, which connects the southwest boundary of the property at Apperson Drive to Rock Quarry Road, shall be constructed prior to obtaining a certificate of occupancy for any building on the property.
7. A Type 2 Protective Yard shall be maintained along the south and east boundaries.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Low Density Residential
Urban Form	Transit Emphasis Corridor
Consistent Policies	Policy LU 2.6 – Zoning and Infrastructure Impacts Policy LU 4.9 – Corridor Development Policy LU 5.4 – Density Transitions Policy LU 5.6 – Buffering Requirements Policy LU 8.1 – Housing Variety Policy H 1.1 – Mixed-Income Housing Policy H 1.8 – Zoning for Housing Policy ED 2.4 – Attracting Investment to Emerging Neighborhoods Policy UD 1.10 Frontage
Inconsistent Policies	Policy LU 1.2 – Future Land Use Map and Zoning Consistency Policy LU 1.3 – Conditional Use District Consistency Policy LU 4.5 - Connectivity

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
August 26, 2019; 7 attendees	Southeast: October 10, 2019 (courtesy presentation) South: October 14, 2019 (presentation); November 4, 2019 (Vote: 9-8 in favor, 2 abstentions)	October 22, 2019 November 12, 2019	November 19, 2019 January 7, 2020

PLANNING COMMISSION RECOMMENDATION

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

Reasonableness and Public Interest	The proposal is consistent with the Comprehensive Plan and inconsistent with the Future Land Use Map. It is compatible with the area, which is predominantly residential, with apartment complexes to the north, townhomes to the east, and single-family to the south. The proposal will enable development of senior housing along a Transit Emphasis Corridor and add to the housing stock of the area.
Change(s) in Circumstances	
Amendments to the Comprehensive Plan	If approved, the Future Land Use Map will be amended as to the subject parcel(s) only from Low Density Residential to Moderate Density Residential. If approved, the Comprehensive Plan policies will be amended as to the subject parcel(s) only and, in addition, only if the property is developed in accordance with the approved ordinance.
Recommendation	Approval
Motion and Vote	Motion: Geary Second: Hicks In Favor: Geary, Hicks, Jeffreys, Lampman, Mann, Novak, Tomasulo and Winters. Opposed: None.
Reason for Opposed Vote(s)	

ATTACHMENTS

1. Staff report
2. Rezoning Application
3. Revised Conditions (submitted 10/16/19)
4. Comprehensive Plan Amendment Analysis

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

Planning Director _____ Date _____

Planning Commission Chair _____ Date _____

Staff Coordinator: Don Belk: (919) 996-4641; Donald.Belk@raleighnc.gov



ZONING STAFF REPORT – CASE Z-29-19

Conditional Use District

OVERVIEW

The subject site is located in southeast Raleigh, approximately one mile southeast of the intersection of Rock Quarry Road and South New Hope Road/Jones Sausage Road. The site, presently a rural residential homesite, consists of three parcels and lies at the southeast corner of Pearl Road and Rock Quarry Road.

The site is located within City of Raleigh corporate limits and is presently zoned R-4. It is adjacent to a larger expanse of R-4 zoning to the west across Pearl Road. The site is adjoined to the southeast by the Abbington Ridge townhome development. This development is zoned R-6-CU; however, the effective density of the Abbington Ridge townhome site is approximately 10 units per acre. A single-family residential subdivision (also part of the Abbington Ridge development) lies to the southwest. Northeast of the site across Rock Quarry Road lies the recently-developed Quarry Trace apartment complex, consisting of 96 units and zoned RX-3-CU. The site lies about one-half mile from the Barwell Park, Community Center, and elementary school. The Shoppes at Battle Bridge (a mixed-use activity center) lies about one-half mile to the east.

The site lies within an area designated for Low Density Residential on the Future Land Use Map. West of the site, across Pearl Road and fronting Rock Quarry Road, is designated for Moderate Density Residential, as is the area north of the site.

Update for November 12, 2019

A revised Rezoning Application was submitted on October 24, 2019 that added the Parking Limited (-PL) designation to the request. Revised Zoning Conditions were submitted on the same date. The proposal is now consistent with the Urban Form Map, and other inconsistent policies were moved to be consistent (Policy LU 5.6, Buffering Requirements, and Policy UD 1.10, Frontage).

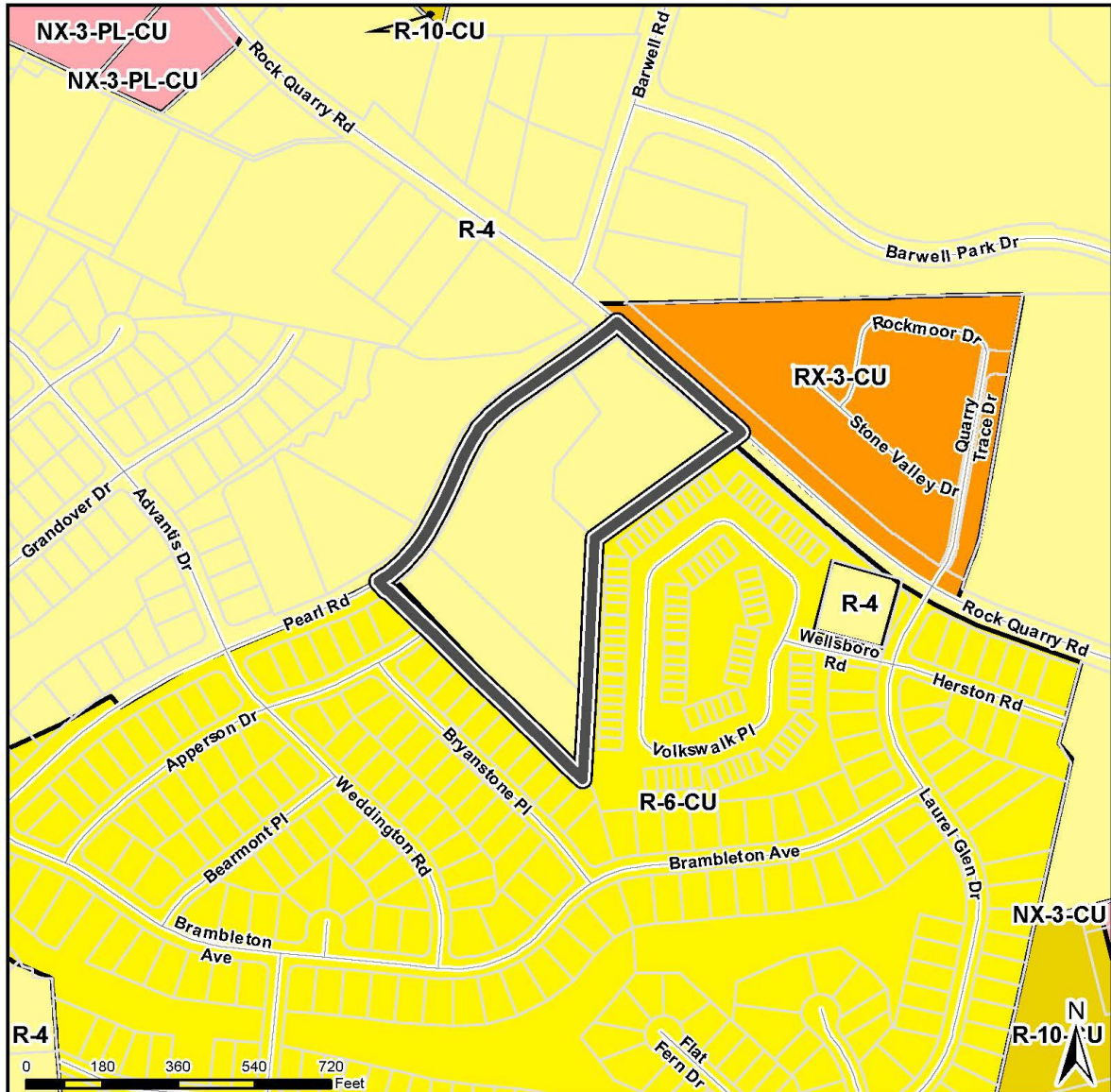
The South CAC voted on the proposal at their meeting of November 4, 2019. The vote was 9-8 in favor of the proposal, with 2 abstentions.

Outstanding Issues	1. The rezoning application refers to 'higher density residential' on the subject property; however, RX provides for a range of housing types from single-	Suggested Mitigation	1. Add a condition specifying a multi-unit building type. 2. Add a condition describing how the proposal will meet
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	<p>family detached to multi-unit living.</p> <p>2. The rezoning application refers several times to 'affordable housing for seniors' and that the proposal has been 'brought by an affordable housing developer'. Although Condition #1 does state that the proposal will result in age-restricted housing, there are no conditions to ensure that this proposal will produce an affordable housing option.</p>		<p>the standards for affordable housing.</p>
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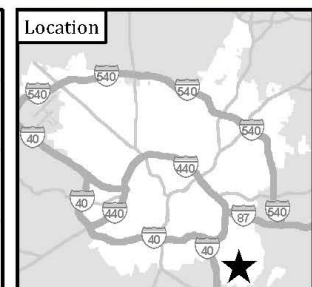
Existing Zoning

Z-29-2019



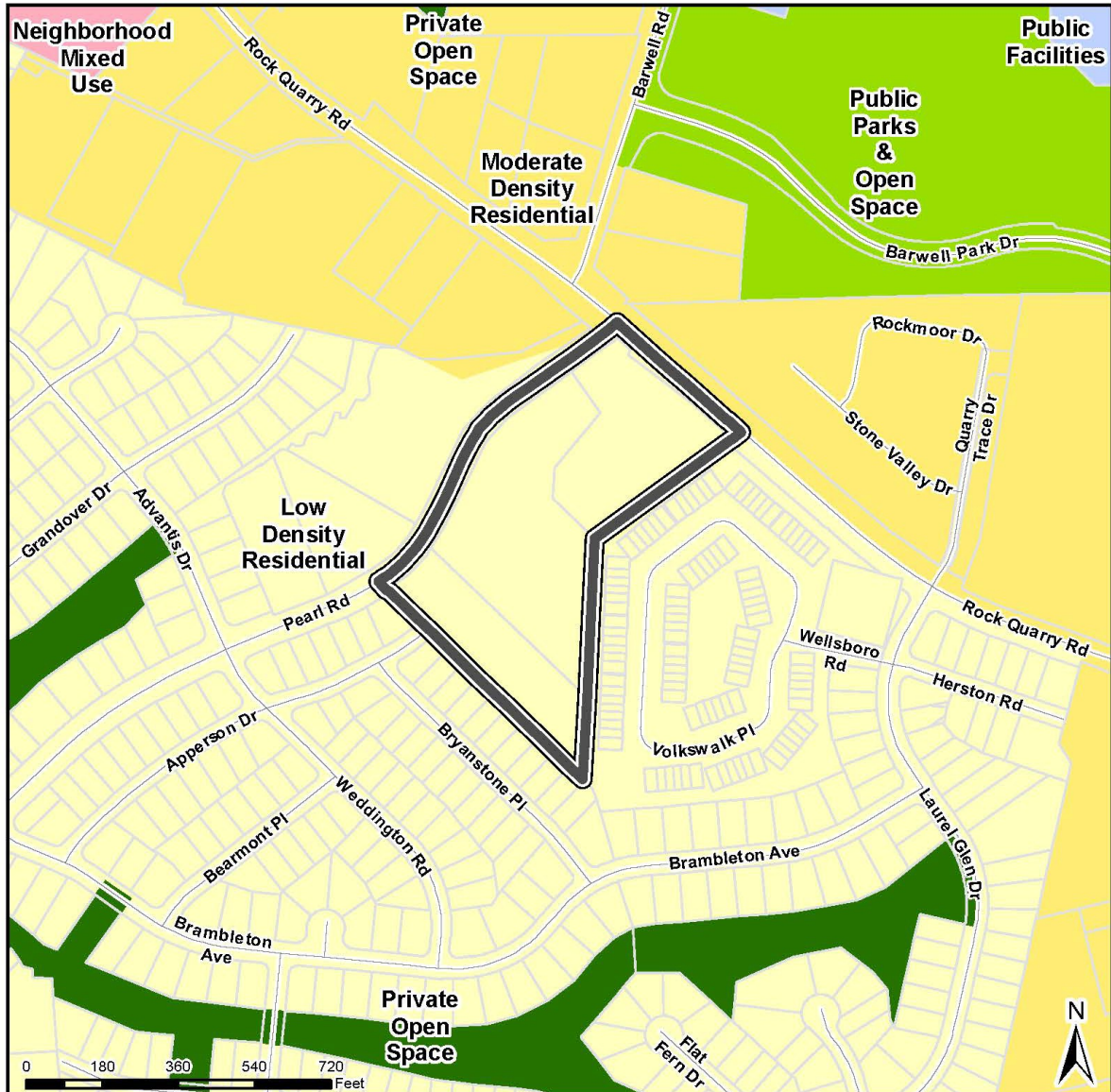
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Size	8.02 acres
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Requested Zoning	RX-3-PL-CU

Map by Raleigh Department of City Planning (m ans off); 9/3/2019



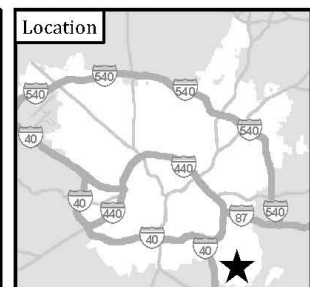
Future Land Use

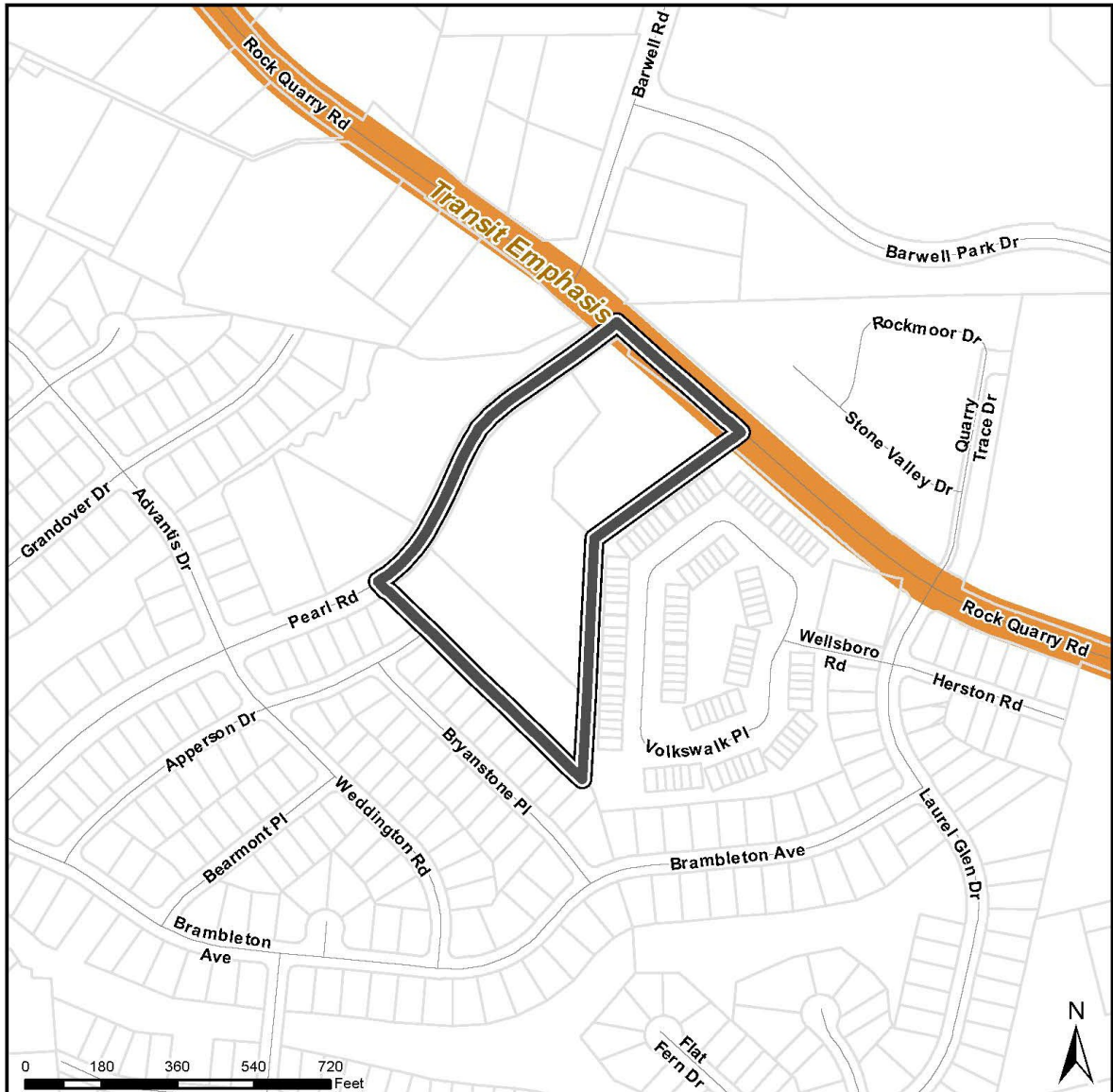
Z-29-2019



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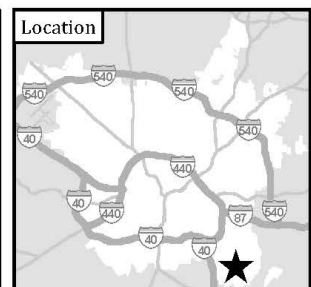
Map by Raleigh Department of City Planning (mansonj); 9/3/2019





Property	5706 Rock Quarry Rd; 3801 & 3831 Pearl Rd
Size	8.02 acres
Existing Zoning	R-4
Requested Zoning	RX-3-PL-CU

Map by Raleigh Department of City Planning (mansoltj), 9/3/2019



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 proposal is consistent with the visions, themes, and policies contained in the Comprehensive Plan as follows:

The request is consistent with the **Economic Prosperity and Equity** theme, as the proposal will add new, transit-accessible housing units in Southeast Raleigh, providing opportunities for elderly residents for mobility and quality-of-life improvement.

The request is consistent with the **Expanding Housing Choices** theme, as it will expand the supply of housing options, particularly for senior citizens.

The request is consistent with the **Managing Our Growth** theme, as it will integrate a higher density of residential development along a Transit Emphasis Corridor.

The request is consistent with the **Coordinating Land Use and Transportation** theme. The proposal is located along a multi-modal corridor as described on the Growth Framework Map, and it encourages the development patterns needed to support successful public transit service.

The request is consistent with the **Growing Successful Neighborhoods and Communities** theme. The proposal will provide a new residential development - specifically for the over-55 age group - that will provide public transit accessibility to open space, community services, retail, and employment.

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

No. The site location is presently designated for Low Density Residential, and the proposal would result in a density more appropriate for areas designated Moderate Density Residential.

- 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?

Yes. The proposed use is located along a Transit Emphasis Corridor, which is slated for higher levels of bus service that would be supported by the proposed residential density. Furthermore, the proposed use could be established without adversely altering the character of the area. There is an existing townhome development adjacent to the site along Rock Quarry Road, and the site is near the Rock Quarry-Battle Bridge mixed-use activity center with a mix of retail and commercial uses.

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

Yes. Community facilities and streets appear sufficient to serve the proposed use.

Future Land Use

Future Land Use designation: Low Density Residential

The rezoning request is

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

The request for RX zoning would permit residential densities greater than what is called for in areas designated for Low Density Residential (typically 1-6 units per acre). The proposal sets a maximum of 90 dwelling units; an effective density of 11 units per acre. This is above the typical 1-6 units per acre recommended in Low Density Residential and within the range of Moderate Density Residential.

Urban Form

Urban Form designation: Transit Emphasis Corridor

The rezoning request is

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

Comprehensive Plan policy suggests that a “hybrid approach to frontage is recommended” for development along transit emphasis corridors since they are programmed for a “much higher level of bus service, including frequent buses” and should be used in “intensifying suburban areas, particularly where multi-modal investments are programmed to occur, and where on-street parking is not an option...” Parking Limited may provide an appropriate hybrid frontage as it would provide a level of pedestrian accommodation for accessing transit while maintaining automobile access. (Presently, Rock Quarry Road is not included in the Wake Transit Plan for future increases in service.) The proposal specifies a Parking Limited (-PL) frontage.

Compatibility

The proposed rezoning is

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

The site of this request is located along an emerging corridor that has seen major development activity in recent years, particularly near Barwell Road Park and Community Center. The site is adjoined to the east by the Abbington Ridge Townhome development. To the north across Rock Quarry Road, the Quarry Trace development, a 96-unit apartment complex, is planned (SR-24-17). A wider buffer to

the single-family properties adjoining the proposed site to the south, as well as to the townhome development to the east, would improve compatibility.

Public Benefits of the Proposed Rezoning

- Adds to the housing supply and provides a housing opportunity for seniors.
- Creates higher-density residential development along a Transit Emphasis Corridor.
- Will facilitate transportation improvements along Rock Quarry Road and Pearl Road in accordance with the Street Plan (Map T-1).
- Adds to the market base serving the nearby Rock Quarry Road-Battle Bridge mixed-use activity center.

Detriments of the Proposed Rezoning

- None.

Policy Guidance

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

Policy LU 2.6 – Zoning and Infrastructure Impacts

Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed.

- The proposal would not adversely impact existing water infrastructure capacity. The site is adjacent to the Barwell Road South project which will realign and improve Pearl Road. This project will widen Pearl Road to a three-lane section and include a 6' sidewalk along the east side of the road and a 10' multi-use-path on the west side of the roadway.

Policy LU 4.9 – Corridor Development

Promote pedestrian-friendly and transit supportive development patterns along multi-modal corridors designated on the Growth Framework Map, and any corridor programmed for “transit intensive” investments such as reduced headways, consolidated stops, and bus priority lanes and signals.

- The proposal is located along a Multimodal Corridor (Growth Framework Map) and a Transit Emphasis Corridor (Urban Form) map.

Policy LU 5.4 – Density Transitions

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

the single-family properties adjoining the proposed site to the south, as well as to the townhome development to the east, would improve compatibility.

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- Adds to the housing supply and provides a housing opportunity for seniors.
- Creates higher-density residential development along a Transit Emphasis Corridor.
- Will facilitate transportation improvements along Rock Quarry Road and Pearl Road in accordance with the Street Plan (Map T-1).
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Low to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.

- The proposal for a moderate-density residential development would represent a transition between the low-density residential development to the south and the medium density residential planned north of the site across Rock Quarry Road.

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.

- This proposal would result in a moderate density residential development adjacent to single-family, low density residential to the south, and R-6-zoned property (townhomes) to the east. Both developments contain structures that are built to within 50 feet (single-family homes) and 30 feet (townhomes), respectively, of the property line of the proposed site. The Zone A transition is required, but a Type 2 protective yard (medium, 20' wide) would be recommended and would provide a more substantial physical buffer to these adjoining residential developments. The proposal includes a condition specifying a Type 2 protective yard.

Policy LU 8.1 – Housing Variety

Accommodate growth in newly developing areas of the City through mixed-use neighborhoods with a variety of housing types.

- The proposal will add to the variety of housing stock in a rapidly-growing area of the City and, if built, provide a housing option for senior citizens.

Policy H 1.1 – Mixed-Income Neighborhoods

Promote mixed-income neighborhoods throughout the City, particularly within high density development at employment centers, downtown, and along transit corridors.

- The proposal will provide for a moderate density development along a Transit Emphasis Corridor and add to the mix of housing types in the area.

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 proposal to rezone to RX will provide the opportunity to build a housing type that adds to the market supply in this area and will provide an additional housing option for senior citizens.

Policy ED 2.4 – Attracting Investment to Emerging Neighborhoods

In neighborhoods with little private investment and low social and economic indicators, encourage additional development and density to enhance these neighborhoods and create a larger market base to support more and better goods and services for existing and new residents.

- This proposal lies within an Economic Development Target Area, as well as an Opportunity Zone. The applicant has indicated that the proposal will utilize Low Income Housing Tax Credit (LIHTC Program). The proposed moderate density residential development will expand the market base to serve the nearby Rock Quarry-Battle Bridge mixed-use activity center.

Policy UD 1.10 – Frontage

Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.

- This proposal includes a Parking Limited (-PL) frontage along Rock Quarry Road, a Transit Emphasis Corridor.

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 proposed zoning (RX-3-CU) is inconsistent with the Future Land Use Map, which designates this area as Low Density Residential. The proposed density of the site (approximately 11 units per acre) exceeds the recommended density of this designation and is more in line with a Moderate Density Residential designation.

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 conditions proposed in the request are inconsistent with the Comprehensive Plan; specifically Condition #2 calls for a maximum density that exceeds the current Low Density Residential designation. Condition #3 limits connectivity.

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.

- Connecting Apperson Drive to Pearl Road or Rock Quarry with a public street or pedestrian passage (UDO Section 8.4.8.B) would reduce walking distances for many homes in the Abbington Ridge subdivision to Barwell Park and Community Center, Barwell Road Elementary School, transit service, and planned greenway trails. It appears that provision of a pedestrian passage would allow the site to meet block perimeter without modification to the standard. Condition #6 specifies the construction of a 10' wide pedestrian path connecting the southwest boundary of the property at Apperson Drive to Rock Quarry Road. However, Condition #3, which modifies the standard to a maximum block perimeter of 5,000 linear feet, does limit vehicular and bicycle connectivity, therefore it is technically inconsistent with the Comprehensive Plan.

Area Plan Policy Guidance

There is no area plan guidance for this site.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	26	Transit score is below the City's average, indicating "a few nearby public transportation options." There is hourly bus service along Rock Quarry from downtown to Shoppes at Battle Bridge.
Walk Score	30	31	The score is slightly higher than the City's average. Although the site is approximately one-half mile from Barwell Community Center and the Shoppes at Battle Bridge, there is not a continuous network of sidewalks to allow for safe passage to these destinations.

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

Summary: The proposal would have a carbon footprint on average with the City overall. However, as an age-restricted residential development, it is anticipated that there will be a higher than average usage of transit. Also, the proposal is located along a Transit Emphasis Corridor which is programmed for greater frequency of bus service in the future. There is presently a lack of sidewalks along this section of Rock Quarry Road; however, the pedestrian network will build out as new development and redevelopment occurs.

Carbon/Energy Footprint: Housing

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

Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

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

Summary: This proposal does not specify a residential building type, but a multi-family building type is anticipated. This would result in overall lower average annual energy use, thus a reduced carbon footprint over the detached house building type.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds	The proposal will add directly to the supply of housing in Southeast Raleigh specifically for older residents. The use of the property will be limited to an age-restricted residential community which meets the federal definition of elderly housing, having at least 80% of the units occupied by at least one person above the age of 55.
Does it include any subsidized units?	No	The proposal does not include subsidized units. However, the applicant has stated their intention to obtain Low Income Housing Tax Credits (LIHTC) if the rezoning is approved.
Does it permit a variety of housing types?	Yes	The proposed RX zoning would allow for a variety of housing types, including single-family, duplexes, multi-unit living, and cottage courts.
If not a mixed-use district, does it permit smaller lots than the average? *	N/A	
Is it within walking distance of transit?	Yes	The proposed development would be directly served by GoRaleigh Route 17.

*The average lot size for detached residential homes in Raleigh is 0.28 acres.

Summary: The proposal would allow for an increase in the number and variety of housing units permitted in the area which are designated specifically for age-restricted housing.

IMPACT ANALYSIS

Historic Resources

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

Impact Identified: None.

Parks and Recreation

1. This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.
2. Nearest existing park access is provided by Barwell Rd. Park (0.2 miles) and Poole Rd. Canoe Launch Park (2.5 miles).
3. Nearest existing greenway trail access is provided by Neuse River Greenway Trail (1.9 miles).
4. Current park access level of service in this area is graded a D letter grade.

Impact Identified: None.

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	250	8,000	22,774
Waste Water	250	8,000	22,774

Impact Identified:

1. The proposed rezoning would add approximately 14,524 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	Big Branch S
Stormwater Management	UDO 9.2.2
Overlay District	n/a

Impact Identified: No downstream structural impacts identified

Transit

1. Two GoRaleigh bus routes serve the site, including 17 Rock Quarry and 18 Poole- Barwell. There is a transit stop on Rock Quarry Road at the intersection with Laurel Glen Drive, approximately 700' east of the proposal site, as well as a stop on Barwell Road (in front of Raleigh Fire Station #26) located approximately 0.2 miles from the Pearl Road/Rock Quarry Road intersection. The Barwell Road stop will be redeveloped as full transit shelters concurrent with the Barwell Road improvements. The Rock Quarry shelters will also be built out as full transit shelters, although a timeline is not definitive.

Impact Identified: None.

Transportation

1. Site Location and Context

Location

The Z-29-19 site is located in southeast Raleigh at the corner of Pearl Road and Rock Quarry Road.

Area Plans

The Z-29-19 site not located within or adjacent to an area plan.

2. Other Projects in the Area

The City of Raleigh has two nearby major street improvement projects. One is on Poole Road, from Maybrook Drive to Barwell Road. This project is planned to be complete in 2022. The other is on Barwell and Pearl Roads, from south of Rock Quarry Road to Berkeley Lake Drive. This project is scheduled to be complete in 2023. The portion of Pearl Road closest to Rock Quarry Road is planned to be realigned so that it intersects Rock Quarry Road at Barwell Road.

3. Existing and Planned Infrastructure

Streets

The site is located at the corner of Rock Quarry Road and Pearl Road. Rock Quarry Road is designated as a 4-lane divided avenue on map T-1 of the comprehensive plan; it is maintained by NCDOT. Pearl Road is designated as a 2-lane divided avenue; it is also maintained by NCDOT. The alignment of Pearl Road is planned to be modified by the City of Raleigh's Barwell Road project so that it aligns with Barwell Road. Both streets are currently two travel lanes without curb and gutter.

In accordance with UDO section 8.3.2, the maximum block perimeter for a RX-3 zoning district is 3,000 feet. The existing block perimeter is approximately 4,500 feet. Apperson Drive stubs to the site at the southwestern border.

The applicant has offered a condition (Condition #3) that limits connectivity by modifying the block perimeter standard for this site to 5,000 feet. This condition is not consistent with the comprehensive plan. The inconsistency is mitigated by Condition #6, which specifies a pedestrian path matching the standards of UDO Section 8.4.8.B to connect to Apperson Drive to Rock Quarry Road. It appears that provision of this pedestrian passage would allow the site to meet block perimeter standards without modification. It also reduces walking distances for many homes in the Abbingtion Ridge subdivision to Barwell Park and Community Center, Barwell Road Elementary School, transit service, and planned greenway trails.

Pedestrian Facilities

There are no sidewalks currently along either street. Subdivision or development of this site will require construction of sidewalks along the site frontage. The Barwell Road project will also construction sidewalk along Barwell Road and the portions of Pearl Road to be realigned. See the streets section for information about Condition #6, which requires a pedestrian connection between Apperson Drive and Rock Quarry Road.

Bicycle Facilities

There are no existing bicycle facilities surrounding the Z-29-19 site. A multi-use path is planned on Pearl and Barwell Roads as a part of the project. This path will connect the site to the Barwell Road School and Park. A greenway trail is planned to connect the school and park to the Neuse River Trail.

Transit

GoRaleigh Route 17 stops every 60 min on Rock Quarry Road.

Access

Access to the subject property may be via Rock Quarry Road, Pearl Road, or Apperson Drive.

4. TIA Determination

Approval of case Z-29-19 may increase trip generation by 57 vehicles in the PM peak hour and 43 vehicles in the AM peak hour. Trips generated may increase by 548 vehicles per day. These increases are below thresholds in the Raleigh Street Design Manual for requiring a Traffic Impact Analysis.

Z-29-19 Existing Land Use	Daily	AM	PM
Two Single Family Homes	19	1	2
Z-29-19 Current Zoning Entitlements	Daily	AM	PM
Residential	302	24	32
Z-29-19 Proposed Zoning Maximums	Daily	AM	PM
Residential	850	67	89
Z-29-19 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	548	43	57

Urban Forestry

1. The proposed rezoning conditions, as of 9/24/2019, do not have any effect on how tree conservation will be applied. No previously recorded TCA was found on the properties.

Impact Identified: None.

Impacts Summary

The proposal will increase trip volumes at the intersection of Pearl Road and Rock Quarry Road, but the intersection is slated for realignment in the near term, and Rock Quarry will eventually become a 4-lane, divided avenue. Also, the site is located on a Transit Emphasis Corridor, which will replace some automobile trips. There is sufficient utility infrastructure available to service the proposed development; however, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support it. The site is presently a rural residential homestead with minimal environmental constraints. Development of a multi-family building type may warrant a more substantial buffer to adjoining properties than the minimum required.

This proposal will add to the housing supply and serve a senior population. It presents an opportunity to improve pedestrian connectivity and walkability near the Barwell Road Park and Community Center.

Mitigation of Impacts

Revised zoning conditions have been submitted that will (1) ensure improved pedestrian connectivity; (2) provide for a Parking Limited (-PL) frontage as recommended in the Urban Design Element of the Comprehensive Plan, and (3) improve the transition from moderate density to low density residential with a Zone A Type 2 protective yard.

CONCLUSION

This proposal is inconsistent with the Future Land Use Map, which designates the area for Low Density Residential. The adjoining area is dominated by the Abbington Ridge subdivision, consisting of 315 single-family homes and 96 townhomes. An adequate transition between densities and building types is recommended. However, conditions are changing along the Rock Quarry Road corridor: Olde Town PD continues to move through the approval process; there is a new multifamily development under construction at an adjacent property; growth continues at the Battle Bridge mixed use activity center; and improvements and realignment are planned at the Rock Quarry-Pearl Road intersection. In addition, it is consistent with various Land Use, Housing, Urban Design, and Economic Development policies of the Comprehensive Plan. The proposed site is located along a Transit Emphasis Corridor, along which a hybrid approach to frontage is recommended. The proposal specifies a Parking Limited (-PL) frontage for the site. Z-29-19 is consistent overall with the 2030 Comprehensive Plan.

CASE TIMELINE

Date	Action	Notes
August 30, 2019	Application submitted with conditions.	
October 14, 2019	Case presented to the South CAC.	Case scheduled to appear before South CAC for a vote at their next meeting on November 4, 2019.
October 22, 2019	Planning Commission Meeting	Case deferred until November 12, 2019 to allow for the South CAC vote.
October 24, 2019	Revised application and conditions submitted.	

November 4, 2019	Vote by South CAC	South CAC voted 9 to 8 in favor of the proposal (2 abstentions).
November 12, 2019	Planning Commission Meeting	

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	R-4	RX-3-CU	R-6-CU	R-6-CU	R-4
Additional Overlay	-	-	-	-	-
Future Land Use	Low Density Residential	Moderate Density Residential	Low Density Residential	Low Density Residential	Low Density Residential
Current Land Use	Single-Family Residential	Multi-Family Residential	Single-Family Residential	Multi-Family Residential	Single-Family Residential/Vacant
Urban Form	Transit Emphasis Corridor	Transit Emphasis Corridor	N/A	Transit Emphasis Corridor	Transit Emphasis Corridor

CURRENT VS. PROPOSED ZONING SUMMARY

EXISTING ZONING		PROPOSED ZONING
Zoning	R-4	RX-3-PL-CU
Total Acreage	8.02	8.02
Setbacks:		
Front	20'	10'
Side	10'	5'
Rear	30'	20'
Residential Density:	4 du/ac	11 du/ac
Max. # of Residential Units	32	90
Max. Gross Building SF	23,707	125,500
Max. Gross Office SF	N/A	4,000
Max. Gross Retail SF	N/A	N/A
Max. Gross Industrial SF	N/A	N/A
Potential F.A.R	0.07	0.36

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

Rezoning Application



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-96-2482

RECEIVED
AUG 30 2019

REZONING REQUEST							
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Transaction # Rezoning Case #				
Existing Zoning Base District	R-4	Height N/A Frontage N/A Overlay(s) N/A					
Proposed Zoning Base District	RX	Height 3 Frontage N/A Overlay(s) N/A					
Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.							
If the property has been previously rezoned, provide the rezoning case number: Z-36A-1989							
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:							
<table border="1"><tr><td> </td><td> </td><td> </td><td> </td></tr></table>							

GENERAL INFORMATION			
Date 8/30/19		Date Amended (1)	
Date Amended (2)			
Property Address 5706 Rock Quarry Road; 3801 Pearl Road; 3831 Pearl Road			
Property PIN 1732108567; 1732105490; 1732104220		Deed Reference (book/page) 8768/918; 8195/1589; 6823/80	
Nearest Intersection Rock Quarry Road and Pearl Road			
Property Size (acres) Approx. 8.02 acres	For Planned Development Applications Only:	Total Units	Total Square Footage
		Total Parcels	Total Buildings
Property Owner/Address Billy R. Akins and Sandra P. Akins 3801 Pearl Road Raleigh, NC 27610		Phone	Fax
		Email	
Project Contact Person/Address Isabel Worthy Mattox PO Box 946 Raleigh, NC 27602		Phone 919-828-7171	Fax
		Email Isabel@mattoxlawfirm.com	
Owner/Reg. Billy R. Akins Sandra P. Akins		Email	

A rezoning
Checklist have been received and approved.

until all required submittal components listed on the Rezoning

CONDITIONAL USE DISTRICT ZONING CONDITIONS		
Zoning Case Number		OFFICE USE ONLY Transaction # Rezoning Case #
Date Submitted		
Existing Zoning	Proposed Zoning	
Narrative of Zoning Conditions Offered		
1.		
2.		
3.		
4.		
5.		
6.		
7.		

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 _____ Print Name _____

REZONING APPLICATION ADDENDUM #1	
<p align="center">Comprehensive Plan Analysis</p>	<p align="center">OFFICE USE ONLY</p> <p align="center">Transaction #</p> <p align="center">Rezoning Case #</p>
<p>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.</p>	
<p align="center">STATEMENT OF CONSISTENCY</p>	
<p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p>	
<p>The Future Land Use Map designates the subject property for Low Density Residential. However, the character of the surrounding area is moderate density residential. The other side of Rock Quarry is zoned RX-3-CU. The property to the south and south east is zoned R-6 and consists of townhomes and single family houses on lots 0.14 acres or less. Additionally, Rock Quarry Road is a transit emphasis corridor.</p>	
<p>The Raleigh Urban Form map designates Rock Quarry Road as a transit emphasis corridor which will connect the proposed senior housing community to restaurants, retail, and recreation via public transit. The proposed senior housing community will offer needed density in a growing urban area that is well connected to public transit.</p>	
<p>Policy T 4.12 - Special Needs - Provide adequate and accessible transit for residents and visitors with special needs, including senior citizens, the disabled, and transit-dependent persons.</p>	
<p>The proposed senior housing community will provide affordable housing for seniors in a well connected area close to public transit, pharmacies, restaurants, and grocery stores.</p>	
<p>Policy H 1.9 - Housing Diversity - Promote housing diversity and affordable housing choices for households at 50 percent of AMI or below in the immediate area around transit corridors.</p>	
<p>The requested rezoning will permit the development of an affordable senior housing community located on a Transit Emphasis Corridor.</p>	
<p align="center">PUBLIC BENEFITS</p>	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>The proposed rezoning, brought by an affordable housing developer with regard to an infill site, will facilitate the efficient development of direly needed affordable senior housing in Raleigh.</p>	
<p>The location of the proposed development will facilitate the use of transit, allow easy access to thoroughfares, and provide convenient access to goods and services.</p>	
<p>Higher density would support transit in the Rock Quarry Road Transit Emphasis Corridor. The close proximity of Barwell Road Park, Community Center and Elementary School, complements higher density residential on this property.</p>	
<p>4.</p>	

REZONING APPLICATION ADDENDUM #2	
Impact on Historic Resources The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	OFFICE USE ONLY Transaction # Rezoning Case #
INVENTORY OF HISTORIC RESOURCES	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
N/A	
PROPOSED MITIGATION	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
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 Transit Emphasis Corridor Click [here](#) to view the Urban Form Map.

1.	<p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>Response:</p> <p>The requested rezoning is to facilitate a senior housing development rather than a vertical mixed-use development. However, the Shoppes at Battle Bridge (designated as a Mixed-Use Center on the Urban Form Map) is less than half a mile from the property and includes restaurants, a pharmacy, a grocery store, a bank, and a multitude of other shops, providing for a good mix of uses in the area.</p>
2.	<p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p>Response:</p> <p>To the east of the proposed development is a medium-density residential townhome community. To the south of the proposed development is a medium-density single family neighborhood with roughly 0.14 acre lots. The proposed development will include landscaping elements and height variations to aid in the transition.</p>
3.	<p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>Response:</p> <p>The proposed development will have good access to Pearl Road and Rock Quarry Road.</p>
4.	<p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p>Response:</p> <p>The property to the east is a fully developed townhome community. The southern property line is completely adjacent to single family homes.</p>
5.	<p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>Response:</p> <p>Block length and pedestrian amenity areas will be addressed and implemented at the site plan stage.</p>
6.	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p>Response:</p> <p>The proposed senior housing community will be designed to be aesthetically pleasing and complementary to the surrounding neighborhood.</p>

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

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response:</p> <p>The proposed senior housing community will include seating options for residents and visitors.</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>Response:</p> <p>Parking lots will be strategically placed to accommodate pedestrian traffic and existing development.</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>Response:</p> <p>Parking lots will be located in the interior of the block whenever practical.</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>Response:</p> <p>The proposed development does not contemplate any parking structures.</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>Response:</p> <p>The property is only 0.2 miles from the public bus stop at Barwell Rd at Barwell Park.</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>Response:</p> <p>A sidewalk of adequate size and structure will be accessible along the entrance of the development.</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>Response:</p> <p>To the applicant's knowledge, there are no floodplains, watercourses, or steep slopes greater than 15 percent on the property. In the event that such features are discovered, the proposed developer will will design the site in a manner that is respectful of these areas.</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>Response:</p> <p>The proposed senior housing community will be designed in a manner that is pedestrian friendly.</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p>Response:</p> <p>Sidewalks will be designed and built at the site plan stage in accordance with the provisions of the Unified Development Ordinance.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>Response:</p> <p>It is anticipated that the proposed development will include landscape areas which will include trees and other plantings within the appropriate size guidelines.</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p>Response:</p> <p>The height/width ratio the building will be reasonable and within normal architectural practices.</p>
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p>Response:</p> <p>Entrances to the building within the development will face the street when appropriate.</p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p>Response:</p> <p>Although the building has not yet been designed, it is anticipated that the building will include windows, entrances, and other architectural details on the ground level.</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p>Response:</p> <p>Sidewalks will be of appropriate width and design to accommodate pedestrian movement and social interaction.</p>

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")

TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Rezoning application review fee (see Fee Schedule for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
3. Completed application; Include electronic version via cd or flash drive	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
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)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
5. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
6. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
7. Trip Generation Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
8. Traffic Impact Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
9. Completed and signed zoning conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
10. Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
11. Completed Response to the Urban Design Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
12. For applications filed by a third party, proof of actual notice to the property owner	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
13. Master Plan (for properties requesting Planned Development or Campus District)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
14. Copy of ballot and mailing list (for properties requesting Accessory Dwelling Unit Overlay)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

MASTER PLAN SUBMITTAL REQUIREMENTS

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

MATTOX LAW FIRM

Telephone (919) 828-7171

Isabel Worthy Mattox
Isabel@mattoxlawfirm.com

August 12, 2019

TO ALL ADDRESSEES:

RE: **NOTICE OF MEETING** Regarding Rezoning Petition of 5706 Rock Quarry Road, Raleigh, NC 27610 (2.31 acres) (PIN 1732108597) Deed 8768, Page 918, owned by Billy R. and Sandra P. Akins; 3801 Pearl Road, Raleigh, NC 27610 (3.80 acres) (PIN 1732105490) Deed 8195, Page 1589, owned by Billy R. and Sandra P. Akins; and 3831 Pearl Road, Raleigh, NC 27610 (1.91 acres) (PIN 1732104220) Deed 6823, Page 80, owned by Billy R. and Sandra P. Akins, located at the intersection of Rock Quarry Road and Pearl Road (the "Rezoning Property")

Dear Property Owners:

You are receiving this letter because you are the owner of property located in the vicinity of the Rezoning Property for which a rezoning is now being contemplated. We anticipate that the proposed rezoning will rezone the Rezoning Property from R-4 to RX-3-CU. We now anticipate that a Rezoning Application will be filed on behalf of the owners in the near future.

In accordance with the requirements of the Raleigh Unified Development Ordinance, notice is hereby given to you as the owner of the Rezoning Property or the owner of property within 500 feet of the Rezoning Property (collectively, "Notice Neighbors") of a meeting to discuss the prospective rezoning to be held at **Barwell Road Park located at 5857 Barwell Park Drive, Raleigh, NC 27610 in the Multipurpose Room at 7:00 p.m. on the evening of August 26, 2019.**

We would like to discuss this case with you and will be available to answer any questions which you may have regarding this Rezoning Application.

If the Rezoning Application is filed as now planned, it will be vetted by City Staff over the next few weeks and referred to the Planning Commission for review. To follow this process, please consult the City's website at www.raleighnc.gov/planning. In addition, you may contact the Department of City Planning at (919) 996-2682 or by email at rezoning@raleighnc.gov. If you have any questions about the proposed Rezoning Application, either before our meeting of August 26, 2019, or at any time after our meeting, please contact me.

Yours very truly,


Isabel Worthy Mattox

ATTENDANCE AT NEIGHBORHOOD MEETING

Rock Quarry/Pearl Roads
Tuesday, August 26, 2019

NAME	ADDRESS	PHONE #
Sharna Futrell	Street: 3901 Grandover Drive Raleigh, NC 27610 Email: sharna.futrell@gmail.com	(919) 289-1404
Jackie Davis-Innes	Street: 3803 Volks Walk Place Raleigh, NC 27610 Email: Jackiedavis1967@yahoo.com	919 696-1704
Mary Byrd Schwartz	Street: 3801 VOLKS WALK PL. RAL. NC-27610 Email: byrd4106@bellsouth.net	
Julie Conner	Street: 5824 Bryanstone Pl. RALEIGH, NC 27610 Email: JC-CONNER@EARTHlink.net	919- 539- 1478
Wanda Moore	Street: 3612 Mechanicsville Run Lane Raleigh NC 27610 Email: wmoore85@gmail.com	
Tim Morgan Evergreen Const. Co	Street: 7706 Six Forks Road Raleigh 27615 Email: tim tim@ecmgt.com	919-848- 2011
Bill + Sandy Akins	Street: 3801 Pearl Rd. Raleigh NC 27610 Email: akins3801@gmail.com	919 779-6052
Rick Fleming	Street: 507 Woodland Road Raleigh, NC 27613 Email: RFleming@fmrresity.com	919 422-3663
Diane Smith	Street: 4006 Volks Walk Place Raleigh, NC 27610 Email: purplediane2006@aol.com	919 961-9593
	Street: Email:	

SUMMARY OF ISSUES

A neighborhood meeting was held on 8/26/2019 (date) to discuss a potential rezoning located at 5706 Rock Quarry Road; 3801 Pearl Road; 3831 Pearl Road (property address).

The neighborhood meeting was held at Barwell Road Park (location).

There were approximately 7 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

1. Traffic. Neighbors expressed frustration with current traffic on Rock Quarry Road.
2. Infrastructure. Neighbors felt that existing road infrastructure is inadequate.
3. Restaurants and Retail. Neighbors desire more restaurants and retail in the area.
4. Pearl Road Realignment. The project engineer indicated that the City's proposed Pearl Rd realignment should occur in approximately 2023.
5. Timing. Evergreen representative Tim Morgan indicated that if the rezoning and funding are approved as requested, construction would be expected to commence in 2021, with apartments opening in 2022.
6. Other Development. Neighbors expressed concerns about the development across Rock Quarry Road.

MATTOX LAW FIRM

Telephone (919) 828-7171

Isabel Worthy Mattox
Isabel@mattoxlawfirm.com

August 12, 2019

TO ALL ADDRESSEES:

RE: **NOTICE OF MEETING** Regarding Rezoning Petition of 5706 Rock Quarry Road, Raleigh, NC 27610 (2.31 acres) (PIN 1732108597) Deed 8768, Page 918, owned by Billy R. and Sandra P. Akins; 3801 Pearl Road, Raleigh, NC 27610 (3.80 acres) (PIN 1732105490) Deed 8195, Page 1589, owned by Billy R. and Sandra P. Akins; and 3831 Pearl Road, Raleigh, NC 27610 (1.91 acres) (PIN 1732104220) Deed 6823, Page 80, owned by Billy R. and Sandra P. Akins, located at the intersection of Rock Quarry Road and Pearl Road (the "Rezoning Property")

Dear Property Owners:

You are receiving this letter because you are the owner of property located in the vicinity of the Rezoning Property for which a rezoning is now being contemplated. We anticipate that the proposed rezoning will rezone the Rezoning Property from R-4 to RX-3-CU. We now anticipate that a Rezoning Application will be filed on behalf of the owners in the near future.

In accordance with the requirements of the Raleigh Unified Development Ordinance, notice is hereby given to you as the owner of the Rezoning Property or the owner of property within 500 feet of the Rezoning Property (collectively, "Notice Neighbors") of a meeting to discuss the prospective rezoning to be held at **Barwell Road Park located at 5857 Barwell Park Drive, Raleigh, NC 27610 in the Multipurpose Room at 7:00 p.m. on the evening of August 26, 2019.**

We would like to discuss this case with you and will be available to answer any questions which you may have regarding this Rezoning Application.

If the Rezoning Application is filed as now planned, it will be vetted by City Staff over the next few weeks and referred to the Planning Commission for review. To follow this process, please consult the City's website at www.raleighnc.gov/planning. In addition, you may contact the Department of City Planning at (919) 996-2682 or by email at rezoning@raleighnc.gov. If you have any questions about the proposed Rezoning Application, either before our meeting of August 26, 2019, or at any time after our meeting, please contact me.

Yours very truly,


Isabel Worthy Mattox

ATTENDANCE AT NEIGHBORHOOD MEETING

**Rock Quarry/Pearl Roads
Tuesday, August 26, 2019**

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COMPREHENSIVE PLAN AMENDMENT ANALYSIS – CASE #Z-29-19

OVERVIEW

The Future Land Use Map (FLUM) requires an amendment to change the designation for 5706 Rock Quarry Road and 3801 and 3831 Pearl Road to achieve consistency between the map and the rezoning request for a Residential Mixed Use-3 stories-Conditional Use (RX-3-CU) district. The map currently designates the parcels for Low Density Residential, which envisions mostly single-family, detached residential development. The FLUM district corresponding to the RX-3-CU rezoning request for is Moderate Density Residential, which applies to townhouses and multi-family dwellings, so long as an overall gross density of no more than 14 units to the acre is maintained.

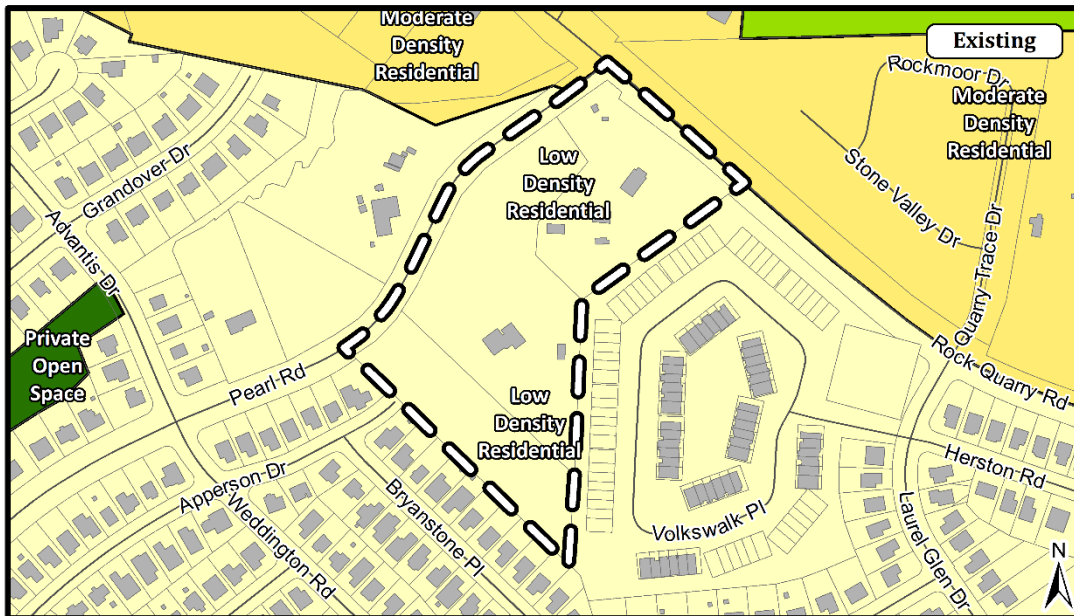
LIST OF AMENDMENTS

1. Amend the Future Land Use Map for 3801 and 3831 Pearl Road and 5706 Rock Quarry Road from Low Density Residential to Moderate Density Residential.
2. These following policies would not apply to the proposal:
 - a. Policy LU 1.2 – Future Land Use Map and Zoning Consistency
 - b. Policy LU 1.3 – Conditional Use District Consistency

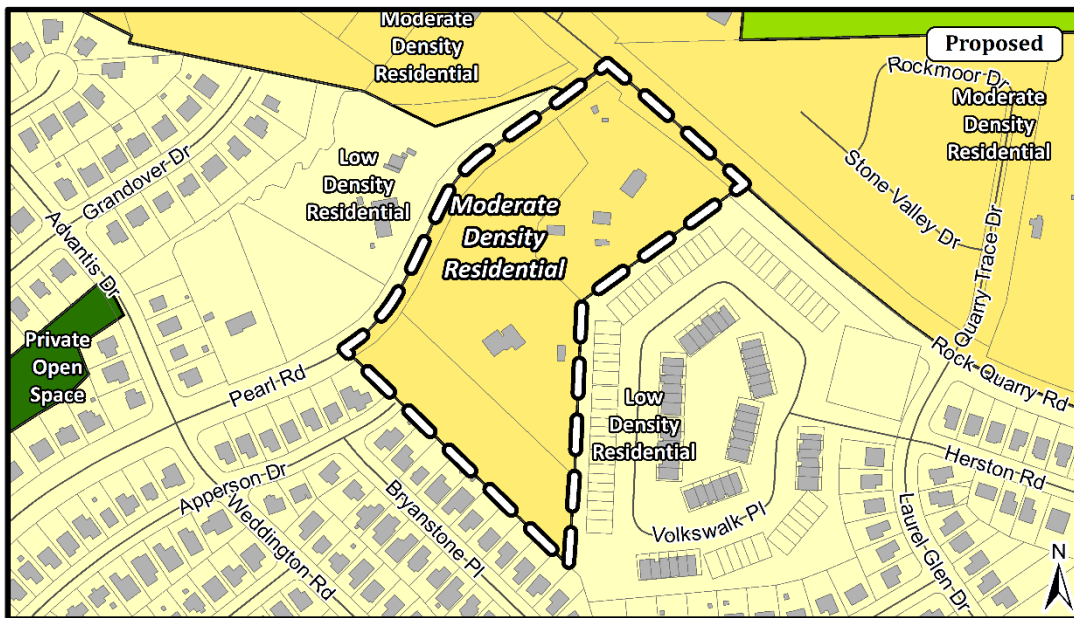
AMENDED MAPS

Z-29-19: Required Amendment to the Future Land Use Map

Existing Designation: Low Density Residential



Proposed Designation: Moderate Density Residential



IMPACT ANALYSIS

The proposed FLUM amendment would increase the extent of Moderate Density Residential-designated areas adjoining the site to the west and north. It would encourage rezoning to districts ranging from R-6 to RX, allowing for higher densities of residential development along a Transit Emphasis Corridor and near a mixed-use activity center.