



To: Ruffin L. Hall, City Manager

From: Jason Hardin AICP, Planner II  
Ken Bowers AICP, Director, Department of Planning & Development

Copy: City Clerk

Date: April 18, 2018

Re: City Council agenda item for May 1, 2018 – Rezoning Public Hearing for Z-32-17

---

The City Council has authorized the following rezoning request for public hearing at its meeting the evening of Tuesday, May 1, 2018:

**Z-32-17 Rock Quarry Road**, west side, south of Interstate 40, being Wake County PIN 1713401277. Approximately 14.17 acres are requested by KATA Properties, Inc. and Cambridge Village, LLC to be rezoned from Commercial Mixed Use-Three Stories-Conditional Use (CX-3-CU) to Residential Mixed Use-Three Stories-Conditional Use (RX-3-CU). Zoning conditions received on March 16, 2018 limit residential units to 200, limit the height of light poles near residential properties to the east, and specify a pedestrian access path to the retail property to the south. (Staff Contact: Jason Hardin, Jason.Hardin@raleighnc.gov, 919-996-2657).

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

The South CAC had a split vote on the zoning request (14 in favor, 14 opposed).

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

During the Planning Commission review of the item on April 10, staff noticed a discrepancy between staff-generated trip generation calculations and those presented by the applicant. Upon further review, staff determined that the staff report calculation did not account for a condition that limited the number of residential units and therefore overstated the number of potential trips that would result from the rezoning. The corrected figures are included in the table on the following page. The report already noted that the request would represent a decrease in potential trips compared to the existing zoning entitlement, primarily due to the change from CX to RX. The change described above means that the decrease in potential trips is greater than described in the report, with a drop in daily trips of 7,022.

In addition to the updated table below, an updated traffic worksheet is included in the agenda materials.

Z-32-2017 Existing Land Use (Vacant)	Daily	AM	PM
	0	0	0
Z-32-2017 Current Zoning Entitlements (AM = Office, Daily & PM = Retail)	Daily	AM	PM
	8,362	497	761
Z-32-2017 Proposed Zoning Maximums (Residential)	Daily	AM	PM
	1,340	102	128
Z-32-2017 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	<b>-7,022</b>	<b>-395</b>	<b>-633</b>

Z-32-2017 Existing Land Use (Vacant)	Daily	AM	PM
	0	0	0
Z-32-2017 Current Zoning Entitlements (AM = Office, Daily & PM = Retail)	Daily	AM	PM
	8,362	497	761
Z-32-2017 Proposed Zoning Maximums (Residential)	Daily	AM	PM
	1,340	102	128
Z-32-2017 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
	-7,022	-395	-633
<b>Z-32-2017 Traffic Study Worksheet</b>			
<b>6.23.4</b>	<b>Trip Generation</b>	<b>Meets TIA Conditions? (Y/N)</b>	
A	Peak Hour Trips $\geq$ 150 veh/hr	No, the proposed rezoning leads to fewer trips	
B	Peak Hour Trips $\geq$ 100 veh/hr if primary access is on a 2-lane street	No	
C	More than 100 veh/hr trips in the peak direction	No	
D	Daily Trips $\geq$ 3,000 veh/day	No	
E	Enrollment increases at public or private schools	Not Applicable	
<b>6.23.5</b>	<b>Site Context</b>	<b>Meets TIA Conditions? (Y/N)</b>	
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	
<b>6.23.6</b>	<b>Miscellaneous Applications</b>	<b>Meets TIA Conditions? (Y/N)</b>	
A	Planned Development Districts	No	
B	In response to Raleigh Planning Commission or Raleigh City Council resolutions	None noted as of Nov. 28, 2017	



# CERTIFIED RECOMMENDATION

Raleigh Planning Commission

CR# 11837

## CASE INFORMATION Z-32-17

Location	Rock Quarry Road, west side, south of Interstate 40 Address: 1800 Rock Quarry Road PIN: 1713401277
Request	Rezone property from CX-3-CU with SHOD-1 to RX-3-CU with SHOD-1
Area of Request	14.17 acres
Corporate Limits	The subject site is located within the corporate limits and is surrounded by properties also within corporate limits.
Property Owner	KATA Properties, Inc. and Cambridge Village, LLC
Applicant	Isabel Worthy Mattox
Citizens Advisory Council (CAC)	South CAC
PC Recommendation Deadline	May 14, 2018

## 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>FUTURE LAND USE</b>	Community Mixed Use
<b>URBAN FORM</b>	Mixed-Use Center
<b>CONSISTENT Policies</b>	LU 1.2—Future Land Use Map and Zoning Consistency LU 1.3—Conditional Use District Consistency LU 2.2—Compact Development LU 4.9—Corridor Development LU 4.10—Development at Freeway Interchanges LU 5.4—Density Transitions T 2.4—Road Connectivity T 2.6—Preserving the Grid H 1.8—Zoning for Housing
<b>INCONSISTENT Policies</b>	None

### *SUMMARY OF PROPOSED CONDITIONS*

1. No more than 200 dwelling units would be allowed.
2. Light poles within 50' of three adjacent residential properties will not exceed 20' in height.
3. A pedestrian path will connect the property to the retail property to the south.

### *PUBLIC MEETINGS*

<i>Neighborhood Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>
8/23/17	1/8/18; 4/9/18 (Y-14, N-14)	2/13/18; 3/13/18; 3/27/18, 4/10/18	4/17/18

### *PLANNING COMMISSION RECOMMENDATION*

[Select one of the following and fill in details specific to the case.]

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

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

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

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

<i>Reasonableness and Public Interest</i>	The request is consistent with the Comprehensive Plan and Future Land Use Map. It is in the public interest because the property is within walking distance of office and retail, will provide additional housing along a corridor served by transit, and will provide additional housing supply.
<i>Recommendation</i>	Approve. City Council may now schedule this proposal for a public hearing or refer it to committee for further study and discussion.
<i>Motion and Vote</i>	Motion: Tomasulo Second: Alcine In Favor: Alcine, Braun, Geary, Hicks, Jeffreys, Lyle, Novak, Swink, Tomasulo Opposed: None

*ATTACHMENTS*

1. Staff report
2. Existing zoning conditions

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

---

Planning Director

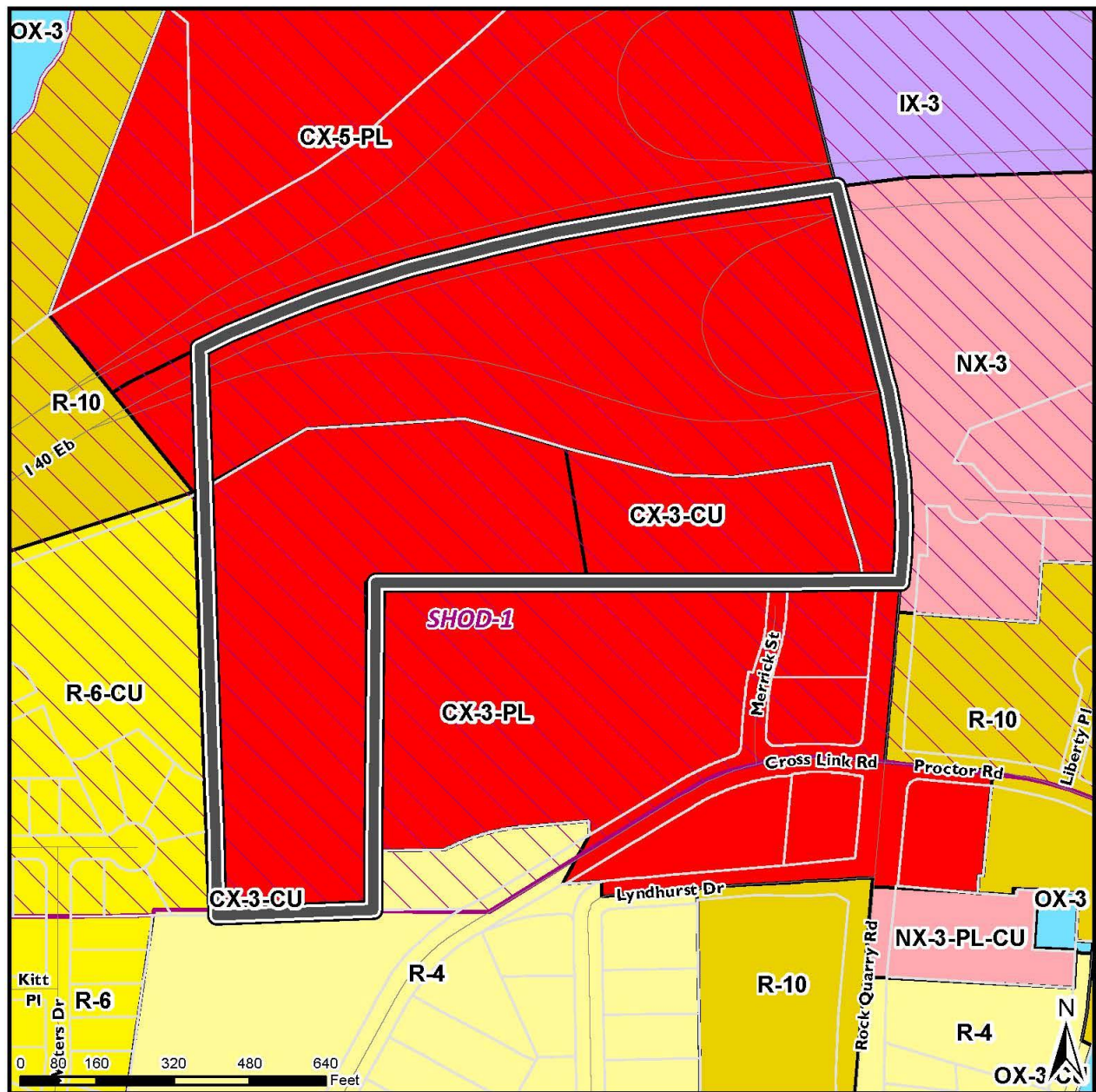
Planning Commission Chairperson

4/10/18

Staff Coordinator: Jason Hardin: (919) 996-2657; [jason.Hardin@raleighnc.gov](mailto:jason.Hardin@raleighnc.gov)

# Existing Zoning

**Z-32-2017**

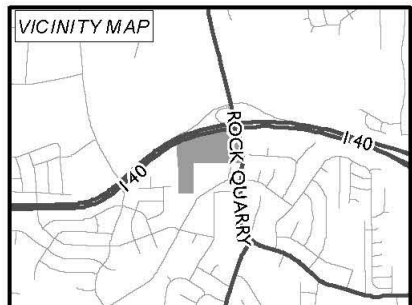


**Submittal  
Date**

11/3/2017

## Request:

14.17 acres from  
CX-3-CU w/SHOD-1  
to RX-3-CU  
w/ SHOD-1



Map Date: 11/6/2017

Staff Evaluation  
Z-32-17 Rock Quarry Road



## **ZONING STAFF REPORT – Z-32-17**

### *CONDITIONAL USE*

## **OVERVIEW**

The proposal seeks to rezone a 14.17-acre property located on the west side of Rock Quarry Road, just south of its intersection with Interstate 40. The parcels are currently zoned Community Mixed Use-Three Stories-Conditional Use; the request is for Residential Mixed Use-Three Stories-Conditional Use. In addition to significantly reducing the amount of potential commercial uses, the request would facilitate residential development by removing a condition that prohibits the Apartment building type.

The property sits behind, or to the north and west of, the Southgate Plaza shopping center. It is currently vacant and wooded. An Interstate 40 off ramp is immediately to the north. Properties to the east include a vacant parcel owned by the Triangle Greenways Council and parcels with detached houses. A church borders the property to the south.

In terms of zoning, property to the north is zoned Commercial Mixed Use-Five Stories-Parking Limited; the retail center to the east and south is zoned Commercial Mixed Use-Three Stories-Parking Limited; properties to the west are zoned Residential-6-Conditional Use; and the church property and an additional property at the southeast end of the subject property are zoned Residential-4. A Special Highway Overlay District-1 is in place on the subject property and properties to the west, north, and east.

The Future Land Use Map designates the subject property, the area to the south and east, and part of the area to the west as Community Mixed Use. Other properties to the west are designated as Low Density Residential. The north side of I-40 is designated as Business and Commercial Services, and the property to the south is designated as Industrial.

The subject property is part of a Mixed-Use Center on the Urban Form Map, and Rock Quarry Road is designated as a Transit Emphasis Corridor. Rock Quarry Road also is designated as a Multimodal Corridor on the Comprehensive Plan's Growth Framework Map. That designation reflects corridors designated for higher levels of transit service and higher development intensities and pedestrian amenities.

The primary considerations related to the case involve the conditions. Current zoning conditions do not permit apartments. The rezoning would remove that condition, along with other current zoning conditions, while allowing a maximum of 200 housing units in any building type. The removal of the restriction on apartments creates consistency with several Comprehensive Plan policies that encourage the production of housing.



**Update for March 27, 2018:** The previous version of the request included a condition modifying block perimeter standards. That condition was removed in revised set of conditions received on March 16, 2018. The removal of the condition created consistency with several policies that were previously identified as inconsistent with the request.

*OUTSTANDING ISSUES*

Outstanding Issues	1. No CAC vote	Suggested Mitigation	1. The request is scheduled to go before the South CAC on April 9.
--------------------	----------------	----------------------	--

## **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?

The request is generally consistent with the vision, themes, and policies of the Plan. The request is consistent with the Expanding Housing Choices vision theme, which encourages expanding the supply and diversity of housing opportunities for all segments of the population. By allowing the Apartment building type, the rezoning would provide additional housing choice and supply and would improve housing affordability. The request is also consistent with several individual policies that encourage housing production and envision density transitions next to commercial areas. It is also consistent with the Urban Form Map.

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

Uses permitted by the requested RX zoning category, such as apartments and townhouses, are fully consistent with the Future Land Use Map designation of Commercial Mixed Use.

- 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?

N/A

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

Existing infrastructure is sufficient to serve the proposed use.

## **Future Land Use**

### **Future Land Use designation: Community Mixed Use**

#### **The rezoning request is:**

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

☐ **Inconsistent**

The request for RX-3-CU is fully consistent with the Community Mixed Use designation, which envisions a range of uses and building types, including mid-rise residential or mixed-use buildings.

## **Urban Form**

### **Urban Form designation: Mixed-Use Center**

#### **The rezoning request is:**

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

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

☐ **Inconsistent**

The Mixed-Use Center designation envisions a walkable development pattern. While the request does not include a designated frontage that addresses how buildings will relate to the street, the Apartment and Townhouse building types contain build-to requirements that limit the distance of buildings from the street.

## **Compatibility**

#### **The proposed rezoning is:**

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

☐ **Incompatible.**

The property is immediately adjacent to a retail center and Interstate 40. The request, by limiting the potential for commercial development, would mean that the property would serve as a transition between the retail center and existing residential areas to the west. Additionally, the UDO would require a landscaped yard of between 10 and 50 feet along the western property line.

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

- The request would facilitate the development of additional housing along a corridor served by transit (one route with 30-minute peak headways, another with 30 minute headways throughout most of the day) and within walking distance of workplaces and retail areas.
- The request would provide greater housing choice and, by increasing supply, improve housing affordability.

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

- None

## **Policy Guidance**

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

### **Policy LU 1.2 Future Land Use Map and Zoning Consistency**

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

*The request is consistent with the Future Land Use Map designation of Community Mixed Use, which envisions multifamily housing of the type permitted by RX-3.*

### **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, by allowing apartments, would facilitate relatively compact development.*

### **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.

*Rock Quarry Road is designated as a multi-modal corridor. By allowing apartments, the request would promote transit-supportive development.*

### **Policy LU 4.10 Development at Freeway Interchanges**

Development near freeway interchanges should cluster to create a node or nodes located at a nearby intersection of two streets, preferably classified two-lane avenue or higher, and preferably including a vertical and/ or horizontal mixture of uses. Development should be encouraged to build either frontage or access roads behind businesses to provide visibility to the business from the major street while limiting driveway connections to the major street.

*The request would help create a node at the intersection of Rock Quarry Road and Cross Link Road.*

**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 request would create a medium-density transition between the existing commercial area to the south and east and existing residential areas to the west.*

**Policy H 1.8 Zoning for Housing** Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing.

*The request would allow an additional housing type (apartments) and would help keep the market supplied with housing.*

The rezoning request, following the submittal of revised conditions on March 16, 2018, is **now consistent** with the following policies with which it previously had been inconsistent:

**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 removal of a condition modifying block perimeter standards meant that all conditions are consistent with the Plan.*

**Policy T 2.4 Road Connectivity**

The use of culs-de-sac and dead-end streets should be minimized.

**Policy T 2.6 Preserving the Grid**

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

*The removal of a condition modifying block perimeter standards means that the possibility of connecting a street serving the development to the grid is not precluded in the future.*

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

*None*

## **Area Plan Policy Guidance**

Not applicable.

## **Impact Analysis**

### ***Transportation***

The Z-32-2017 site is located on the south side of I-40 and the west side of Rock Quarry Road. It is bounded on the south by Southgate Plaza shopping center. A public street stub for Merrick Street connects to the site's southern boundary. Merrick Street runs through Southgate Plaza shopping center and connects to Cross Link Road. There is currently no driveway onto Rock Quarry Road; a Right-In/Right-Out driveway onto Rock Quarry Road may be permitted upon review and approval by the NCDOT District Engineer.

The closest signalized intersection to the Z-32-2017 site is Rock Quarry Road at Cross Link Road, which lies 550 feet away to the southeast. The Rock Quarry/Cross Link intersection is equipped with crosswalks and pedestrian signals on all approaches. Sidewalks are in place along both side of Rock Quarry Road and Cross Link Road. Transit stops for GoRaleigh route 5 (Biltmore Hills) are in place on both sides of Rock Quarry Road, just north of Cross Link. Another transit stop for route 7L (Carolina Pines) is located at the intersection of Cross Link road and Merrick Street. There are no exclusive bike lanes immediately adjacent to the Z-32-2017 parcel. Bike lanes are in place along Cross Link Road, south of Platinum Avenue.

The NCDOT project C-5504 recently added pedestrian improvements to the Rock Quarry Road bridge over I-40. The BikeRaleigh Long Term Bikeway Plan designates a separated bikeway along Rock Quarry Road stretching from Lenoir Street to S. New Hope Road. There is an asphalt shared-use path on the southwest side of Rock Quarry Road between I-40 and Olde Birch Road.

In addition to Southgate Plaza shopping center, the Z-32-2017 site is bounded by First Cosmopolitan Baptist Church on the south and the Habitat for Humanity of Wake County, Waters Drive Tract subdivision on the west. The Waters Drive tract includes a 4.7-acre parcel that is designated as permanent open space. The open space parcel has a recorded, dedicated pedestrian ingress/egress easement that connects the Z-32-2017 parcel with a public street known as Coltrane Court. Cross access to adjacent properties will be determined upon submittal of a development plan; it may be desirable to limit cross access to pedestrian and bicycle modes.

In accordance with UDO section 8.3.2, the maximum block perimeter for RX-3 zoning is 3,000 feet. The existing block perimeter formed by Cross Link Road, Hadley Road, Bunche Drive, S. State Street, Bragg Street, Coleman Street, Martin Luther King Boulevard and Rock Quarry Road is 16,600 feet. A public street will be necessary to serve the Z-32-2017 site but existing patterns of development make an interconnected public street network difficult to achieve without development of adjacent parcels. The proposed conditions state that a 6-foot-wide pedestrian access path will be constructed to facilitate pedestrian flow to and from the adjacent Southgate Plaza shopping center.

The existing land is a vacant and generates no traffic. Approval of case Z-32-2017 would lead to a net decrease in trips generated by the site by virtue of the proposed zoning conditions that restrict development to residential uses only. A traffic study is not required for case Z-32-2017.

Z-32-2017 Existing Land Use (Vacant)	Daily	AM	PM
	0	0	0
Z-32-2017 Current Zoning Entitlements (AM = Office, Daily & PM = Retail)	Daily	AM	PM
	8,362	497	761
Z-32-2017 Proposed Zoning Maximums (Residential)	Daily	AM	PM
	2,560	201	239
Z-32-2017 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
	<b>-5,802</b>	<b>-296</b>	<b>-522</b>

**Impact Identified: Block Perimeter, Dead-End Street Length, Number of Access Points**

***Transit***

1. This section of Rock Quarry Road and Cross Link Road is served by GoRaleigh Route 5. The route currently offers 30-minute headways at peak times.
2. This section of Cross Link Road is served by GoRaleigh Route 7L. The route offers 30-minute headways throughout most of the day.
3. Requirements for new transit facilities are now governed by code and addressed during site plan review.

**Impact Identified: Increased demand for transit**

***Hydrology***

<i>Floodplain</i>	No FEMA Floodplain present
<i>Drainage Basin</i>	Walnut
<i>Stormwater Management</i>	Subject to stormwater regulations under Article 9 of UDO.
<i>Overlay District</i>	none

**Impact Identified: None**



### ***Public Utilities***

	<b><i>Maximum Demand (current use)</i></b>	<b><i>Maximum Demand (current zoning)</i></b>	<b><i>Maximum Demand (proposed zoning)</i></b>
<i>Water</i>	-	85,500	50,000 gpd
<i>Wastewater</i>	-	85,500	50,000 gpd

1. The proposed rezoning would add approximately 50,000 gallons per day to the wastewater collection and water distribution systems of the City. There are water mains adjacent to the proposed rezoning area. Offsite sanitary sewer mains would need to be constructed by the developer to provide gravity sewer service to the majority of the site. This will include offsite easement acquisition.
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.

**Impact Identified: None**

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

1. This site is not impacted by any existing or proposed greenway trails or greenway corridors.
2. Nearest existing park access is provided by Southgate (0.4 miles) and Biltmore Hills Park (1.5 miles).
3. Nearest existing greenway access is provided by the Walnut Creek Trail (0.75 miles).
4. Park access level of service in this area is considered average to above average.
5. This area is not considered a high priority for park land acquisition.
6. Note that the Triangle Greenways Council owns the parcel of land immediately adjacent to the west of this site (PIN 1712393972). City of Raleigh PRCR is not aware of any TGC plans for this site.

**Impact Identified: None**

### ***Urban Forestry***

1. The subject site is larger than two acres in size and is subject to UDO Article 9.1. Tree Conservation when the property is developed.
2. The proposed rezoning and conditions will have no impact on future application of the City's tree conservation laws in UDO Article 9.1.

**Impact Identified: None**

***Designated Historic Resources***

None

**Impact Identified: None**

***Impacts Summary***

Increased demand for transit.

***Mitigation of Impacts***

None needed.

### **Conclusion**

By facilitating the development of apartments, the request is consistent with several key Plan policies that encourage additional housing, compact development, and development along corridors served by transit.

Update for March 27, 2018: The removal of a condition that would permit a weakening of block perimeter and dead-end street standards created consistency with policies that encourage a better-connected street network. The request is now consistent with all relevant policies and with the Comprehensive Plan overall.

### **Case Timeline**

<i>Date</i>	<i>Revision [change to requested district, revised conditions, etc.]</i>	<i>Notes</i>
11/3/18	Petition filed	
1/5/18	Revised conditions submitted	
3/16/18	Revised conditions submitted	Block perimeter modification removed

## Appendix

### Surrounding Area Land Use/ Zoning Summary

	<i>SUBJECT PROPERTY</i>	<i>NORTH</i>	<i>SOUTH</i>	<i>EAST</i>	<i>WEST</i>
Existing Zoning	CX-3-CU	CX-5-PL	CX-3-PL; R-4	CX-3-PL	R-6-CU
Additional Overlay	SHOD-1	SHOD-1	-	SHOD-1	SHOD-1
Future Land Use	Community Mixed Use	Business and Commercial Services	Community Mixed Use; Institutional	Community Mixed Use	Community Mixed Use; Low Density Residential
Current Land Use	Vacant	Highway; vacant	Retail; church	Retail	Vacant; detached houses
Urban Form (if applicable)	Mixed-Use Center	Transit Emphasis Corridor	Mixed-Use Center	Mixed-Use Center; Transit Emphasis Corridor	-

### Current vs. Proposed Zoning Summary

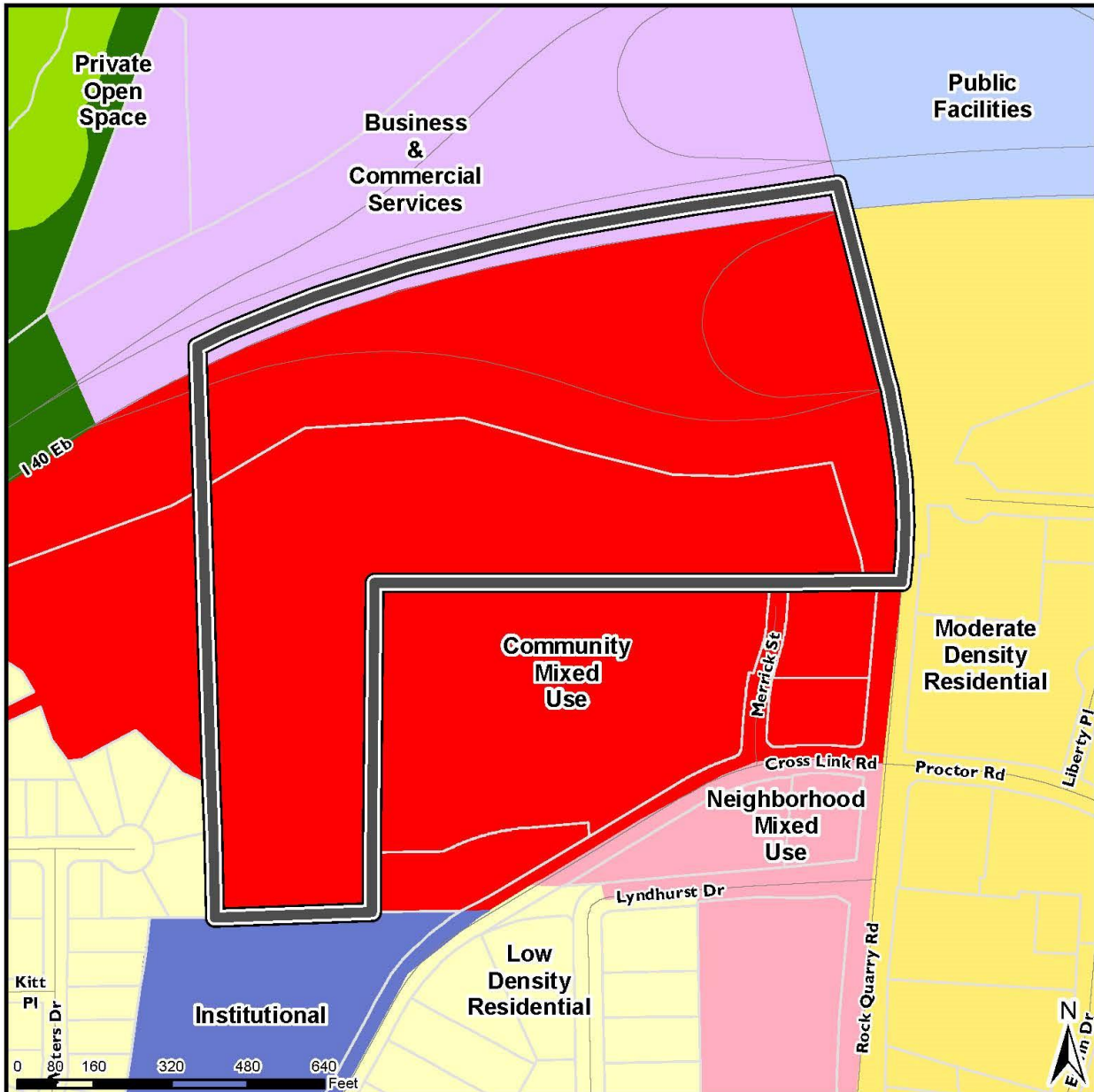
	Existing Zoning	Proposed Zoning
Zoning	CX-3-CU	RX-3-CU
Total Acreage	14.17	14.17
Setback/build-to:		
Front:	5' (for General Building)	10'-55' (Apartment)
Side:	0' or 6' (for General Building)	0' or 3' (Apartment)
Rear:	0' or 6' (for General Building)	0' or 3' (Apartment)
Residential Density:	24 units/acre	14 units/acre
Max. # of Residential Units	342	200 (per condition)
Max. Gross Building SF (if applicable)	441,496	220,000
Max. Gross Office SF	329,645	4,000**
Max. Gross Retail SF	265,754	4,000**
Max. Gross Industrial SF	-	-
Potential F.A.R	.72	.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.

\*\* Only possible if a street intersection exists on the site.

# Future Land Use

**Z-32-2017**

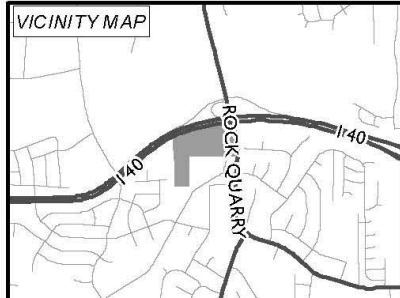


**Submittal  
Date**

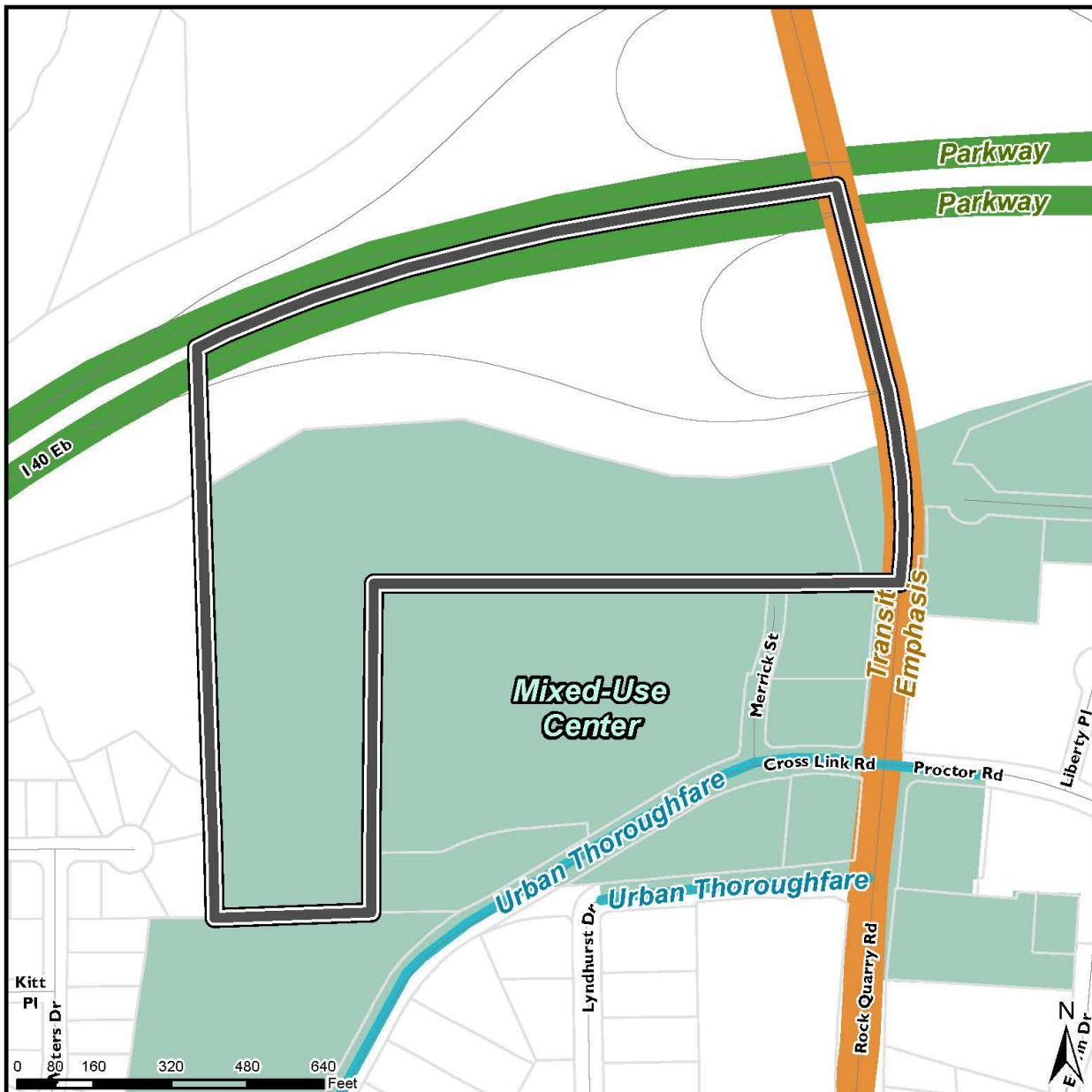
11/3/2017

## Request:

14.17 acres from  
CX-3-CU w/SHOD-1  
to RX-3-CU  
w/ SHOD-1



Map Date: 11/6/2017

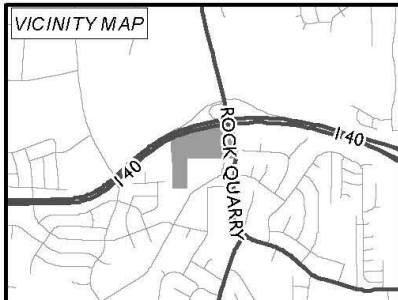


**Submittal  
Date**

11/3/2017

## Request:

14.17 acres from  
CX-3-CU w/SHOD-1  
to RX-3-CU  
w/ SHOD-1



Map Date: 11/6/2017

**AGENDA ITEM (D) 2: Z-32-17 Rock Quarry Road**

The site is located at Rock Quarry Road, west side, south of Interstate 40.

This request is to rezone property from CX-3-CU with SHOD-1 to RX-3-CU with SHOD-1.

Planner Hardin gave a brief overview of the case regarding the 14-14 CAC vote.

There was some discussion regarding the effect of perimeter standard on this property; ability to connect to property and whether there is any interest and where proposed access points are and can a condition be added stating that multiple buildings be specified.

Transportation Planner Myers spoke regarding Rock Quarry Road being NCDOT maintained so adding a driveway or street connection would require their approval.

Ms. Maddox representing the applicant gave a brief overview of the case regarding attending the CAC and there being a split vote with the primary issue being access; this is a proposed affordable housing project; very tight timetable on project; multiple building proposed, loop formation to allow for fire emergency vehicle access; walkable to retail; walkable to transit; significant traffic reduction; and hoping to get a recommendation today to move case forward to City Council to be able to set and have the public hearing.

Matt Lauder representing the applicant spoke regarding there being sidewalks to connect to shopping.

Dustin Mills spoke regarding the placement of the sidewalks; proximity to downtown and the walkability in this area.

No public comment

**Mr. Tomasulo made a motion to approve, citing consistency with Comprehensive Plan and Future Land Use Map, a great walking distance from workplaces and retail, additional housing along a corridor served by transit, and increases a much-needed housing supply. Ms. Alcine seconded the motion. The vote was unanimous, 9-0.**

# Rezoning Application



RALEIGH  
DEPARTMENT OF  
CITY PLANNING



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

## REZONING REQUEST

☐ General Use    ☒ Conditional Use    ☐ Master Plan

Existing Zoning Base District **CX**    Height **3**    Frontage **N/A**    Overlay(s) **SHOD-1**

Proposed Zoning Base District **RX**    Height **3**    Frontage **N/A**    Overlay(s) **SHOD-1**

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

### OFFICE USE ONLY

Transaction #

NOV 3 2017 PM 12:24

Rezoning Case #

**Z-32-17**

If the property has been previously rezoned, provide the rezoning case number: **Z-71-99**

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

**525792**

## GENERAL INFORMATION

Date **Nov. 3, 2017**

Date Amended (1)

Date Amended (2)

Property Address **1800 Rock Quarry Road, Raleigh, NC 27610**

Property PIN **1713401277**

Deed Reference (book/page) **Book 16472, Page 1229**

Nearest Intersection **Merrick Street and Cross Link Road**

Property Size (acres) **14.17 acres**

(For PD Applications Only) Total Units

Total Square Feet

### Property Owner/Address

KATA Properties, Inc. and Cambridge Village, LLC  
5909 Falls of Neuse Rd., Suite 200  
Raleigh, North Carolina 27609  
Attention: J. Kenneth Edwards

Phone **919-861-6305**

Fax

Email **kedwards@gwynn-edwards.com**

### Project Contact Person/Address

Isabel Worthy Mattox, Attorney at Law  
127 W. Hargett Street, Suite 500  
Raleigh, North Carolina 27601

Phone **919-828-7171**

Fax **919-831-1205**

Email **Isabel@mattoxfirm.com**

### Owner/Agent Signature

Email

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



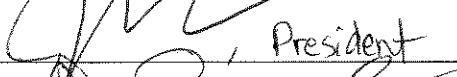
CONDITIONAL USE DISTRICT ZONING CONDITIONS		
Zoning Case Number <b>Z-32-17</b>	<b>OFFICE USE ONLY</b>	
Date Submitted    Revised conditions submitted March 16, 2018	Transaction #	
Existing Zoning <b>CX-3-CU</b> Proposed Zoning <b>RX-3-CU</b>	Rezoning Case #	
<b>Narrative Of Zoning Conditions Offered</b>		
1. The maximum number of residential dwelling units on the subject property shall not exceed 200.		
2. Poles for parking lot light fixtures located closer than 50 feet from the following properties shall not exceed 20 feet in height: (a) PIN 1712490590, Deed Book 16851, Page 1937 (Besaja, LLC); (b) PIN 1712395510, Deed Book 10603, Page 630 (Sherman); and (c) PIN 1712395614, Deed Book 12575, Page 1280 (Royster). All lighting fixtures on site shall be full cutoff fixtures.		
3. Prior to the issuance of a certificate of occupancy for the first building on the subject property, a six (6) foot wide pedestrian access path shall be constructed to connect the subject development to the retail property to the south (PIN 1712492887, Deed Book 13047, Page 2300 [Sansom]).		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

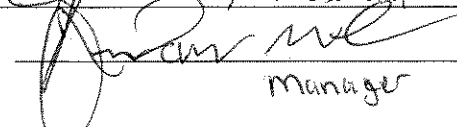
RECEIVED

APR 12 2018

BY: \_\_\_\_\_

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:  President                      Print Name: KATA Properties, Inc.

Owner/Agent Signature:  Manager                      Print Name: Cambridge Village, LLC

REZONING APPLICATION ADDENDUM #1	
<b>Comprehensive Plan Analysis</b>	<b>OFFICE USE ONLY</b>
The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.	<b>Transaction #</b> 525792 <b>Rezoning Case #</b> 2-32-17
<b>STATEMENT OF CONSISTENCY</b>	
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 Future Land Use Map designates the subject property for Community Mixed Use. This designation contemplates moderate to medium density housing which is contemplated by this rezoning request.	
2. The Urban Form Map identifies the subject property as a Mixed Use Center. It is located directly adjacent to Rock Quarry Road, a Transit Emphasis Corridor, and 1-40, a Parkway Corridor. The proposed affordable housing development will be consistent with the goals of a mixed use center - by facilitating infill development which will take advantage of existing transit and retail goods and services.	
In addition to the Future Land Use Map and Urban Form Map, the rezoning request is consistent with the following Comprehensive Plan policies: 3. See attached Exhibit A	
4.	
<b>PUBLIC BENEFITS</b>	
Provide brief statements regarding the public benefits derived as a result of the rezoning request.	
1. The proposed rezoning, brought by an affordable housing developer with regard to an infill site, will facilitate the efficient development of direly needed affordable housing for Raleigh.	
2. The proposed zoning request adds multi-family development to an area already served by transit and other City of Raleigh infrastructure.	
3. The location of the proposed development will facilitate the use of transit, allow easy access to thoroughfares, provide pedestrian access to goods and services, and ultimately reduce reliance on automobiles.	
4.	

**REZONING APPLICATION ADDENDUM #2****Impact on Historic Resources****OFFICE USE ONLY**

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.

Transaction #

525792

Rezoning Case #

7-32-17

**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.

There are no historic resources located on the property.

**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: Mixed Use Center

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><b>Response:</b></p> <p>The proposed development is located directly adjacent to a large shopping center which offers a number of retail uses including a drug store, grocery store, banks, multiple restaurants, and a community library.</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><b>Response:</b></p> <p>The proposed development will be aesthetically consistent with surrounding property in regards to height, size, and landscaping. The rezoning to RX-3 will allow for three stories, which is comparable in height to the surrounding neighborhood.</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><b>Response:</b></p> <p>The proposed development will connect to the adjacent shopping center through Merrick St, allowing for community residents to travel conveniently to and from local businesses and residential areas. A transit easement on Rock Quarry Road will be provided to the City to further connect the community through the use of public transportation.</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><b>Response:</b></p> <p>The proposed development will allow traffic to flow freely in and out of the Merrick St. entrance. Lot configuration may require a cul-de-sac, but the developer will attempt to mitigate this condition with access easements.</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><b>Response:</b></p> <p>Streets within the development will include necessary pedestrian amenities throughout the project.</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><b>Response:</b></p> <p>The primary street entrance to the development will be aesthetically pleasing with attractive landscaping and accommodating to pedestrians.</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></p> <p>Buildings in the development will be appropriately positioned in respect to the street.</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></p> <p>The proposed development site is not located at a street intersection.</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></p> <p>The entrance will be designed in a manner consistent with the design scheme of neighboring properties. The buildings will be situated in a way that is visually appealing to patrons of the neighboring shopping center as well as pedestrians traveling along Rock Quarry Road and I-40, to the extent the development is visible.</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></p> <p>The proposed development will have access from Merrick St. which will feature sidewalks which access the development.</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></p> <p>The open space will be surrounded by active uses of apartments on the subject site and retail uses in the neighboring shopping center such as a grocery store, pharmacy, library, and various restaurants on the adjoining site. The proposed development will offer higher density residential housing which is not currently offered in the immediate 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><b>Response:</b></p> <p>Although this is a site plan issue, it is anticipated that buildings will be placed in such a way as to visually enclose the open space.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p><b>Response:</b></p> <p>It is anticipated that the proposed development will feature various outdoor seating options including benches along surrounding sidewalks.</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></p> <p>It is anticipated that parking lots will be situated away from pedestrian access routes. Surrounding developments will not be directly affected by parking lots in the 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><b>Response:</b></p> <p>Parking lot layout will be determined at the site plan stage.</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></p> <p>No parking decks are anticipated.</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></p> <p>The proposed development will be within walking distance of public transportation stops along Rock Quarry Rd and the neighboring shopping center.</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></p> <p>A sidewalk of adequate size and structure will be accessible along the entrance of the development on Merrick St., allowing pedestrians to walk to and from the adjacent shopping center.</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></p> <p>The design of the development contemplates the topography of the parcel, and wherever possible, preserves the natural resources and features of the landscape.</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> <p>All streets within the development will be scaled to appropriate size in order to accommodate pedestrians.</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> <p>Sidewalks will comply with the Uniform 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><b>Response:</b></p> <p>It is anticipated that the proposed development will include a landscape area near the entrance of the complex 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><b>Response:</b></p> <p>Trees and buildings will be positioned along the street so that proper spacial definition is achieved. The height/width ratio of all buildings 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><b>Response:</b></p> <p>Entrances to buildings 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><b>Response:</b></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><b>Response:</b></p> <p>Sidewalks will be of appropriate width and design to comfortably accommodate all pedestrian movement and social interaction. Pedestrians will be able to walk from the adjoining shopping center to the proposed development via sidewalk.</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 <b>Rezoning Checklist</b> 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 <u>Fee Schedule</u> 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 within 100 feet of property to be rezoned	<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"/>			



## **EXHIBIT A**

### **To Rezoning Application Addendum #1 – 1800 Rock Quarry Road**

LU 1.2: Future Land Use Map and Zoning Consistency. The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes. The Future Land Use Map shall not be used to review development applications which do not include a zoning map or text amendment. **The proposed rezoning is consistent with the Future Land Use Map which designates this property for Community Mixed Use, a designation that contemplates residential development. The surrounding neighborhood and the proposed development fulfill the goal of the Community Mixed Use designation as the area offers a wide variety of uses including office and retail space directly adjacent to the proposed development and low density residential to the West.**

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. **Development at the proposed density would result in a more compact land use pattern on the parcels than currently exists and would allow preservation of more functional open space than would be practical under the current zoning. Added residential density in the area would capitalize on the existing road network and nearby services without a major impact on infrastructure.**

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 proposed map amendment will not increase permitted density; intensification of development of this site will be mitigated by the restriction of ingress and egress along Merrick St. The desired zoning of RX will have less impact on infrastructure due to the use restrictions being narrower than those imposed by the current CX designation.**

LU 3.2: Location-Growth. The development of vacant properties shall occur first within the City's limits, then within the City's planning jurisdiction, and lastly within the City's USAs to provide for more compact and orderly growth, including provision of conservation areas. **The subject property on which development is proposed is within the Raleigh City limits.**

LU 4.5: Connectivity. New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors. **An offer of pedestrian cross-access to the adjoining retail development will promote connectivity and allow pedestrians to move freely to and from retail businesses to the proposed residential development.**

LU 4.6 and 4.7: Transit Oriented Development and Access. Promote transit-oriented development around planned transit stations through appropriate development regulation, education, station area planning, public-private partnerships and regional cooperation. Sites within a half-mile of planned and proposed fixed guideway transit stations should be developed with intense residential and mixed-uses to take full advantage of and support the City and region's investment in transit infrastructure. **The**

**proposed development is located on Rock Quarry Rd, a Transit Emphasis Corridor, and has convenient access to 1-40, a parkway corridor per the Urban Form Map.**

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 prospective redevelopment of medium density residential will promote transit use along Rock Quarry and Cross Link Roads, in close proximity to I-40.**

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. **Although the subject property is not widely visible from adjacent streets, the proposed development will include high quality design and appropriate buffers, and will allow for the preservation of the character of existing development in the area.**

LU 5.2: Managing Commercial Development Impacts. Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise and vibration impacts on surrounding residential areas. **The proposed development will manage and mitigate development impacts through the provision of a transit easement, preservation of open space and an offer of pedestrian cross-access.**

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 development will provide an effective physical buffer to the adjacent low density residential development to avoid adverse effects.**

LU 8.1: Housing Variety. Accommodate growth in newly developing areas of the City through mixed-use neighborhoods with a variety of housing types. **New development will add to the housing variety in the area. The neighborhood already has low density residential housing to the west of the proposed development. The proposed development will accommodate growth in the area by offering affordable medium density apartments.**

LU 8.9: Open Space in New Development. New residential development should be developed with common and usable open space that preserves the natural landscape and the highest quality ecological resources on the site. **The proposed rezoning will facilitate the preservation of open space.**

LU 8.10: Infill Development. Encourage infill development on vacant land within the City, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern. **New development will fill a gap in the urban fabric and be compatible with the mix of housing types in the area. There is currently a gap between 1-40 and the developed area south of the proposed**

**development. The proposed development will connect existing development surrounding the parcel, creating uniformity in the physical character of the neighborhood.**

T 1.6: Transportation Impacts. Identify and address transportation impacts before a development is implemented. **Transportation impacts will be mitigated through restrictions of access on Merrick St., provision of a transit easement and the offer of pedestrian cross access.**

T 2.9: Curb Cuts. The development of curb cuts along public streets—particularly on thoroughfares and arterials—should be minimized to reduce vehicular conflicts, increase pedestrian safety, and improve roadway capacity. **New development will minimize the number of curb cuts to the neighborhood and will dictate that most traffic ingresses and egresses on Merrick St. It is anticipated that the curb cuts on Merrick St. will be limited to a single access point.**

T 4.1-T 4.4: Transit. **Public transit use will be encouraged and facilitated by the dedication of a transit easement.**

T 4.9: Sidewalk Improvements Near Transit. Coordinate with local transit providers to identify sidewalks within one-third mile of transit stops in need of enhancement for persons with disabilities. **The rezoning will facilitate the construction and maintenance of sidewalks surrounding and along Merrick St., which will access the new Transit Easement.**

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. **It is anticipated that the proposed development will promote mixed-income neighborhoods by locating affordable housing in proximity to market rate housing and in close proximity to public transit access.**

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 map amendment request will facilitate the development of new affordable housing.**

H 2.5: Removing Housing Barriers. Address regulatory and policy barriers to affordable housing development while still maintaining Raleigh's high-quality development standards. **The proposed development will satisfy regulatory and policy barriers and will produce a high-quality development.**

H 2.6: Long-Term Affordability. Ensure that newly created for-sale and rental affordable housing units developed with City financial assistance remain affordable for more than 20 years through a Community Land Trust, developer agreements with 40-to 60-year affordability periods, or similar mechanisms. **It is anticipated that long-term affordability of the proposed housing units will be enforced on a long-term basis through the recordation of restrictive covenants.**

H 2.13: Transit Accessibility. Preferentially locate affordable housing in areas with good access to transit services. **The proposed development will be located on Rock Quarry Road which has good access to transit services.**

UD 3.8: Screening of Unsightly Uses. The visibility of trash storage, loading and truck parking areas from the street, sidewalk, building entrances and corridors should be minimized. These services should not

be located adjacent to residential units and usable open space. **Visibility of service areas will be minimized by locating such areas behind buildings and screening them from view of adjacent properties.**

UD 5.3: Improving Neighborhood Connectivity. Explore opportunities to conveniently connect existing neighborhoods to adjacent commercial centers and community facilities and services. **An offer of pedestrian cross access to adjoining retail property owners will facilitate improvement of connectivity.**

PR 4.8: Private Parks. Encourage the provision of tot lots, pocket parks and other privately held and maintained park spaces within residential developments to complement public park facilities. **The proposed development will include usable open space.**

PU 1.5: Sizing Water and Sewer Lines. Size water and sewer lines with capacity for future growth. **It is anticipated that utility lines constructed to serve the proposed development will be of a sufficient size to serve adjacent properties in the future.**

PU 2.4: Water and Sanitary Sewer Installations. Require that water and sanitary sewer lines installed by property owners are constructed along the entire adjacent right-of-way or through the entire property as appropriate to permit further extension to adjacent properties. **Utilities to be constructed for the proposed development will be installed along a public right-of-way to permit future expansion to City sewer for adjacent properties.**

PU 4.4: Wastewater Collection System Expansion. Expand the wastewater collection system to serve potential annexation areas, urbanizing areas, and long-term growth areas with gravity sewer extensions and minimal use of pump stations. **The proposed development will facilitate the expansion of the City's gravity sewer service.**

PU 5.4: Discharge Control Methods. Apply discharge control methods that control both peak and volume and that are economically, aesthetically and environmentally acceptable as well as effective in stormwater management. **The proposed development will apply discharge control methods which will be designed to control peak and volume in an aesthetic and environmentally acceptable manner.**

DT 4.3: Expanding Downtown's Affordable Housing Supply. Preserve and expand the existing supply of affordable housing in and near downtown. **The proposed development will expand affordable housing near and with easy access (via transit and major traffic corridors) to downtown.**



4004 Barrett Drive, Suite 100  
Raleigh, North Carolina 27609  
(919) 553-6570

To: Jason Hardin  
City of Raleigh Planning Department

From: Matthew Lowder, PE  
Triangle Site Design, PLLC

Date: January 16, 2018

Re: Z-32-17, Additional Traffic Information, UDO Section 10.2.4.E.2.c

In support of condition 1 in the above referenced case requesting relief from (i) the maximum street stub length and (ii) the 3000' block perimeter maximum and pursuant to UDO Section 10.2.4.E.2.c, we hereby confirm that the proposed development and traffic generated thereby, will provide for the safe, efficient and convenient vehicular and pedestrian access within the development and between adjacent developments and that such development will not adversely affect traffic congestion, notwithstanding the aforesaid condition.

Our basis for the requested relief includes, without limitation:

1. The site and its ability to make road connections and thus satisfy the block perimeter and street stub requirements are highly constrained as follows:
  - a. The only access point to the proposed property is via Merrick Street which is a public road that also serves as a primary access point for the adjacent shopping center. The existing Merrick Street access point is at the Eastern boundary of the proposed property which necessitates a long internal road system to access the Western portions of the property.
  - b. The site is bounded by I-40, a controlled access interstate highway.
  - c. The site has a small amount of frontage on Rock Quarry Road but that frontage is too close to I-40 to permit a road connection for this development.
  - d. The remainder of the property is bounded by private properties. We have met with a representative of the adjacent conservation property and it will not allow an access easement. We have also had discussions with the owner of the adjacent shopping center and he will not allow a cross access. Finally, we have had discussions with the adjacent Church, and while the Church will consider a cross-access agreement, we have no cross access agreement at this time.

These factors make satisfaction of the block perimeter and street stub requirements impossible.

2. Traffic to be generated from our proposed affordable housing development will be less than would be generated by uses permitted under the current zoning or under typical market rate apartments (see attached trip generation information).
3. Goods, services, and potential employment opportunities are within convenient walking distance of the development which will reduce automobile trips from the development.
4. Transit opportunities are available within close walking distance of the development, which will reduce automobile trips from the development.



4004 Barrett Drive, Suite 100  
Raleigh, North Carolina 27609  
(919) 553-6570

5. We anticipate road improvements and sidewalk improvements will be made in connection with the proposed development, which will enhance safety and walkability to and from the site.
6. The site plan will include a "loop" road within the apartment development which will provide for the safe, efficient and convenient movement of traffic, including emergency vehicles.

Please call me if you require additional information or wish to discuss this matter further.

Yours Truly,  
Triangle Site Design, PLLC

A handwritten signature in blue ink, appearing to read "Matt Lowder", is written over a circular professional seal.

Matthew Lowder, PE



cc: Dustin Mills  
Isabel Worthy Mattox

Trip Generation Data from City of Raleigh Staff review:

The existing land is a vacant and generates no traffic. Approval of case Z-32-2017 would lead to a net decrease in trips generated by the site by virtue of the proposed zoning conditions that restrict development to residential uses only. A traffic study is not required for case Z-32-2017.

Z-32-2017 Existing Land Use (Vacant)	Daily	AM	PM
	0	0	0
Z-32-2017 Current Zoning Entitlements (AM = Office, Daily & PM = Retail)	Daily	AM	PM
	8,362	497	761
Z-32-2017 Proposed Zoning Maximums (Residential)	Daily	AM	PM
	2,560	201	239
Z-32-2017 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
	<b>-5,802</b>	<b>-296</b>	<b>-522</b>

**Ordinance (1999) 667 ZC 466**  
**Effective: 10/19/99**

**Z-71-99 Cross Link Road**, northwest side, extending to I440, west of Rock Quarry Road, being a portion of Wake County Tax Map Parcel 1713 40 1277. Approximately 12.7 acres rezoned to Shopping Center Conditional Use.

Conditions: (09/30/99)

1. Compliance with CR 7107 (O&I-3 Zoning)

2. Uses for the 12.17 acre parcel will be limited to the following:

- Congregate care structure or congregate living structure.
- Life care community
- Townhouse development
- Unit ownership (condominium) development
- Transitional Housing (except Emergency Shelter Type A, Emergency Shelter B and Religious Shelter).
- Art Gallery
- Library/Museum
- Schools
- Office
- Beauty, nail and manicure, cosmetic art and barber shop.
- Communications
- Dance, recording, music studio
- Eating establishment
- Food store-retail (no alcohol)
- Hotel/Motel
- Movie theater-indoor
- Post office
- Retail sales (except pawn shop, bail bonding, check cashing as a principal use).
- Trade show and temporary retail activity within hotel/motel

3. Accesses are via Rock Quarry Road (right in, right out only) and Merrick St. Total daily trip generations will be no more than those for the O&I-3 uses shown in the attached Exhibit A.

4. Cross access will be provided to adjacent properties at the time of development.

5. A 50-foot natural protective yard shall be provided adjacent to the R-4 property to the south.



**Z-106-99**, Cross Link Road and Rock Quarry Roads, northeast side, south of 140, being (a portion of) 1713 40 1277. Approximately 2 acres are to amend the existing Shopping Center Conditional Use conditions.

Conditions: (09/30/99)

1. Compliance with CR 7107 (R-10 zoning)
2. Uses for the 2.0-acre parcel will be limited to the following:
  - Congregate care structure or congregate living structure.
  - Life care community
  - Townhouse development
  - Unit ownership (condominium) development
  - Transitional Housing (except Emergency Shelter Type A, Emergency Shelter B and Religious Shelter).
  - Art Gallery
  - Library/Museum
  - Schools
  - Office
  - Beauty, nail and manicure, cosmetic art and barber shop.
  - Communications
  - Dance, recording, music studio
  - Eating establishment
  - Food store-retail (no alcohol)
  - Hotel/Motel
  - Movie theater-indoor
  - Post office
  - Retail sales (except pawn shop, bail bonding, check cashing as a principal use).
  - Trade show and temporary retail activity within hotel/motel.
3. Accesses are via Rock Quarry Road (right in, right out only) and Merrick St.
4. Cross access will be provided to adjacent properties at the time of development.

# ISABEL WORTHY MATTOX

Attorney at Law

Telephone (919) 828-7171

isabel@mattoxfirm.com

TO ALL ADDRESSEES:

RE: **NOTICE OF MEETING** Regarding Proposed Rezoning Petition of  
1800 Rock Quarry Road, Raleigh, NC 27610, 14.17 acres as recorded in  
Deed Book 16472 Page 1229, Wake County Registry, owned by  
Cambridge Village, LLC and KATA Properties, Inc. ("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. The proposed rezoning will rezone the Rezoning Property from CX-3-CU to CX-3-CU (with changed conditions). 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 100 feet of the Rezoning Property (collectively, "Notice Neighbors") of a meeting to discuss the prospective rezoning to be held at **Biltmore Hills Park, 2615 Fitzgerald Drive, Raleigh, North Carolina in Community Center Meeting Room #1 at 7:00 p.m. on the evening of August 23, 2017.**

I will be present to meet with you and 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](http://www.raleighnc.gov/planning). If you have any questions about the proposed Rezoning Application, either before our meeting of August 23, 2017, or at any time after our meeting, please contact me.

Yours very truly,

Isabel Worthy Mattox

cc: Dustin Mills (via email)



1713401277  
CAMBRIDGE VILLAGE LLC  
KATA PROPERTIES, INC  
J KENNETH EDWARDS  
5909 FALLS OF NEUSE RD STE 200  
RALEIGH NC 27609-4000

1712393972  
TRIANGLE GREENWAYS COUNCIL  
520 POLK ST  
RALEIGH NC 27604-1960

1712394407  
SEN, MARIO SEN, JUANA  
1146 THELONIOUS DR  
RALEIGH NC 27610-4878

1712394710  
HANCOCK, GARLAND L LIPSCOMB, BRENDA C  
1147 THELONIOUS DR  
RALEIGH NC 27610-4879

1712395510  
SHERMAN, LATRINA A  
1150 THELONIOUS DR  
RALEIGH NC 27610-4878

1712395614  
ROYSTER, SONJI D  
1151 THELONIOUS DR  
RALEIGH NC 27610-4879

1712396284  
FAYETTEVILLE ST BAPTIST CHURCH  
PO BOX 938  
FUQUAY VARINA NC 27526-0938

1712492887  
SANSOM, JOSEPH M  
2701 LITTLE JOHN RD  
RALEIGH NC 27610-4227

1712490590  
BESAJA LLC  
203 YALE LNE  
CHAPEL HILL NC 27517

1713408061  
BESAJA LLC  
203 YALE LNE  
CHAPEL HILL NC 27517

1713503403  
CDR1607 LLC  
324 WILMINGTON ST  
UNIT 234  
RALEIGH NC 27601

1712598894  
FOUNTAIN DRIVE LLC  
PROCTOR ROADLLC  
MARVIN F POER & COMP  
3520 PIEDMONT RD NE STE 410  
ATLANTA GA 30305-1512

1713501185  
SJS ENTERPRISE LLC  
15929 SPYGLASS HILL LOOP  
GAINESVILLE VA 20155-3218

# ATTENDANCE AT NEIGHBORHOOD MEETING

1800 Rock Quarry Road – Rezoning

Owners: Cambridge Village LLC and KATA Properties, Inc.

PIN #: 1713401277

August 23, 2017 at 7:00 p.m.

Biltmore Hills Park

NAME	ADDRESS	PHONE #
Sonji Royster	Street: 1151 Thelonious Drive Email: sonjiroyster@yahoo.com	919-744-6881
Brenda Lipscomb	Street: 1147 Thelonious Dr. Email: brendalipscomb@gmail.com	919-749-9451
Marilyn Roberts	Street: 1140 Thelonious Drive Email: MarilynR9@aol.com	(919) 616-5021
Katrina Jacobs	Street: 1150 Thelonious Drive Email: tsjacobs68@gmail.com	919-601-7906
	Street:	
	Email:	
	Street:	
	Email:	
	Street:	
	Email:	
	Street:	
	Email:	
	Street:	
	Email:	

## SUMMARY OF ISSUES

A neighborhood meeting was held on August 23, 2017 (date) to discuss a potential rezoning located at 1800 Rock Quarry Road (property address).

The neighborhood meeting was held at Biltmore Hills Park (location).

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

Summary of Issues:

See attached report.

# ISABEL WORTHY MATTOX

Attorney at Law

Telephone (919) 828-7171

isabel@mattoxfirm.com

November 2, 2017

John Anagnost  
City of Raleigh Planning Department  
One Exchange Plaza, Suite 204  
Raleigh, North Carolina 27601

RE: NEIGHBORHOOD MEETING REPORT Regarding Proposed  
Rezoning Petition of Cambridge Village, LLC and Kata Properties, Inc.,  
collectively ("Owners") regarding 1800 Rock Quarry Road ("Property")

Dear John:

As indicated in my attached letter, the Neighborhood Meeting for the above-referenced prospective rezoning case was held on August 23, 2017 at 7:00 PM at Biltmore Hills Park, 2615 Fitzgerald Drive, Raleigh, North Carolina in Community Center Meeting Room #1, to discuss the proposed rezoning of the Property located at 1800 Rock Quarry Rd.

The persons and organizations contacted about this meeting are indicated on the attached list. The members of the development team in attendance were:

- Isabel Worthy Mattox as attorney for the Owners; and
- Dustin Mills, the developer, Taft-Mills Development; and
- Jonathan LeCort, AIA, Ross/Deckert Architects, P.A.; and
- Matt Lowder, PE, Triangle Site Design, PLLC.

Issues discussed were as follows:

1. Zoning Process. We generally discussed the zoning process and the estimated timeline for construction.

2. Product Type. The prospective developer indicated its intent to develop approximately 180-200 affordable housing apartment units on roughly 14 acres. The apartment units will range from one-bedroom units to three-bedroom units. We believe this product will be desirable for families and working individuals such as retail workers, construction workers, police/firefighters, and starting teachers.

3. Tenants/Rents. The prospective developer indicated that tenants of the proposed affordable housing apartment units cannot exceed a yearly income equivalent to 60% or less of the Area Median Income for Raleigh ("AMI"). The prospective developer indicated that rents will be calculated using the AMI for Raleigh and that rents will be no more than 30% of a tenant's monthly income.

4. Wildlife. Neighbors were concerned that the development would drive wildlife and pests from the currently vacant lot on to their property. The developer explained that there will be significant open space preserved within the development and that there is also dedicated natural area on the adjacent land owned by the Triangle Greenways Council to the west.

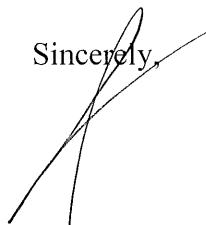
5. Access on Merrick. The development team confirmed that vehicular access to the proposed development would be to and from Merrick St.

6. Foot Traffic. Neighbors expressed a concern about unwanted foot traffic coming from the development through their yards. The prospective developer indicated that there is a stream and are significant topographical changes between the proposed apartment location and the single family neighbors and that there will be a Neighborhood Transition buffer requiring landscaping and a fence or wall between the properties, which should eliminate foot traffic between properties.

7. Property Line Overlap. One neighbor had a concern about determining her true property line *vis-a-vis* the development property. It was explained that a new survey would be done prior to purchase, which would confirm this line.

8. Stormwater Runoff. A concern was raised about stormwater runoff for the prospective development. It was explained that by law, post development stormwater runoff cannot exceed pre-development runoff and that stormwater devices would be installed to ensure compliance with all stormwater regulations.

Sincerely,



Isabel Worthy Mattox

Enclosures

cc: Dustin Mills w/o encls. (via email [dustin@tdgnc.com](mailto:dustin@tdgnc.com))