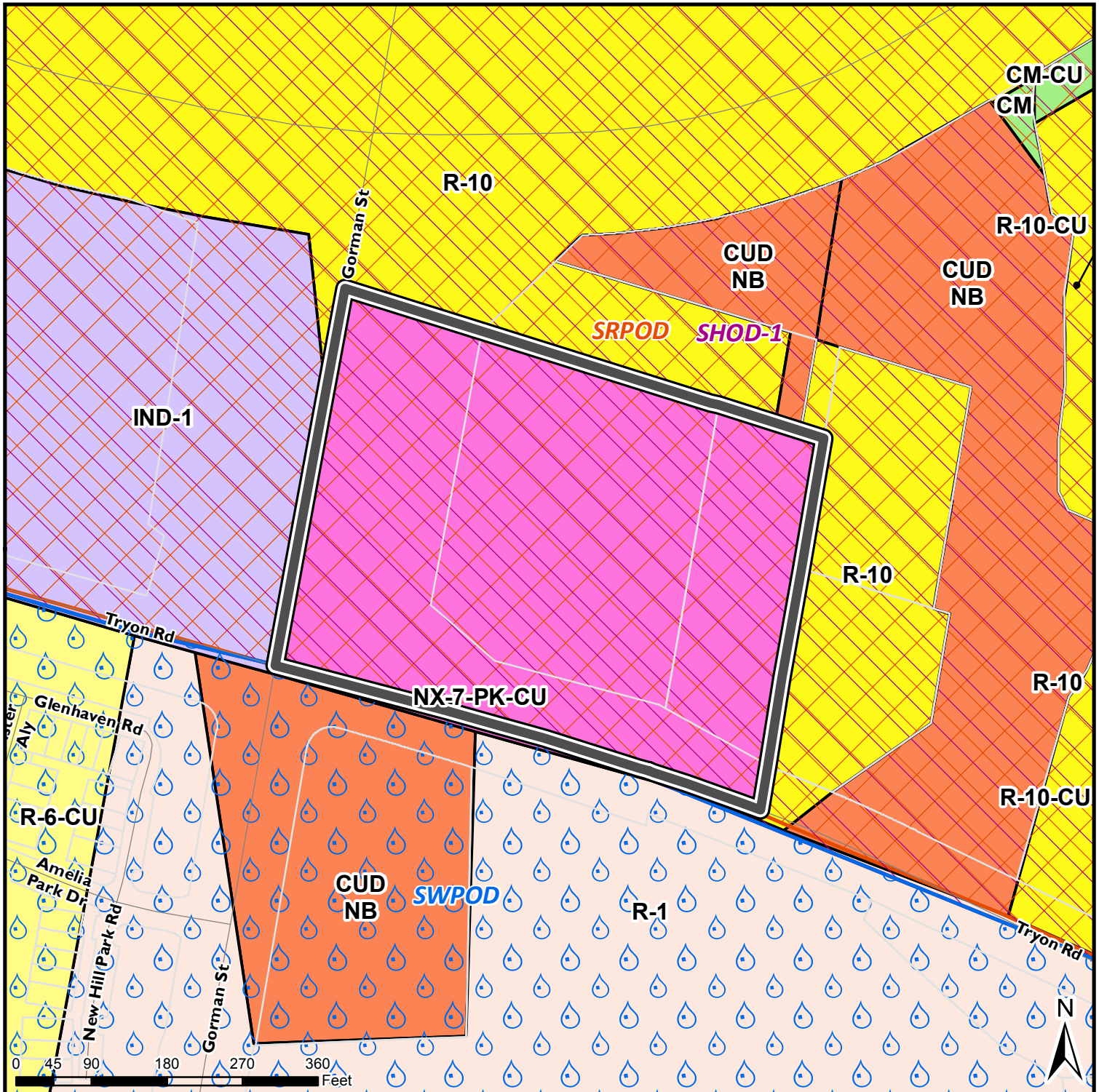


Existing Zoning Map

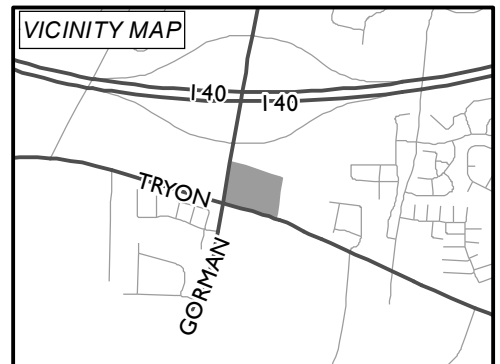
Z-33-2014



Submittal
Date

Request: 3.65 acres from
R-10 w/SRPOD & SHOD-1
to
NX-7-PK-CU
w/SRPOD & SHOD-1

VICINITY MAP





Certified Recommendation

Raleigh Planning Commission

CR# 11623

Case Information: Z-33-14 - Tryon Road

<i>Location</i>	Tryon Road, north side, east of its intersection with Gorman Street Addresses: 3704 & 3712 Tryon Road PINs: 0782879687 & 0782878607
<i>Request</i>	Rezone property from Residential-10 w/ Special Residential Parking Overlay District & Special Highway Overlay District-1 (R-10 w/ SRPOD & SHOD-1) to Neighborhood Mixed Use-7 Stories-Parkway-Conditional Use w/ Special Residential Parking Overlay District & Special Highway Overlay District-1 (NX-7-PK-CU w/ SRPOD & SHOD-1)
<i>Area of Request</i>	3.65 acres
<i>Property Owners</i>	Donald E. & Lillian L. Smith/ 310 Tweed Circle/ Cary, NC 27511-6553; Courtney G. Wall & Nelva A. Goodson/ 9706 Hillspring Drive/ Huntersville, NC 28078-2620
<i>Applicant</i>	Ted Van Dyke AIA/ 1304 Hillsborough Street/ Raleigh, NC 27605 ted@newcitydesign.com ; (919) 831-1308
<i>Citizens Advisory Council (CAC)</i>	West -- Co-Chairs: Benson Kirkman: Benson.Kirkman@att.net Jim Paumier: Jopaumier@earthlink.net
<i>PC Recommendation Deadline</i>	June 8, 2015

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

<i>FUTURE LAND USE</i>	Community Mixed Use
<i>URBAN FORM</i>	Center: Mixed Use Corridors: Gorman Street - Transit Emphasis; Tryon Road - Urban Thoroughfare
<i>CONSISTENT Policies</i>	Policy LU 2.6 - Zoning and Infrastructure Impacts Policy LU 4.7 - Capitalizing on Transit Access Policy LU 5.6 - Buffering Requirements Policy LU 6.2 - Complementary Uses and Urban Vitality Policy LU 6.3 - Mixed-Use and Multi-Modal Transportation Policy LU 6.4 - Bus Stop Dedication Policy LU 7.6 - Pedestrian-Friendly Development Policy T 4.15 - Enhanced Rider Amenities Policy UD 1.10 - Frontage Policy UD 2.2 - Multi-Modal Design Policy UD 7.3 - Design Guidelines
<i>INCONSISTENT Policies</i>	(None.)

Summary of Proposed Conditions

1. Total square footage of retail uses limited; certain uses prohibited.
2. Building types limited.
3. Maximum build-to along Tryon Road specified.
4. Parking limited between Tryon Road and any building fronting Tryon Road.
5. Primary street-facing entrance required of any building fronting Tryon Road; direct pedestrian access from entrance to street required.
6. Transit easement offered.
7. Allocation covenant required.
8. Four-bedroom dwelling units prohibited.
9. Exterior materials specified.

Public Meetings

<i>Neighbor Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>	<i>Comprehensive Planning Committee</i>	<i>Public Hearing</i>
1/6/15	11/25/14; 1/27/15: Y - 4, N - 4	3/10/15 (deferred); 3/24/15 (recommended approval)	4/7/15 (referred to CPC); 4/21/15	4/15/15 (reported out)	5/5/15

☐ **Valid Statutory Protest Petition**

Attachments

1. Staff report
2. Trip Generation Worksheet

Planning Commission Recommendation

<i>Recommendation</i>	Approve with conditions. City Council may now schedule this proposal for Public Hearing, or refer it to committee for further study and discussion.
<i>Findings & Reasons</i>	<ol style="list-style-type: none"> 1. The proposal is consistent with the Future Land Use Map, Urban Form Map, and pertinent policies of the Comprehensive Plan. 2. The proposed rezoning is reasonable and in the public interest. The proposal will provide opportunity to bring active use to vacant land and housing density proximate to a designated transit emphasis corridor. 3. The proposal is compatible with the surrounding area, providing for site design and development acknowledging present environmental conditions, and existing and potential build-out nearby.
<i>Motion and Vote</i>	Motion: Terando Second: Fluhrer In Favor: Braun, Fluhrer, Hicks, Lyle, Schuster, Swink, Terando and Whitsett

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

_____	_____	_____	3/24/15
Planning Director	Date	Planning Commission Chairperson	Date

Staff Coordinator: Doug Hill: (919) 996- 2622; Doug.Hill@RaleighNC.gov



Zoning Staff Report – Case Z-33-14

Conditional Use District

Case Summary

Overview

The proposal seeks to rezone the site to allow a mix of non-residential and residential uses, at a higher density than is currently permitted.

The site consists of two contiguous properties totaling approximately 3.65 acres, both of which have frontage on Tryon Road, and one of which (3712 Tryon) also adjoins the Gorman Street right-of-way. The Gorman Street right-of-way between Tryon Road and I-40 is unusually wide, measuring approximately 350 feet in cross section. The portion between the existing pavement and the subject site's western lot line is completely wooded, and is marked by a deep (>30' deep) ravine between the street and site. Similar topography defines the site's frontage at the Tryon Road intersection (approximately 20 feet below street level there), but the site's southeast corner lies at grade.

Tryon Road received major improvements several years ago, including construction a sidewalk along the site's full frontage (dead-ending past the site, at the road's northward turn to Gorman).

Surrounding properties contain a variety of land uses, reflecting diverse zoning. Adjacent on the east are two residential lots (zoned R-10), but beyond those, a large self-storage/ mini-warehouse facility (zoned NB CUD) extends north from Tryon, then turns west up against the right-of-way of I-40. To the south, across Tryon, lies a large church campus (zoned R-1); the southeast corner of the intersection with Gorman contains a convenience grocery (NB CUD). At the intersection's southwest corner is the Crossings at Tryon apartment complex, and the Villages at Swift Creek, a neighborhood of multi- and single-unit residences (R-1 & R-6 CUD). Future development of all properties on the south side of Tryon is subject to the impervious surface restrictions of the Swift Creek Watershed Protection Overlay District (SWPOD).

At the northwest corner of the Gorman/ Tryon intersection is a series of warehouses (zoned IND-1). To the north of the subject site is a vacant tract (zoned R-10), and past that, the western reaches of the mini-storage property to the east, with the I-40 right-of-way beyond.

The Future Land Use map places the Gorman/ Tryon intersection at the heart of area designated for Community Mixed Use, the edges of which extend a half-mile west of the intersection and a quarter mile to the east, and from I-40 on the north to the watershed protection area south of Tryon. The Urban Form Map underscores that outlook, foreseeing the area developing in a transit- and pedestrian-friendly fashion under Mixed Use Center designation, coupled with attendant corridor designations. The proposal conditions components of the "hybrid" approach to design supported by the corridor designations, yet recognizes the constraints imposed by topography and the unusually wide right-of-way of Gorman Street.

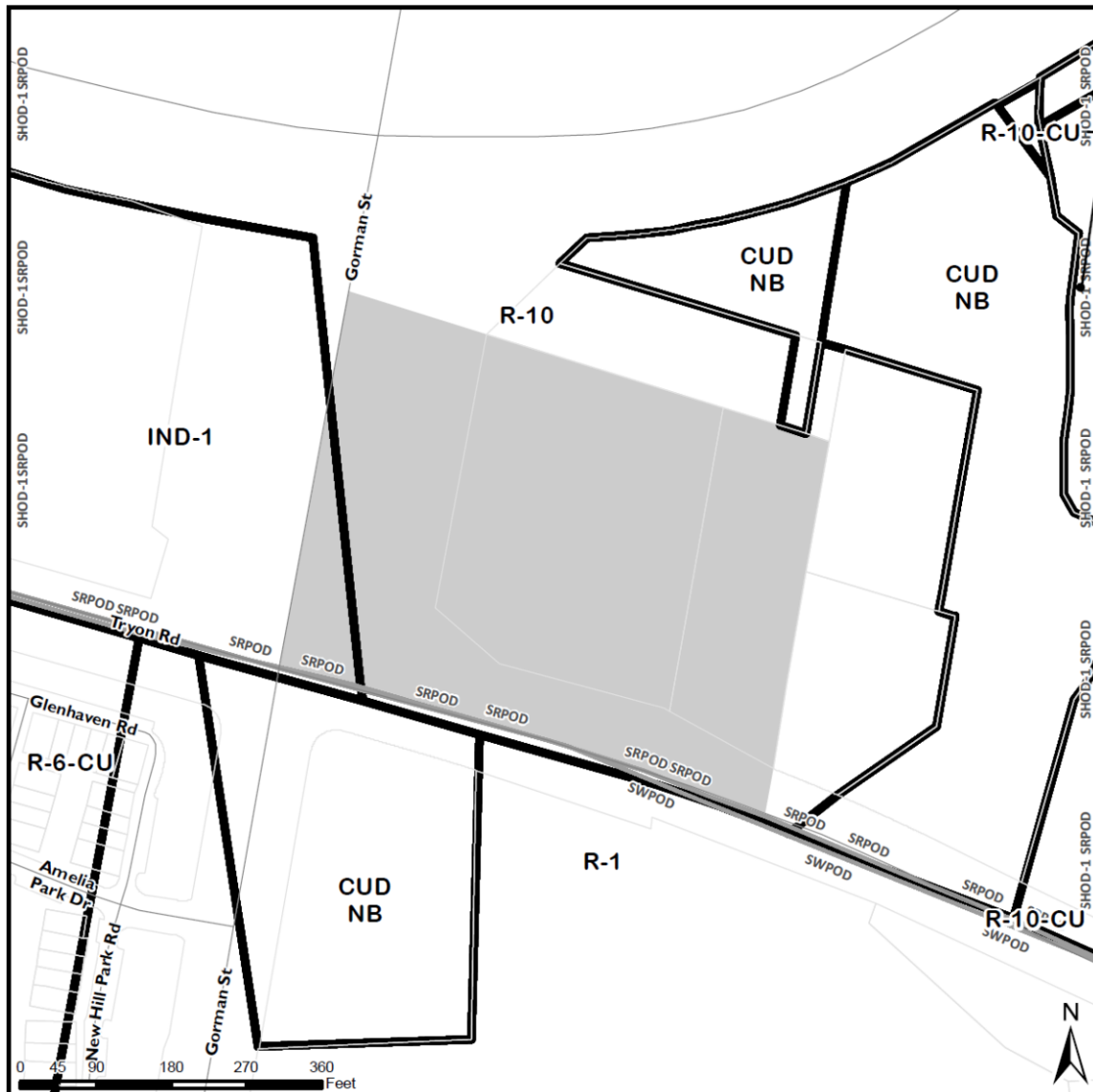
A 7-story height cap is being requested. The height cap in SHOD-1 limits buildings to either 5 stories, or 75 feet. The word "or" in the standard, though, permits buildings in the SHOD to be more than 5 stories, as long they do not exceed 75 feet in height.

Outstanding Issues

<i>Outstanding Issues</i>	<i>Suggested Mitigation</i>
1. Sewer and fire flow matters may need to be addressed upon development.	1. Address sewer and fire flow capacities at the site plan stage.

Existing Zoning Map

Z-33-2014

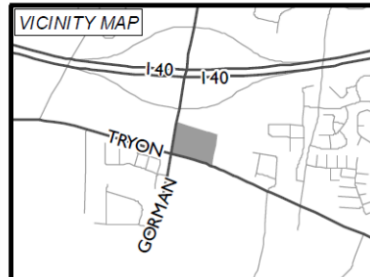


**Submittal
Date**

12/23/2014

Request:

**3.65 acres from
R-10 w/SRPOD & SHOD-1
to NX-7-PK-CU
w/ SRPOD & SHOD-1**



Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
<i>Existing Zoning</i>	Residential-10	Residential-10; Neighborhood Business Conditional Use	Residential-1; Neighborhood Business Conditional Use	Residential-10	Residential-10; Industrial-1 (<i>west side of Gorman</i>)
<i>Additional Overlay</i>	Special Residential Parking; Special Highway-1	Special Residential Parking; Special Highway-1	Swift Creek Watershed Protection	Special Residential Parking; Special Highway-1	Special Residential Parking; Special Highway-1
<i>Future Land Use</i>	Community Mixed Use	Community Mixed Use	Institutional	Community Mixed Use	Community Mixed Use
<i>Current Land Use</i>	Vacant; Single-unit living	Self-storage; vacant	Church; Convenience retail	Single-unit living	Vacant (<i>undeveloped right-of-way</i>)
<i>Urban Form (if applicable)</i>	Mixed Use Center; Gorman: Transit Emphasis, Tryon: Urban Thoroughfare	Mixed Use Center	Mixed Use Center; Tryon: Urban Thoroughfare	Mixed Use Center; Tryon: Urban Thoroughfare	Mixed Use Center; Gorman: Transit Emphasis Corridor

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
<i>Residential Density:</i>	10 DUs/ acre (36 DUs max.)	42.74 DUs/ acre * (156 DUs max.)
<i>Setbacks:</i>		<i>On Tryon:</i>
<i>Front:</i>	10 feet	50' (Parkway frontage)
<i>Side:</i>	5 feet	<i>If Mixed Use Building type:</i>
<i>Rear:</i>	20 feet	0 or 6 feet
<i>Retail Intensity Permitted:</i>	(not permitted)	20,000 sf (per condition)
<i>Office Intensity Permitted:</i>	(not permitted)	20,000 sf (per condition)

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning *
<i>Total Acreage</i>	3.65	3.65
<i>Zoning</i>	R-10 w/SRPOD & SHOD-1	NX-7-PK-CU w/SRPOD & SHOD-1
<i>Max. Gross Building SF (if applicable)</i>	n/a	200,000 sf (if only residential)
<i>Max. # of Residential Units</i>	36	156
<i>Max. Gross Office SF</i>	(not permitted)	20,000 sf (per condition)
<i>Max. Gross Retail SF</i>	(not permitted)	20,000 sf (per condition)
<i>Max. Gross Industrial SF</i>	(not permitted)	(not permitted)
<i>Potential F.A.R. (max.)</i>	n/a	1.26

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

The proposed rezoning is:

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

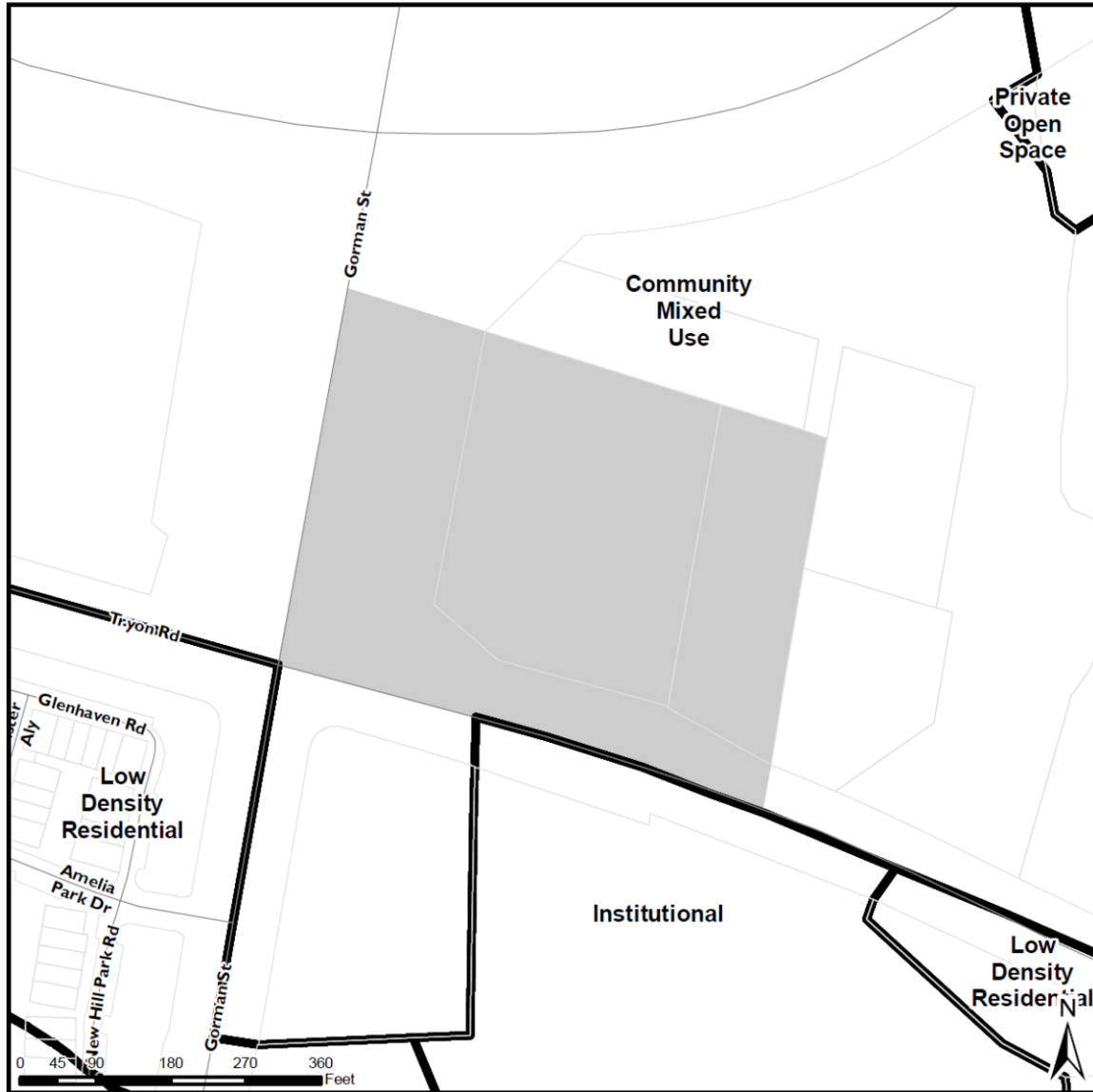
☐ **Incompatible.**

Analysis of Incompatibility:

(N/ A)

Future Land Use Map

Z-33-2014

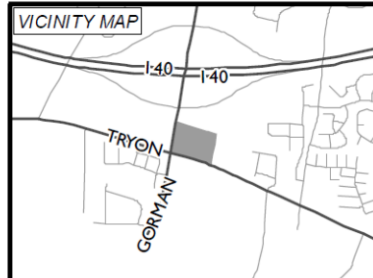


**Submittal
Date**

12/23/2014

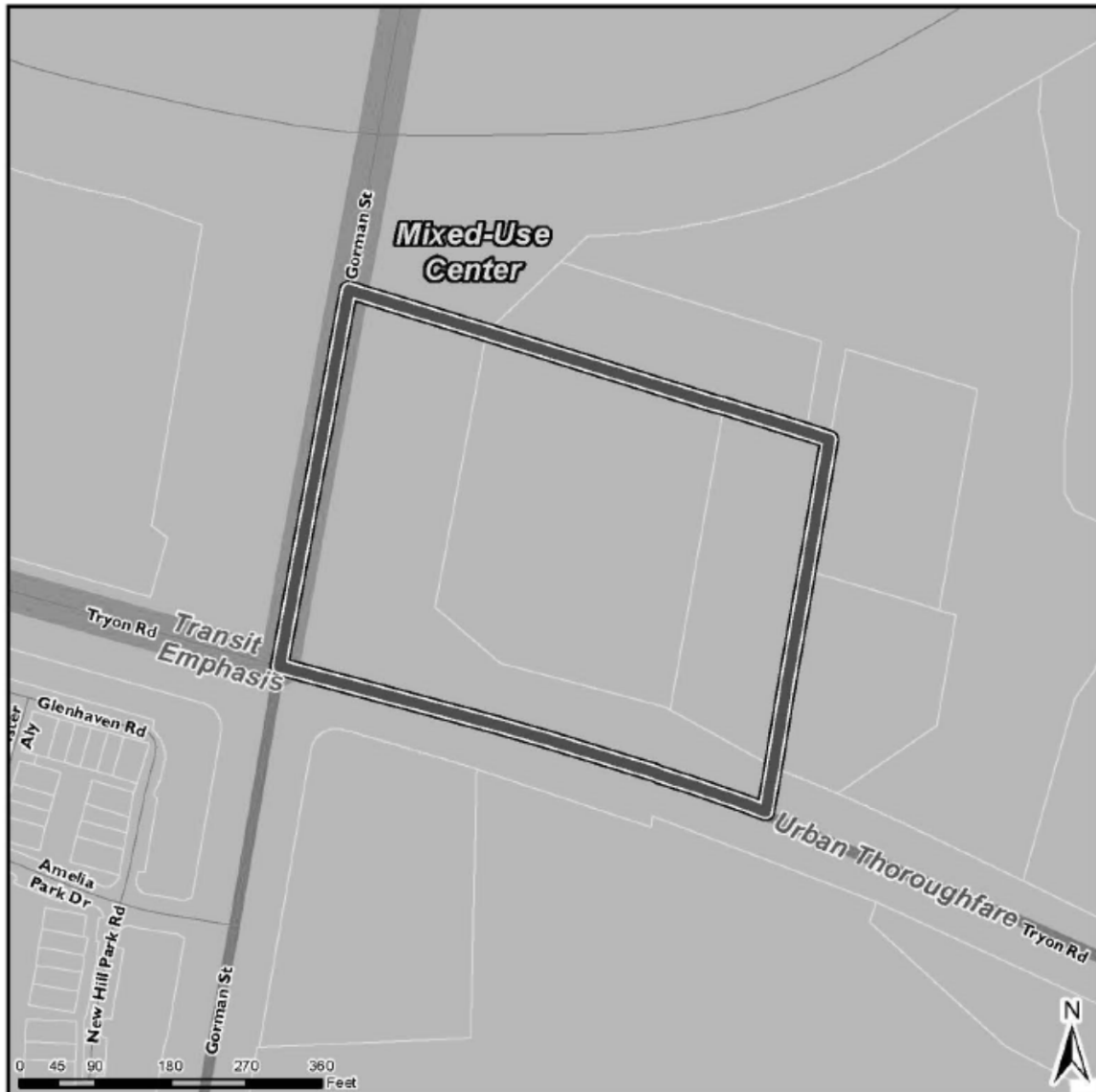
Request:

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Urban Form Map

Z-33-2014

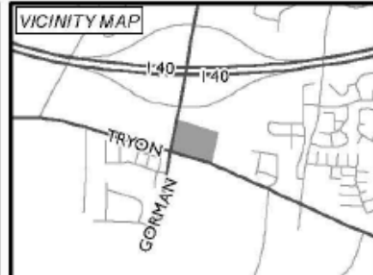


**Submittal
Date**

12/23/2014

Request:

3.65 acres from
R-10 w/SRPOD & SHOD-1
to **NX-7-PK-CU**
w/ SRPOD & SHOD-1



2. Comprehensive Plan Consistency Analysis

2.1 Comprehensive Plan

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

- Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?
- Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
- 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?
- Will community facilities and streets be available at City standards to serve the use proposed for the property?

The proposal can be considered consistent with the vision, themes, and policies of the Comprehensive Plan, and the Future Land Use and Urban Form designations for the property; permitted site uses and built form are commensurate with anticipated future uses and build-out.

The Future Land Use map places the site within a Community Mixed Use area, which supports vertical mixed-use development; heights greater than 5 stories are encouraged “at the core of mixed use centers”. The Urban Form map specifically titles the site and surrounding area a “Mixed Use Center.” The presence of designated corridors would typically require Frontages as part of the rezoning; however, the proposed conditions provide an equivalence to the “hybrid” approach to frontage supported by the respective corridor designations, while offering design flexibility to address the site’s unique conditions and constraints (e.g., street side topography, and what is effectively a deep setback behind the unusually wide right-of-way of Gorman Street).

Existing community facilities and streets appear sufficient to accommodate the redevelopment possible under the proposed rezoning.

2.2 Future Land Use

Future Land Use designation: Community Mixed Use

The rezoning request is:

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

☐ **Inconsistent**

Analysis of Inconsistency:

(N/ A)

2.3 Urban Form

Urban Form designation: Mixed Use Center; Gorman Street: Transit Emphasis Corridor, Tryon Road: Urban Thoroughfare

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

The rezoning request is:

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

☐ **Inconsistent**

Analysis of Inconsistency:

(N/ A)

2.4 Policy Guidance

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

(None identified.)

2.5 Area Plan Policy Guidance

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

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- Rezoning could increase housing options and density on site, in proximity to NC State University and I-40.
- The proposed zoning complements previous corridor improvements.
- The permitted development could in turn spur new related uses near the site, consistent with the Future Land Use and Urban Form designations.

3.2 Detriments of the Proposed Rezoning

(None identified.)

4. Impact Analysis

4.1 Transportation

No access will be permitted onto Gorman Street; only Right-In/ Right-Out access will be permitted onto Tryon Road.

In accordance with Article 8.3 of the Unified Development Ordinance, the maximum block perimeter is 3,000 feet and the maximum allowable dead-end street length is 400 feet. However, given the parcel's proximity to I-40 and the restrictions on access, this provision of the UDO cannot be met.

This segment of Tryon Road is classified as Avenue 6-Lane, Divided as per the Raleigh Street Plan Map. In accordance with Section 4.4.2 of the Street Design Manual, the required right-of-way is 126 feet. Additional right-of-way dedication may be required upon development of the subject parcels.

This segment of Gorman Street is classified as Avenue 4-Lane, Divided as per the Raleigh Street Plan Map. In accordance with Section 4.4.2 of the Street Design Manual, the required right-of-way is 104 feet. Additional right-of-way dedication may be required upon development of the subject parcels.

There are no CIP projects slated for this segment of Tryon Road or Gorman Street. Cross Access will be provided to the adjacent parcel to the north (PIN 0782-87-8898). A traffic study is not required for case Z-33-2014.

Impact Identified: None.

4.2 Transit

CAT Route 11 Avent Ferry currently operates within 1/3 mile of this location and the City of Raleigh Short Range Transit Plan calls for it to be rerouted to serve this section of Gorman Street. Currently the closest stop is on Trailwood Drive/ University Suites Drive.

Impact Identified: Increased density will create additional demand upon the current transit system. The dedication of a transit easement and construction of a cement pad will advance policies LU 6.4 and T4.15 and mitigate this impact.

4.3 Hydrology

<i>Floodplain</i>	Alluvial Soils
<i>Drainage Basin</i>	Walnut
<i>Stormwater Management</i>	Article 9.2 of the UDO
<i>Overlay District</i>	<i>none</i>

Subject to Stormwater Regulations under Article 9.2 of UDO.

Impact Identified: None.

4.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	19,162 gpd	39,000 gpd
<i>Waste Water</i>	19,162 gpd	39,000 gpd

The proposed rezoning would add approximately 19,838 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the property. The property developer will be required to extend all the sanitary sewer and water mains within the property limits and to all the adjacent surrounding properties not currently served.

Impact Identified: The developer may be required to submit a downstream sanitary sewer capacity study and those required improvements identified by the study must be permitted and constructed in conjunction with and prior to the proposed development being constructed.

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

4.5 Parks and Recreation

No proposed or existing greenway corridor, trail, or connectors exist within the site. Parks services are provided by Lake Johnson Nature Preserve and Walnut Creek Greenway trail, 0.95 miles away.

Impact Identified: None.

4.6 Urban Forestry

The specific build-to mentioned in Condition 3 will limit the amount of tree conservation provided along Tryon Rd. per UDO 9.1.4.A.8 and UDO 9.1.3.A.2. If tree conservation areas are desired along Tryon Rd., additional language would need to be added stating, "That a 50 foot average tree conservation area will be provided along Tryon Road where the basal area of 30 is met."

Impact Identified: No tree conservation area is required along Tryon Road, if Condition 3 is approved as written.

4.7 Designated Historic Resources

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

Impact Identified: None.

4.8 Community Development

This site is not located within a redevelopment plan area.

Impact Identified: None.

4.9 Impacts Summary

Sewer and fire flow matters may need to be addressed upon development.

4.10 Mitigation of Impacts

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

5. Conclusions

The rezoning request proposes a potential increase of density and intensity on site, though with a limitation on non-residential square footage. The proposal is consistent with the Comprehensive Plan, Future Land Use map, and the Urban Form map. The requested treatment of frontage provides flexibility of site design in the face of topography, and presence of the wide, wooded right-of-way of adjacent Gorman Avenue.

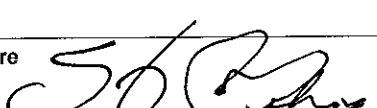


Planning & Development

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

Rezoning Application

Rezoning Request	OFFICE USE ONLY
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan	Transaction Number
Existing Zoning Classification : R-10 w/ SHOD-1 and SRPOD Proposed Zoning Classification Base District : NX-7-Parkway-CU w/ SHOD-1 and SRPOD, Height: 7-stories, Frontage: N/A	
If the property has been previously rezoned, provide the rezoning case number.	
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. : 408597	

GENERAL INFORMATION		
Property Address : 3712 Tryon Road & 3704 Tryon Road		Date Revision 4/16/15
Property PIN : 0782878607 & 0782879687	Deed Reference (Book/Page) : 008089 / 01024 & 12-E / 3591	
Nearest Intersection : Gorman St. and Tryon Rd.		Property size (in acres) : 2.48 & 1.17
Property Owner/Address : (3712 Tryon Rd.) Donald E. & Lillian L. Smith 310 Tweed Cir. Cary, NC 27511-6553 &	(3704 Tryon Rd.) Courtney G Wall & Nelva A Goodson 9706 Hillspring Dr Huntersville, NC 28078-2620	Phone : 919-467-6592 Fax : 919-882-8155 Email : ncrebroker@aol.com
Project Contact Person/Address : Ted Van Dyk, AIA 1304 Hillsborough St. Raleigh, NC 27605	Phone : (919) 831-1308 Email : ted@newcitydesign.com	Fax
Owner/Agent Signature 	Email : Steve Niemeyer steve@wilmington-builders.com	

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



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Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number Z-33-14		Transaction Number
Date Submitted : 11/13/14 Revision 4/16/2015		
Existing Zoning : R-10 SHOD-1 SRPOD	Proposed Zoning : NX-7-Parkway-CU SHOD-1 SRPOD	

NARRATIVE OF ZONING CONDITIONS OFFERED

1.	Non-residential uses shall be limited to 20,000 square feet total for the two parcels. The Following uses shall be prohibited: Tavern, bar, nightclub, lounge, vehicular fuel sales, eating establishment with drive through. Alcohol sales shall be limited to only restaurants as defined in N.C. G.S 18B-1000 (6)
2.	Building Types shall be limited to: Apartment, Townhouse, General Building, Mixed Use, Open Lot.
3.	The build-to along the primary street (Tryon Road) Shall be a maximum of 120 feet.
4.	A maximum of 2 bays of surface parking with a single drive aisle shall be permitted between any building fronting Tryon Road, and the Tryon Road right of way.
5.	A minimum of one primary street facing entrance shall be provided for each building fronting Tryon Road. Direct pedestrian access shall be provided from the public sidewalk to the primary street facing entrance of the building.
6.	If so requested by The Transit Division, prior to the issuance of any building permit, or recording of a subdivision plat, whichever event first occurs, the owner of the property shall convey to the City of Raleigh a transit easement on Tryon Road measuring twenty (20) feet by fifteen (15) feet. If sidewalk improvements are part of the redevelopment, a 15x20 concrete pad will be placed upon the easement. The precise location of the easement shall be approved by the Raleigh Public Works, Department, Transit Division, and the City Attorney shall approve the transit easement deed prior to recordation.
7.	Prior to recordation of a subdivision plat for the property or issuance of a building permit, whichever shall first occur, the owner of the property shall cause to be recorded in the Wake County Registry a restrictive covenant that allocates the allowable floor area gross for retail sales uses upon the property to all lots of record comprising the property. Such restrictive covenant shall be approved by the City Attorney or his designee prior to recordation of the restrictive covenant, and such restrictive covenant shall be recorded within 45 days following its approval by City officials. Such restrictive covenant shall provide that it may be amended or terminated only with the prior written consent of the City Attorney or his designee.
8.	No 4 bedroom 'quad' style units are permitted.
9.	All sides of any new building(s) on the site will be at least 25% brick. Other allowable siding materials include masonry, cementitious stucco, cementitious siding and/or panels, and wood siding or panels. No EIFS or vinyl siding is allowed as a siding material. EIFS may be used as a trim material only, for such elements as cornices and details.
10.	

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



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Rezoning Application Addendum

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

STATEMENT OF CONSISTENCY	
Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map and any applicable policies contained within the 2030 Comprehensive Plan.	
1.	The proposed rezoning to a mixed use zoning is consistent with the Future Land Use mixed use designation for this site.
2.	The proposed rezoning to a mixed use zoning is consistent with the urban form map, which indicates this as a "mixed use center" and is on a Transit Emphasis Corridor.
3.	
4.	

PUBLIC BENEFITS	
Provide brief statements regarding the public benefits derived as a result of the rezoning request.	
1.	Increased density at an intersection with previously improved traffic infrastructure will offer new housing options in proximity to I-40 and NCSU and will help support future related uses around the site.
2.	
3.	
4.	

URBAN DESIGN GUIDELINES

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

1.	<i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i> Proposed NX-7 zoning will allow for retail for the ground level for the proposed building. The main entry for residential units above will also be located on the ground floor.
2.	<i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i> Transition devices will be evaluated as the site and building designs are developed.
3.	<i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i> N/A. There is no existing neighborhood road network. Access is anticipated to be from Tryon Road.
4.	<i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i> N/A. See above.
5.	<i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i> This is a small lot of 2.48 acres. The creation of new blocks of streets is not anticipated. If necessary, road access or stub to a landlocked property at the rear of the site will be provided.
6.	<i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i> The thoroughfare district will dictate setbacks/street yards. If provided, structured parking will be related to the building façade designs.
7.	<i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i> See above. Pedestrian connections to the right-of-way will be provided.
8.	<i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i> Acknowledged. This will be addressed at the site and building designs are developed.
9.	<i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i> Open space, vistas and sun exposure will be addressed during the building schematic design process.
10.	<i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i> Amenity space and pedestrian pathways will be connected to the adjacent street(s).
11.	<i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i> The proposed rezoning will allow for ground floor retail use and higher-density residential.
12.	<i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i> Amenity space for shared use of residents will be developed.
13.	<i>New public spaces should provide seating opportunities.</i> Public spaces will have seating opportunities.
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i> Parking locations and configurations will be developed during the schematic design phase.
15.	<i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i> See above.

16.	<i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i> If provided, care will be taken to integrate structured parking with building façade designs.
17.	<i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i> This parcel is located at an intersection indicated as a Transit Emphasis Corridor. Support by public transit would be welcomed.
18.	<i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i> Connectivity between any transit stops and the building entrances will be developed.
19.	<i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i> Natural resources will be evaluated and incorporated in the overall site design as conserved or amenity space where practical.
20.	<i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i> Roadways adjacent to the site are existing. Any new public or private streets will be low volume and modestly scaled for pedestrians.
21.	<i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i> As a residential area, sidewalks shall typically be 5-8 feet wide.
22.	<i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i> Tree save areas will be provided within the thoroughfare street yard(s) if required by code. If tree save is located elsewhere, street trees and landscaping will be incorporated.
23.	<i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i> See above.
24.	<i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i> Based on thoroughfare street yards the buildings will not be located adjacent to sidewalks; however, building entrances will be designed to be easily identifiable and provide visual interest.
25.	<i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i> See above.
26.	<i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i> Sidewalks will be provided to facilitate pedestrian movement.



Planning & Development

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Rezoning Application Submittal Requirements

TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
	YES	N/A	YES	NO	N/A
General Requirements – General Use or Conditional Use Rezoning					
1. I have referenced the 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 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 type="checkbox"/>	<input checked="" 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"/>			

Master Plan Submittal Requirements

TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
	YES	N/A	YES	NO	N/A
General Requirements – Master Plan					
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 type="checkbox"/>			
2. Master Plan application review fee (see Fee Schedule for rate)	<input type="checkbox"/>	<input type="checkbox"/>			
3. Completed application; Include electronic version via cd or flash drive	<input type="checkbox"/>	<input type="checkbox"/>			
4. Vicinity Map	<input type="checkbox"/>	<input type="checkbox"/>			
5. Existing Conditions Map	<input type="checkbox"/>	<input type="checkbox"/>			
6. Street and Block Layout Plan	<input type="checkbox"/>	<input type="checkbox"/>			
7. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input type="checkbox"/>			
8. Description of Modification to Standards	<input type="checkbox"/>	<input type="checkbox"/>			
9. Development Plan (location of building types)	<input type="checkbox"/>	<input type="checkbox"/>			
10. Pedestrian Circulation Plan	<input type="checkbox"/>	<input type="checkbox"/>			
11. Parking Plan	<input type="checkbox"/>	<input type="checkbox"/>			
12. Open Space Plan	<input type="checkbox"/>	<input type="checkbox"/>			
13. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input type="checkbox"/>			
14. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input type="checkbox"/>			
15. Generalized Stormwater Plan	<input type="checkbox"/>	<input type="checkbox"/>			
16. Phasing Plan	<input type="checkbox"/>	<input type="checkbox"/>			
17. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input type="checkbox"/>			
18. Common Signage Plan	<input type="checkbox"/>	<input type="checkbox"/>			



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2-33-14
REVISED

MEETING MINUTES

Meeting Date: 6 January 2015

Location: Watts Chapel Fellowship Hall; 3701 Tryon Rd.

Project Name: 3704 & 3712 Tryon Rd. Rezoning

Project No.: 7562

Attendees	Phone	E-mail
Steve Niemeyer	919-600-8574	steve@steveniemeyer.net
Ted Van Dyk	New City Design Group	ted@newcitydesign.com
Jeffrey Rezeli	New City Design Group	jeff@newcitydesign.com
Rufus Ballentine	919-832-7392	rufusnet@aol.com
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Ira Lee Thomas	919-834-9632	
Cedric Houston	919-971-4423	cedric@rtpr.com
DeLois McKinney	919-426-7340	stewardship@wattschapel.org
Jim Paumier	West CAC	919-859-1753

A neighborhood meeting was held on January 6, 2015 to discuss a potential rezoning located at 3704 and 3712 Tryon Road. The neighborhood meeting was held in the Fellowship Hall of Watts Chapel, 3701 Tryon Rd., across the street from the subject parcels. Attendees are listed above and the following issues were discussed:

1. The rezoning proposed for 3704 and 3712 Tryon Road is from the current zoning R-10 with Special Highway Overlay District (SHOD-1) and Special Residential Parking Overlay District (SRPOD) overlays to NX-7-CU (Conditional Use) with the same SHOD-1 and SRPOD overlays under the new UDO.
2. Provisions for NX-7-CU include the following:
 - A mix of residential and non-residential uses are allowed
 - Up to 7-stories allowed
 - Proposed condition limits non-residential uses to 20,000 square feet
3. The topography of the existing site does and vehicular access does not lend itself to heavy commercial or retail development.
4. The Urban Form Map indicates the intersection of Tryon and Gorman as a Transit Emphasis Corridor, which encourages growth and activity on these corridors to be supported by transit.
5. The Future Land Use map supports mixed use and higher density development for this site than is allowed by the current zoning.
6. Buffers are likely to be required at both Tryon Rd. and Gorman St.
7. While not finalized, a tentative plan for 2 stories of structured parking and 5 stories of residential development is being considered. This tentative plan must be vetted to balance code requirements, including setbacks, buffers, stormwater, parking, and other requirements.



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8. Site slopes down from the roadway will likely allow for parking to be located below the roadway elevation and set ground floor residential approximately at the roadway elevation.
9. Structured parking is desired to maintain more open space on the site for use of the residents.
10. Sidewalk and transit improvements are likely to be required as the project moves through the approval process.
11. Moderate rental rate apartments are targeted for working class residents. The project is not being tailored for student tenants.
12. A plan has yet to be developed, but between 150 and 200 apartment units are being considered. A development with 200 or more units is ideal for having full-time on-site management.
13. A market study is in progress but the project is likely to be composed of mostly 2 bedroom units with some 1 and 3 bedroom units. Four bedroom units are not currently being considered.

These minutes were prepared to record the information covered at this meeting. Should anyone attending disagree with statements or interpretations contained herein, please advise us within seven days after receipt or the minutes stand as written.

Sincerely,
New City Design Group, pllc

A handwritten signature in blue ink, appearing to read "Jeffrey Rezeli", is written over the printed name.

Jeffrey Rezeli, AIA, LEED® AP
Associate Principal