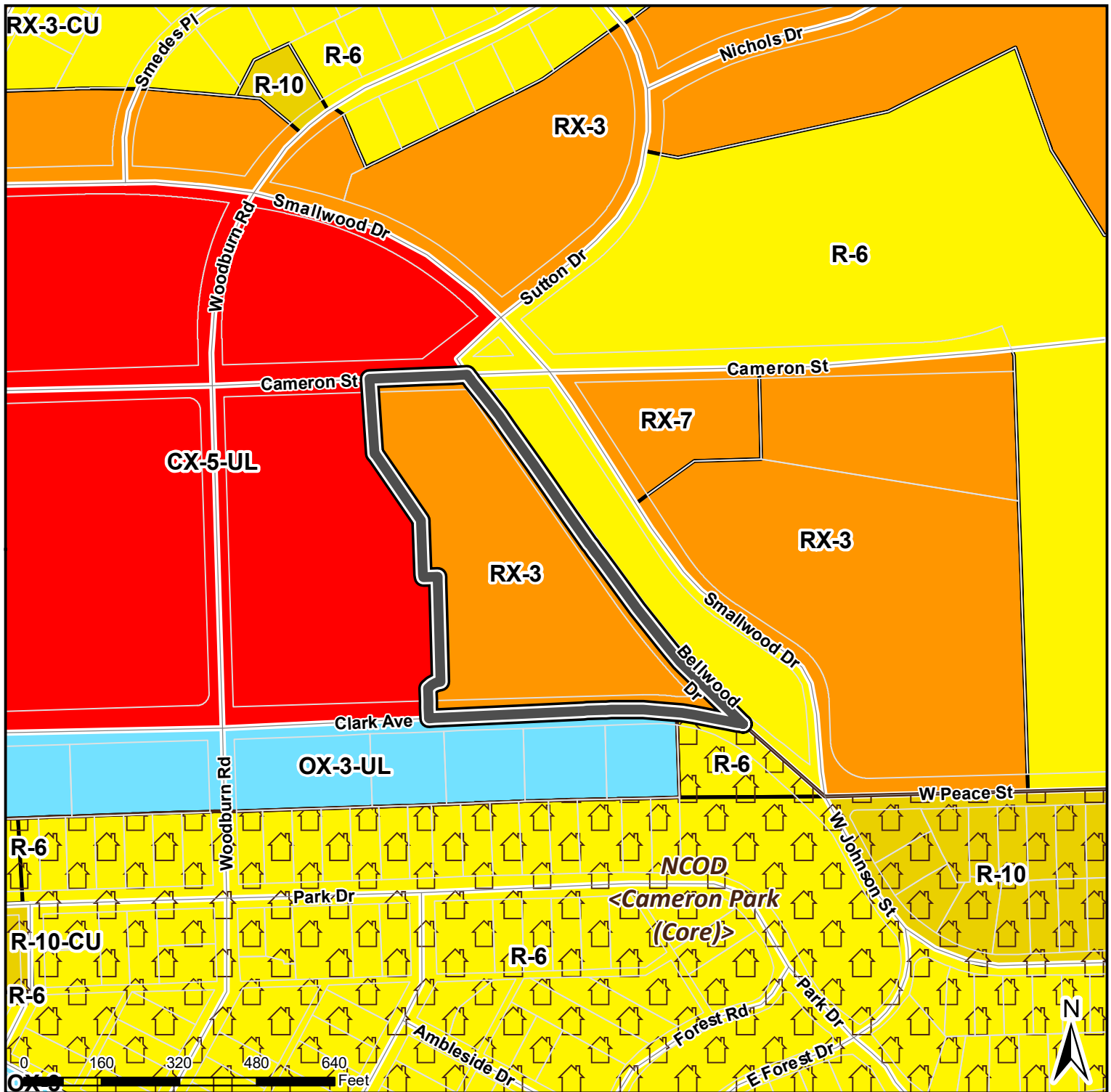
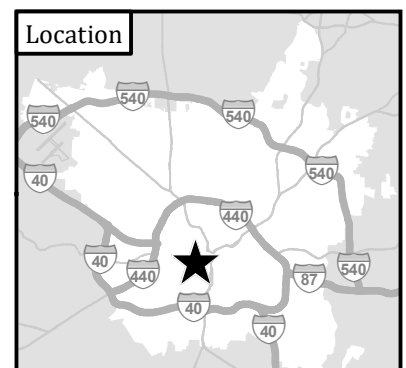


Existing Zoning

Z-42-2020



Property	1801 Cameron St
Size	4.91 acres
Existing Zoning	RX-3
Requested Zoning	RX-7-PL-CU





Raleigh

MEMO

TO: Marchell Adams-David, City Manager

THRU: Ken Bowers, AICP, Deputy Director

FROM: Sara Ellis, Senior Planner

DEPARTMENT: Planning and Development

DATE: December 08, 2020

SUBJECT: City Council agenda item for January 5, 2021 – Z-42-20

On December 1, 2020, City Council authorized the public hearing for the following item:

Z-42-20 1801 Cameron Street, approximately 4.91 acres located at [1801 Cameron Street](#).

Signed zoning conditions provided on November 12, 2020 prohibit group living, schools, cemetery, parking as a principal use, overnight lodging, and outdoor sports and entertainment facilities; limit building height to six stories; specify the building materials to be used including prohibiting vinyl siding; require the site contain one minimum 3000 square foot plaza with seating, hardscape, and landscape elements; require on-site parking between the building and the street shall be limited to no more than 12 spaces; require structured parking fronting the first floor of the street shall be limited to points of ingress and egress to structured parking, provide (2) two dog waste stations on the property; and require stormwater be contained for the 25-year storm.

Current zoning: Residential Mixed Use-3 (RX-3).

Requested zoning: Residential Mixed Use-7 with a Parking Limited Frontage and Conditions (RX-7-PL-CU).

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

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

The request is **consistent** with the Urban Form Map.

The Planning Commission recommends approval/denial of the request (7 - 2).

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

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

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

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



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 12061

CASE INFORMATION: Z-42-20 1801 CAMERON STREET

Location	Cameron Street on the north side, located approximately a quarter mile east of the intersection of Oberlin Road and Cameron Street. Address: 1801 Cameron Street PINs: 1704125771 iMaps , Google Maps , Directions from City Hall
Current Zoning	RX-3
Requested Zoning	RX-7-PL-CU
Area of Request	4.91 acres
Corporate Limits	The site is located within Raleigh's Corporate City Limits.
Property Owner	CUA N.C. Holdings, LP Camden Property Trust 11 Greenway Plz, Suite 2400 Houston, TX 77046-1124
Applicant	Jamie Schwedler Parker Poe 301 Fayetteville Street Raleigh, NC 27601
Council District	D
PC Recommendation Deadline	January 25, 2021

SUMMARY OF PROPOSED CONDITIONS

1. In addition to those otherwise prohibited by the UDO, the following uses are prohibited: boardinghouse, congregate care, dormitory, fraternity, sorority, rest home, cemetery, school, bed and breakfast, hospitality house, parking as a principal use and outdoor sports/entertainment facility.
2. Building height is limited to 6 stories.
3. Building facades shall be constructed from one or more of the following materials: glass, concrete and/or clay brick, masonry, cementitious stucco, native and masonry stone, natural wood, hardie, precast concrete, cement panel, and metal panel and/or trim.
4. Vinyl siding shall be prohibited.
5. The site shall contain a minimum of one plaza. The plaza shall contain seating, hardscape, and landscape elements and be a minimum of 3,000 sf.
6. On-site parking between the buildings and the street shall be limited to temporary parking for drop-off, visitor and service uses only.

7. Structured parking fronting the first floor of the street shall be limited to points of ingress and egress to the structured parking.
8. Two (2) Dog Waste Stations shall be provided on the property.
9. Runoff limitation for development on the property as defined by UDO Section 9.2.2.E.1 shall be met for the 25-year storm in addition to the 2-year and 10-year storms.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	High Density Residential
Urban Form	Transit Emphasis Corridor & Urban Thoroughfare
Consistent Policies	Policy LU 1.2 Future Land Use Map and Zoning Consistency Policy LU 2.2 Compact Development Policy LU 8.1 Housing Variety Policy LU 10.3 Ancillary Retail Uses Policy H 1.8 Zoning for Housing Policy UD 4.1 Public Gathering Spaces Policy UD 7.3 Design Guidelines Policy AP-CH 2 Improve and Expand Parks and Open Space
Inconsistent Policies	Policy UD 1.10 Frontage Policy AP-CH 6 Guide Future Zoning

FUTURE LAND USE MAP CONSISTENCY

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

COMPREHENSIVE PLAN CONSISTENCY

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

PUBLIC MEETINGS

First Neighborhood Meeting	Second Neighborhood Meeting	Planning Commission	City Council
August 4, 2020 12 Attendees	October 8, 2020 13 Attendees	10/27/2020 (Consent), 11/10/2020, 11/24/2020	12/01/2020, 01/05/2020

PLANNING COMMISSION RECOMMENDATION

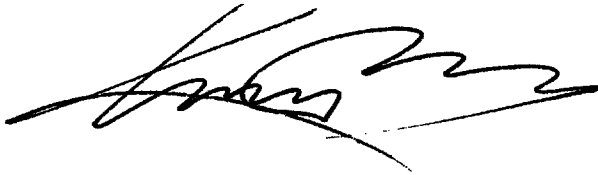
The rezoning case is **Consistent** with the Future Land Use Map and **Consistent** with the relevant policies in the Comprehensive Plan, furthermore **Approval** is reasonable and in the public interest because:

Reasonableness and Public Interest	The request is consistent with the Comprehensive Plan and policies related to compact development, housing variety, zoning for housing and improving and expanding parks and open space.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	N/A
Recommendation	Approval
Motion and Vote	Motion: Fox Second: Bennett In Favor: Bennett, Fox, Lampman, Miller, O'Haver, Tomasulo and Winters Opposed: Hicks and McIntosh
Reason for Opposed Vote(s)	The request is inconsistent with the height guidance provided in the Cameron Village and Hillsborough Small Area Plan, and did not offer enough specificity for how the height of the buildings will be consistent with that guidance.

ATTACHMENTS

1. Staff report
2. Rezoning Application
3. Original 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.

A handwritten signature in black ink, appearing to read 'Ken A. Bowers', with a stylized, sweeping flourish at the end.

Ken A. Bowers, AICP

Date: November 24, 2020

Planning and Development Deputy Director

Staff Coordinator: Sara Ellis: (919) 996-2234; Sara.Ellis@raleighnc.gov



ZONING STAFF REPORT – CASE Z-42-20

Conditional Use District

OVERVIEW

The request is to rezone approximately 4.91 acres from Residential Mixed Use-3 stories (RX-3) to Residential Mixed Use-7 stories with a Parking Limited Frontage and conditions (RX-7-PL-CU). Proposed zoning conditions prohibit group living, schools, cemetery, parking as a principal use, overnight lodging, and outdoor sports and entertainment facilities; limit building height to six stories; specify the building materials to be used including prohibiting vinyl siding; require the site contain one minimum 3000 square foot plaza with seating, hardscape, and landscape elements; require on-site parking between the building and the street shall be limited to no more than 12 spaces; require structured parking fronting the first floor of the street shall be limited to points of ingress and egress to structured parking, and provide (2) two dog waste stations on the property and require stormwater be contained for the 25-year storm.

The rezoning site is one parcel located at 1801 Cameron Street and bounded by Cameron Street on the north, Bellwood Drive on the east and Clark Avenue on the south. The site is currently developed as two-story townhomes, with parking along the street and internal facing entrances surrounding grass courtyards. Bordering the site to the north and west is the Cameron Village Shopping Center which is zoned CX-5-UL. The property to the east of the site is zoned R-6 and contains an undeveloped park property. The properties to the south of the site are zoned OX-3-UL and contain garden style condominiums, and the corner of Edna Metz Wells Park zoned R-6.

The requested RX-7-PL-CU would increase the maximum height by three stories, because the zoning condition limiting building height to six stories. The proposed zoning would decrease the number of permitted uses on the site by prohibiting group living, overnight lodging, schools, parking as a principal use and outdoor sports and entertainment facilities. The request and current entitlement would both permit up to 4,000 square feet of office and retail uses on the ground floor of the apartment building type. As the parcel borders two intersecting streets and is relatively large in size, subdivision may be possible in the future which would permit additional retail and/or office uses with RX- zoning limitations.

The request would also apply a Parking Limited Frontage to the property. This would not change the minimum primary street setbacks of 10' but would increase the maximum build to from 55' to 100' for the apartment building type. The application of this frontage would also permit up to two bays of parking between the building and the street with a single drive aisle, require one primary street-facing pedestrian entrance per building including direct pedestrian access from the public sidewalk and require streetscaping.

The rezoning site is designated as High Density Residential on the Future Land Use Map. This designation envisions apartment building and condominiums in the RX zoning district with a height limit of five to twelve stories and considers ground floor retail uses appropriate.

Table LU-2 Recommended Height Designations applies to this request and provides more specific height guidance than the Future Land Use Map. The site is in a “general area”, which is a location that is not within 150’ of a Low to Moderate Density Residential Area, nor is it located in a Core Transit Area. While the site is located within 150’ of R-6 zoning (Low Density Residential), that designation is applied to an undeveloped park property to the east and Edna Metz Wells Park to the south and the policy guidance generally applies to developed lots. The height recommendation for areas designated High Density Residential in general areas is a maximum of five stories, the request is for six.

The site is located along a Transit Emphasis Corridor on the Cameron Street and Bellwood Drive sides, which is a corridor identified for a high level of transit service and on which a hybrid approach to frontage is recommended. The Clark Avenue side of the site is located along an Urban Thoroughfare, which is a corridor planned for public investments such as bike lanes and/or pedestrian oriented streetscapes that encourage multimodal travel, a hybrid approach to frontage is recommended. The request includes a Parking Limited Frontage, and conditions limiting the amount of parking between the building and the street and is consistent with the policy guidance on the Urban Form Map.

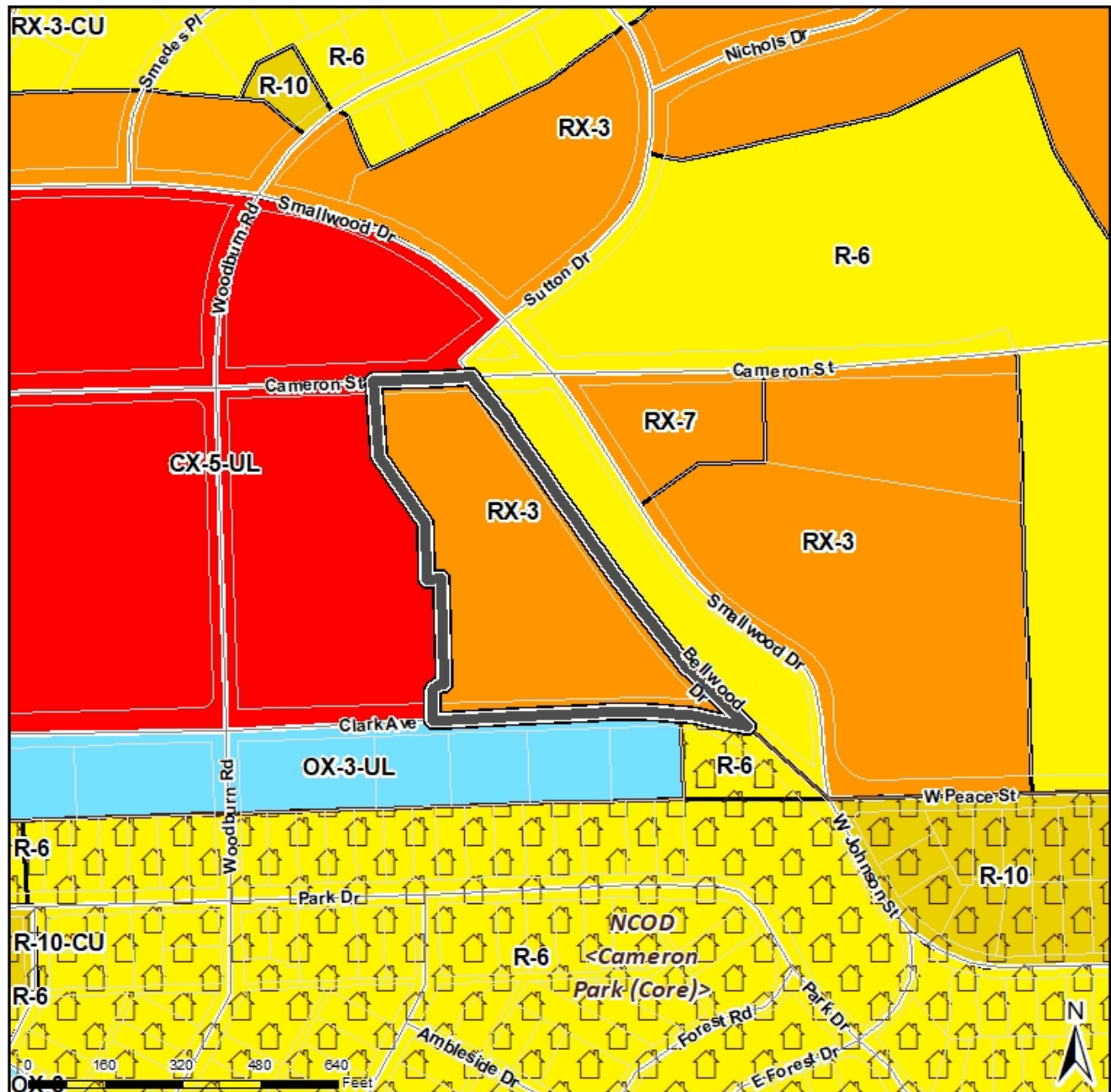
The site is located within the Cameron Village Hillsborough Small Area Plan, which encompasses the surrounding neighborhoods. The request is inconsistent with the plan’s height guidance, which recommends a height limit of 5 stories on that parcel.

OUTSTANDING ISSUES

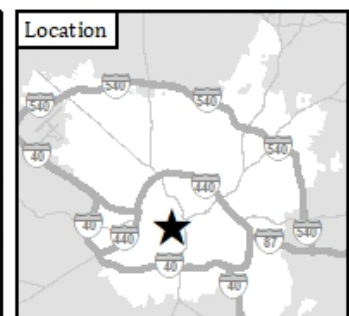
Outstanding Issues	1. None	Suggested Mitigation	1. N/A
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Existing Zoning

Z-42-2020

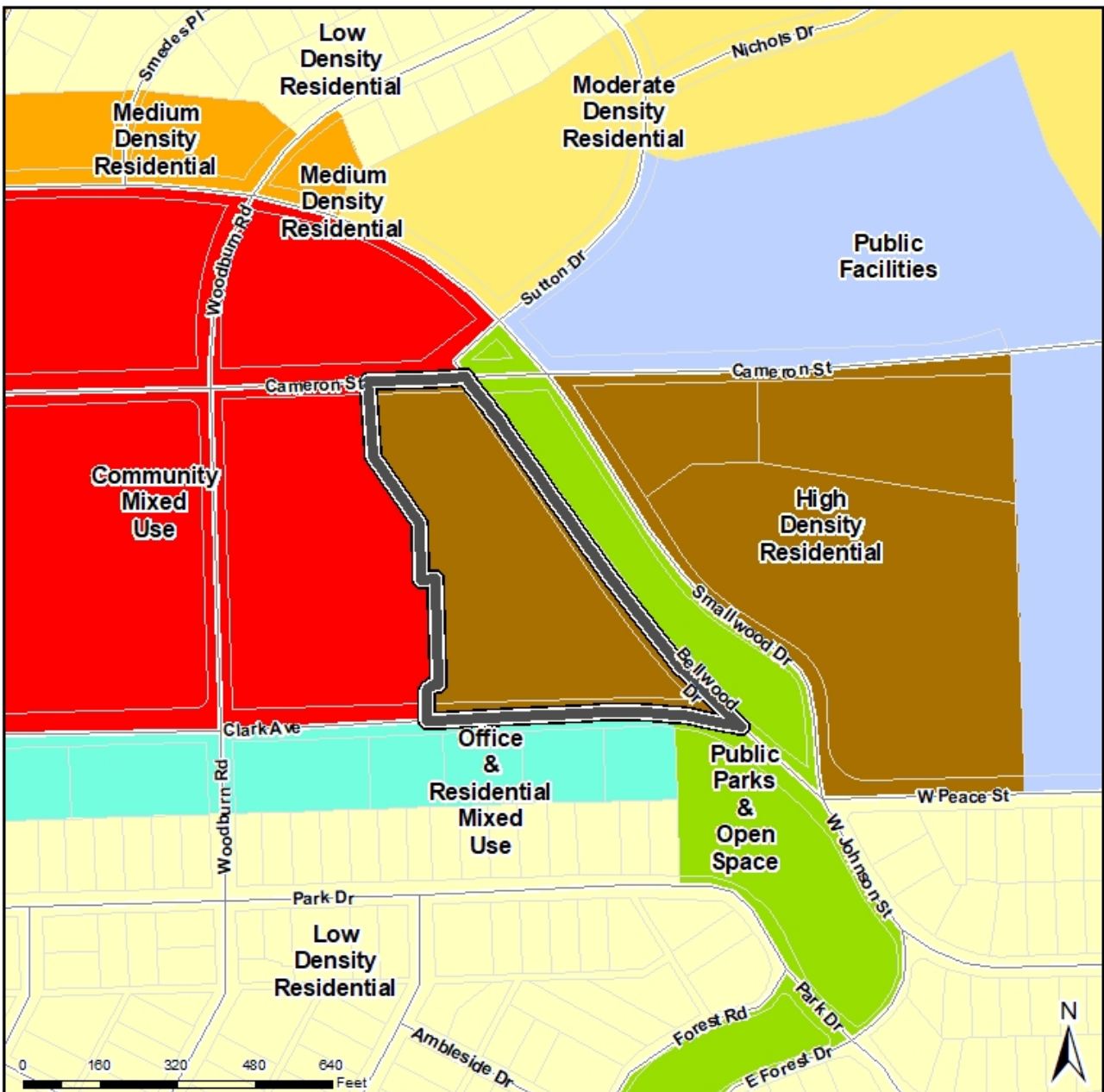


Property	1801 Cameron St
Size	4.91 acres
Existing Zoning	RX-3
Requested Zoning	RX-7-PL-CU

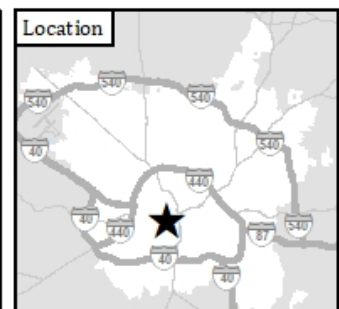


Future Land Use

Z-42-2020

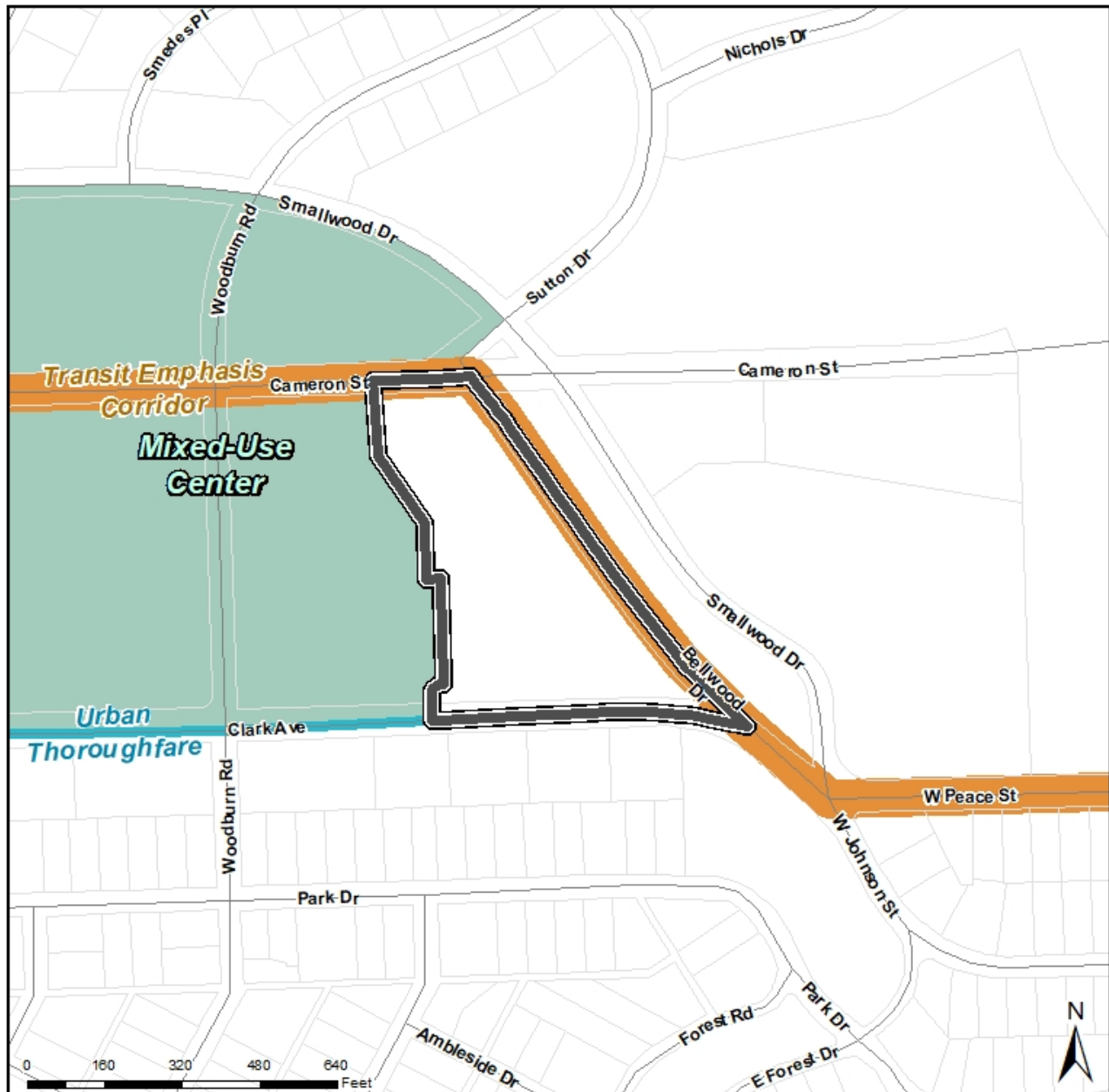


Property	1801 Cameron St
Size	4.91 acres
Existing Zoning	RX-3
Requested Zoning	RX-7-PL-CU

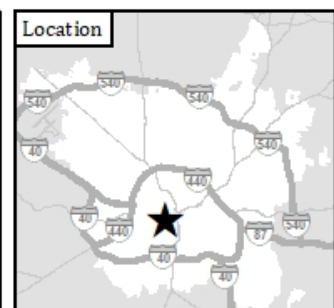


Urban Form

Z-42-2020



Property	1801 Cameron St
Size	4.91 acres
Existing Zoning	RX-3
Requested Zoning	RX-7-PL-CU



COMPREHENSIVE PLAN

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

- A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?

Yes, the request is consistent with the vision themes of *Expanding Housing Choices*, as it would permit an increase in residential density that may expand the supply of housing in the area. The request is consistent with the *Managing Our Growth* and *Coordinating Land Use and Transportation* vision themes which envision fostering quality growth through integrated land uses, the request would increase the residential density in an area served by transit with sufficient utility and street infrastructure.

The request is consistent with policies relating to Future Land Use Map and Zoning Consistency, Compact Development, Housing Variety, Ancillary Retail and Design Guidelines (in part).

However, the request is inconsistent with policies relating to Frontage, Design Guidelines (in part), and the Cameron Village Hillsborough Small Area Plan height guidance.

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

Yes, the proposed use is consistent with the Future Land Use Map designation of High Density Residential which envisions RX zoning at heights of 5 to 12 stories.

- C. If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?

The use is specifically designated on the Future Land Use Map.

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

Yes, sufficient facilities and streets are able to serve the proposed use.

Future Land Use

Future Land Use designation: High Density Residential

The rezoning request is

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

☐ **Inconsistent**

High Density Residential envisions RX zoning at a height of five to twelve stories, and predominately residential uses with ground floor retail. The requested RX-7-PL-CU is consistent with this designation.

Urban Form

Urban Form designation: Transit Emphasis Corridor and Urban Thoroughfare

The rezoning request is

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

☐ **Inconsistent**

☐ **Other**

Overview: The site is located along a Transit Emphasis Corridor on its Cameron Street and Bellwood Drive sides, and along an Urban Thoroughfare on its Clark Avenue Side. The request includes a Parking Limited Frontage, which is consistent with the guidance for both that recommends a hybrid frontage. Additionally, the request includes a condition limiting the amount of parking between the building and the street to a maximum of 12 spaces, and limits structured parking fronting the first floor to points of ingress and egress from the structure.

The Parking Limited Frontage would permit up to two bays of parking between the building and the street, primary street setbacks are based on the base district which is 5' for the apartment building type in RX, and require 50% of the building width be located in the primary build-to, and have a 0' or 100' side street build-to, and require a minimum of one primary street facing pedestrian entrance per building with direct pedestrian access from the public sidewalk.

Impact: The request would permit a reduced primary street setback from a minimum of 5' for the apartment building type to 0' or 100' with the application of the Parking Limited Frontage. This would allow for a reduction in the primary street setback, but as the neighboring Cameron Park Shopping Center and townhomes across the street have an Urban Limited Frontage, it would not be a significant departure from what is permitted in the area.

Compatibility: The area surrounding the site has larger front and side setbacks than what is being proposed despite the parcels to the north, east and south having Urban Limited Frontages that would permit 0' primary street setbacks. This request may

result in buildings closer to the street than what exists today but is generally compatible with the surrounding entitlements.

Compatibility

The proposed rezoning is

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

☐ **Incompatible.**

The request is compatible with the adjacent Cameron Park Plaza Shopping Center, which is zoned for CX-5-UL, and more generally with the diverse zoning in the immediate area. The request would not change the permitted residential, limited office and retail uses allowed on the site but would increase the height entitlement by three stories.

While this height entitlement would be taller than the parcels immediately surrounding the site, its neighbors are a shopping center to the north and west, an undeveloped park property to the east and one-story apartments zoned for entitlement up to three stories to the south. RX-7 zoning is present approximately 200' to the east of the site and would permit similar building types and uses to what is present in the area currently. There is also RX-3 zoning and three-story tall apartment buildings on the east side of the undeveloped park parcel between Bellwood and Smallwood Drive.

Public Benefits of the Proposed Rezoning

- The request may increase the housing supply in the area
- The request may increase the density on the site, which would support the planned transit investments in the area.
- The request may increase housing options withing walking distance of the numerous amenities of the Cameron Village shopping center and proximate to NCSU.

Detriments of the Proposed Rezoning

- Traffic in the area may increase.

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 and associated Comprehensive Plan policies shall be used to guide zoning, ensure the efficient and predictable use of land capacity, guide growth and

development, protect public and private property investments from incompatible land uses, and efficiently coordinate land use and infrastructure needs.

- The site is designated as High Density Residential, which envisions residential uses with ground floor retail and aligns with RX-. The requested RX-7-PL-CU is consistent with this designation.

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 requested district would permit an increase in residential density on the site by allowing a taller building height and more compact land use pattern.

Policy LU 8.1 Housing Variety

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

- The request would still allow all residential building types and would increase the residential density of the site from approximately 153 total units to approximately 408 total units, which would about triple the residential entitlement on the site.

Policy LU 10.3 Ancillary Retail Uses

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

- The request will allow up to 4,000 square feet of retail, which is the same under the current entitlement. This is consistent with the FLUM designation of High Density Residential and can only be located in the apartment building type.

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. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.

- The request will increase the amount of residential entitlement from approximately 153 units to approximately 408 units and a change in the density from approximately 31.16 units per acre to approximately 83.10 units per acre.

Policy UD 4.1 Public Gathering Spaces

Encourage the development of public gathering spaces within all developments. Such spaces should be designed to attract people by using common and usable open space, an enhanced pedestrian realm, streetscape activation, and retail uses.

- The request includes a condition to require a plaza that contains seating, hardscape, natural landscape elements and shall be a minimum of 3,000 square feet. This is beyond UDO Section 1.5.3.c requirements as it is larger in size, the code requires a minimum 10'X10' area and the offered condition is larger. The code specifies that outdoor amenity areas must be ADA accessible, above or at grade, cannot be driven upon (except for emergency access), and cannot be a tree conservation area.

This request is above and beyond code as it's larger in size and specifies that a seating area will be provided.

Policy UD 7.3 Design Guidelines

The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit Emphasis Corridors or in City Growth, TOD and Mixed-Use Centers, including preliminary site plans and development plans, petitions for the application of Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions.

Table UD-1 Design Guidelines for Mixed Use Developments	
Consistent Guidelines	
#1 All mixed-use developments should generally provide retail (such as eating establishments, food stores, and banks), and other uses such as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian-friendly form.	The request would permit up to 4,000 square feet of retail and office uses on the ground floor of the apartment building type.
#6 A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared-use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should	<p>The request includes a Parking Limited Frontage, which would permit a maximum of 2 bays of parking between the building and the street. However, it would also require direct pedestrian access to at least one primary street facing entrance per building.</p> <p>The request also includes a zoning condition limiting structured parking fronting</p>

be located at the side or rear of a property.	the first floor of the street to be limited to points of ingress and egress.
#7 Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on street parking, one bay of parking separating the building frontage along the corridor is a preferred option.	The request includes a Parking Limited Frontage, which has a build-to of 0' to 100' and includes a condition that parking between the building and the street shall be limited to a maximum of twelve spaces.
#11 The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.	The request includes a zoning condition that limits structured parking fronting the first floor to points of ingress and egress. The requested RX- zoning district would allow residential and small retails uses.
#14 Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.	The request includes zoning conditions limiting parking between the building and the street to a maximum of 12 spaces and requires that structured parking fronting the first floor be limited to points of ingress and egress.
#15 Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.	The request includes a zoning condition requiring that structured parking fronting the first floor be limited to points of ingress and egress.
#17 Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.	The request would increase the permitted density on the site from approximately 31.16 units per acre to approximately 83.10 units per acre and is located along a Transit Emphasis Corridor.
#25 The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such	The request includes a Parking Limited Frontage which requires direct pedestrian access to at least one primary street facing entrance per building.

entrances should be designed to convey their prominence on the fronting facade.	
Inconsistent Guidelines	
#5 New development should be composed 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.	The block face along Bellwood Drive is approximately 790'. The request can be brought closer to consistency with this design guideline by providing a pedestrian walkway to reduce the block size.

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

Policy UD 1.10 Frontage

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

- The request includes a Parking Limited Frontage, which is a departure from the Urban Limited Frontage that currently exists on the parcels to the north, west and south of the site. The request can be brought closer to consistency with this policy through the application of an Urban Limited Frontage.

Area Plan Policy Guidance

The site is located within the Cameron Village and Hillsborough Street Small Area Plan.

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

Policy AP-CH 2 Improve and Expand Parks and Open Space

Seek opportunities to enhance existing open spaces and create new open spaces through the development process. Larger new developments in the plan area should provide enhanced outdoor amenity areas that contribute to a gracious and inviting public realm.

- The request includes a zoning condition specifying that a minimum of one 3000-square foot plaza will be provided, and will include seating, hardscape, and landscaping elements. While a public amenity area is a requirement of the code, the offered zoning condition is more restrictive than code as it requires a larger amenity area, the code requirement is for a 100' minimum area and the request specifies that seating, hardscape and landscape will be provided.

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

Policy AP-CH 6 Guide Future Zoning

Rezoning petitions should be evaluated for consistency with the policy guidance and recommendations of the area plan, as well as Map AP-CH 1.

- Per Map AP-CH 1 the rezoning site is designated at RX-5, the request is for RX-7 with a condition limiting height to a maximum of six stories. The request can be brought into consistency with this policy by limiting the height to five stories.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	54	Higher than city-wide average, the #12 Method has a bus stop on the Bellwood Drive side of the site.
Walk Score	30	92	Much higher than the city-wide average, this is in part due to the adjacent Cameron Park Shopping Center that is walkable from the site and has good sidewalk connectivity.

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

Summary: The site is well served by Transit, the #12 Method has three stops within 100' of the site and has 30 minute peak weekday service and 60 minute weekend service. The walk score is much higher than the city-wide average, due to the site's location next to the Cameron Park Shopping Center and good sidewalk connections from the site to the shopping center.

Carbon/Energy Footprint: Housing

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	Yes
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

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

Summary: The request will increase the total number of units permitted on the site but will not change the residential building types permitted.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds	If approved, the request would permit an additional 255 residential units on the site.
Does it include any subsidized units?	No	The request does not include any subsidized units.
Does it permit a variety of housing types beyond detached houses?	Yes	The request will permit all residential building types, this is also the case under the current entitlement.
If not a mixed-use district, does it permit smaller lots than the average?*	N/A	The request is for a mixed-use district.
Is it within walking distance of transit?	Yes	The #15 Method has an inbound stop located in the ROW fronting the site on Bellwood Drive, and an outbound stop across the street on Cameron Street and Bellwood Drive.

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

Summary: The request would add a significant number of potential dwelling units on the site. These housing units could be a variety of housing types and are located within walking distance of transit.

IMPACT ANALYSIS

Historic Resources

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

Impact Identified: None.

Parks and Recreation

1. This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.
2. Nearest existing park access is provided by Edna Metz Wells Park (100 ft) and Forest Park (0.2 miles).
3. Nearest existing greenway trail access is provided by Garner St. Greenway Trail (0.8 miles).
4. Current park access level of service in this area is graded an A letter grade.

Impact Identified: None.

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	13,000	38,250	102,000
Waste Water	13,000	38,250	102,000

Impact Identified:

1. The proposed rezoning would add approximately 89,000 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area
2. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy

3. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developed

Stormwater

Floodplain	n/a
Drainage Basin	Pigeon House
Stormwater Management	UDO Article 9 for Stormwater Management
Overlay District	n/a

Impact Identified: No downstream structural impacts identified.

Transit

The site is served by two GoRaleigh route #12 and #16; both offer service between Downtown Raleigh and Cameron Village. Route #12 continues west to Method Road. Route #16 heads north on Oberlin Road and connects to other routes at Crabtree Valley. There are four buses per hour between Downtown Raleigh and Cameron Village during peak periods, and two buses per hour during off-peak times. The Wake Transit Plan and Map T-2 in the Comprehensive plan call for Oberlin Road service to become frequent and connect the North Hills area to Centennial Campus.

Impact Identified: None

Transportation

Site Location and Context

Location

The Z-42-2020 site is located in west Raleigh at along Bellwood Drive, between Cameron Street and Clark Avenue.

Area Plans

The Z-42-2020 site is located within the Cameron Village and Hillsborough Street small area plan. The Cameron Village area is designated as a City Growth Center. The plan includes a recommendation to convert Smallwood and Bellwood Drives into a one-way pair with the parkland as an extended median. Development of this site may be a good opportunity to implement this plan recommendation.

Existing and Planned Infrastructure

Streets

Bellwood Drive, along with Smallwood Drive (between Cameron Street and Clark Avenue) are designated as a 2-lane divided avenue in map T-1 of the Comprehensive Plan; they are maintained by the City of Raleigh. The street plan designations are intended to be implemented as a one-way pair with the narrow park land forming an expanded median. Cameron Street and Clark Avenue are also designated as 2-lane divided avenues and maintained by the City of Raleigh.

In accordance with UDO section 8.3.2, the maximum block perimeter for RX-7 zoning districts is 2,500 feet. The current block perimeter for this site is approximately 2,875 feet.

Pedestrian Facilities

There are existing sidewalks on all nearby streets.

Bicycle Facilities

There are existing bicycle lanes on Clark Avenue and Cameron Street; there is no existing bikeway on Bellwood Drive. Map T-3 in the Comprehensive Plan designates these streets for bicycle lanes.

Several Bikeshare stations are operational near the Z-42-20 site, including Oberlin Road at Stafford Avenue, Hillsborough Street at Ashe Avenue, Glenwood Avenue at Tucker Street, and Hillsborough at Enterprise Street. Other nearby stations are in Downtown Raleigh. Bikeshare station spacing guidelines suggest that additional stations in the vicinity of this site may be appropriate. The addition of Bikeshare infrastructure may help to mitigate traffic concerns, as trips would be converted from motorized vehicles to bicycles.

Access

Vehicle access to the subject site is via Bellwood Drive, Cameron Street, and Clark Avenue, subject to driveway spacing standards in UDO Article 8.3.

Other Projects in the Area

The Oberlin Road Streetscape project will implement a separated bikeway on Oberlin Road Between Clark Avenue and Bedford Avenue. It will also make several sidewalk and pedestrian improvements to the area. It is in right-of-way acquisition and is expected to be begin construction this winter.

TIA Determination

Based on the Envision results, approval of case Z-42-20 would increase the amount of projected vehicular peak hour trips for the site as indicated in the table below. The proposed rezoning from RX-3 to RX-7-CU is projected to have 66 new trips in the AM peak hour and 86 new trips in the PM peak hour. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual. A Traffic Impact Analysis may be required during site plan review.

Z-42-20 Existing Land Use	Daily	AM	PM
Multifamily Residential	403	25	31
Z-42-20 Current Zoning Entitlements	Daily	AM	PM
RX-3 Residential Mixed Use	1,150	73	90
Z-42-20 Proposed Zoning Maximums	Daily	AM	PM
RX-7-CU Residential Mixed Use	2,261	139	176
Z-42-20 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	1,111	66	86

Impact Identified: Some increase in traffic.

Urban Forestry

The site is greater than 2 acres in size, proposed zoning and conditions offered do not alter Tree Conservation Area requirements of the UDO from the existing zoning.

Impact Identified: None.

Impacts Summary

None that require mitigation.

Mitigation of Impacts

No mitigation is required.

CONCLUSION

The request is to rezone approximately 4.91 acres from Residential Mixed Use-3 stories (RX-3) to Residential Mixed Use -7 stories with a Parking Limited Frontage and Conditions (RX-7-CU-UL). Associated zoning conditions prohibit the following uses: boardinghouse, congregate care, dormitory, fraternity, sorority, rest home, cemetery, school, bed and breakfast, hospitality house, parking as a principal use and outdoor sports/entertainment facilities; limit the maximum building height to six stories; require building facades shall be constructed from one or more of the following materials; glass, concrete and/or clay brick, masonry, cementitious stucco, native and masonry stone, natural wood, hardie, precast concrete, cement panel, and metal panel and/or trim; prohibit the use of vinyl siding; require the site contain at least one plaza of at least 3,000 square feet containing seating, hardscape and landscaping elements; limit on-site parking between the buildings and the street to a maximum of 12 spaces; limit structured parking on the first floor of the street to points of ingress and egress and provide two (2) dog waste stations on the property.

The request is **consistent** with the Future Land Use Map, Urban Form Map and Comprehensive plan overall.

The request is consistent with policies regarding Future Land Use Map and Zoning Consistency, Compact Development, Housing Variety, and Design Guidelines. It is however inconsistent with policies related to Frontage, and height guidance from the Cameron Village Hillsborough Small Area Plan.

The request would support the Vision Themes of *Expanding Housing Choices*, *Managing Our Growth* and *Coordinating Land Use and Transportation*.

CASE TIMELINE

Date	Action	Notes
8/14/2020	Conditional use rezoning application submitted	Outstanding issues with conditions, work with staff to revise.
9/24/2020	Application revised to request Parking Limited (PL) Frontage	Outstanding issues with conditions resolved.
10/30/2020	New condition added	2 dog waste stations will be provided.
11/12/2020	New condition added	Stormwater will be treated to meet the 25 year storm event.

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	RX-3	CX-5-UL	OX-3-UL and R-6	R-6	CX-5-UL
Additional Overlay	N/A	N/A	Cameron Park NCOD	N/A	N/A
Future Land Use	High Density Residential	Community Mixed Use	Office & Residential Mixed Use and Public Parks & Open Space	Public Parks and Open Space	Community Mixed Use
Current Land Use	Apartment	Commercial	Apartment	Park	Commercial
Urban Form	Transit Emphasis Corridor & Urban Thoroughfare	Transit Emphasis	Urban Thoroughfare	Transit Emphasis	Mixed Use Center

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	RX-3	RX-7-PL-CU
Total Acreage	4.91	4.91
Setbacks:		
Front	5'	5' or 100'
Side	5'	5'
Rear	0' or 6'	0' or 6'
Residential Density:	30.35	83.10
Max. # of Residential Units	153	408
Max. Gross Building SF	180,274	480,023
Max. Gross Office SF	4,000	4,000
Max. Gross Retail SF	4,000	4,000
Max. Gross Industrial SF	--	--
Potential F.A.R	.84	2.24

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



Raleigh

MEMO

TO: City of Raleigh Planning Commission

FROM: Sara Ellis, Senior Planner

THRU: Ken Bowers, Deputy Director AICP

DEPARTMENT: Planning and Development

DATE: November 17, 2020

SUBJECT: Building Height Measurement

Background

At the Tuesday, November 10, 2020 Planning Commission meeting the Commission discussed request Z-42-20 Cameron Street. As part of this discussion Chairperson Tomasulo requested staff bring a table showing how building height was measured under Raleigh's Unified Development Ordinance (UDO) at the time the Cameron Village and Hillsborough Small Area Plan was adopted, and how it is being measured today. TC-17-16 Attics and Basements was adopted in July of 2018 and went into effect on September 1, 2018 and changed the way height was measured in the UDO (see attached table for detailed references). The Cameron Village and Hillsborough Small Area Plan was adopted in February of 2018.

Building Height

Under Raleigh's UDO, building height is measured from the average grade of the site to the highest point of a pitched or flat roof. Height is measured in both number of stories and number of feet in residential and mixed-use zoning districts up to five stories. In zoning districts with a seven-story height limit and above, height is measured only in number of stories.

The average grade, or starting point of a height measurement, is determined by calculating the average of the highest and lowest elevation of the site along each side of the building. The average of each of these values is used as the starting point of the height measurement.

When calculating height, both the pre-development grade and improved grade are considered, and the more restrictive average grade is used. However, in the case that the City has issued a grading permit for the site, the resulting improved grade is used to determine the average grade for a height measurement.

For sites with a significant slope to the rear, building height is measured from a point that is the average of the front and rear elevation. In this case, stories that are below average grade are counted towards the allowable number of stories in that zoning district. There is an exception to this, which applies to detached and attached building types, the Downtown Mixed Use District, and zoning

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

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

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

districts with a maximum of three stories. In these contexts, one such story may be allowed and not counted towards the maximum number of stories.

A building constructed on a site zoned for a maximum of five stories would measure the height in feet according to these standards. A maximum of 75 feet is associated with a five-story building, unless a zoning condition further restricts this standard. If the building is constructed on a sloped site, any stories that fall below the average grade would be counted towards the maximum of five stories.

Table summarizing building heights is shown on the following page.

History of Modifications to UDO Height Measurements

UDO Requirements prior to adoption of TC-17-16	TC-17-16 Attics & Basements (Current adopted policy)	Proposed TC-4-20 Infill Setbacks and Height
Effective up until September 1, 2018	Effective Today	Proposed
Average grade determined by calculating the average of the highest and lowest elevation along pre-development grade or at improved grade (whichever is more restrictive) along the front of the building parallel to the primary street setback. Where mass-grading has been approved by the City, average grade shall be considered the improved grade following such mass grading.	Average grade is determined by calculating the average of the highest and lowest elevation along pre-development grade or improved grade (most restrictive) along each building elevation and averaging them all.	Average grade shall be considered to be average post-development grade above sea level along the building elevation most parallel and closest to the primary street setback.
An attic does not count as a story where 50% or more of the attic floor has a clear height of less than 7.5 feet.	<u>For a detached or attached building type only, for any building type located within the Downtown Mixed Use District, or for any building that is zoned for a maximum of three stories,</u> an attic does not count as a story where 50% or more of the attic floor has a clear height of less than 7.5 feet.	No changes proposed.
A basement with 50% or more of its perimeter wall area (measured from finished floor elevation) surrounded by finished grade is not considered a story.	When 50% or more of the perimeter wall area of a detached or attached building is located below grade, the building contains a basement. The floor of this level must be located entirely below finished grade. This provision can be utilized in other building types; however, the entirety of the floor area may only be used for storage, mechanical equipment, parking, laundry or waste collection.	No changes proposed.

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



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

REZONING REQUEST

☐ General Use ☒ Conditional Use ☐ Master Plan

Existing Zoning Base District **RX** Height **3** Frontage Overlay(s) _____

Proposed Zoning Base District **RX** Height **7** Frontage **PL** Overlay(s)

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**

Rezoning Case #

If the property has been previously rezoned, provide the rezoning case number: **Z-27B-2014**

GENERAL INFORMATION

Date August 13, 2020 Date Amended (1) 10/2/2020 | 2:27 PM CDT Date Amended (2)

Property Address **1801 Cameron St. Raleigh, NC 27605**

Property PIN **1704125771**

Deed Reference (book/page) **002990/00504**

Nearest Intersection **Bellwood Drive and Clark Avenue / Bellwood Drive and Cameron Street**

Property Size (acres) **4.91**

For Planned
Development
Applications Only:

Total Units

Total Square Footage

Total Parcels

Total Buildings

Property Owner Name/Address

CUSA N.C. Holdings, LP
Camden Property Trust
11 Greenway PLZ, Suite 2400
Houston, TX 77046-1124

Phone **919-835-4529** Fax **919-834-4564**

Email **jamieschwedler@parkerpoe.com**

Applicant Name/Address

Jamie Schwedler
301 Fayetteville Street
Raleigh, NC 27601

Phone **919-835-4529** Fax **919-834-4564**

Email **jamieschwedler@parkerpoe.com**

Applicant* Signature(s)

DocuSigned by:
W. Singelmann
02044F940CF6A1C

Email **jamieschwedler@parkerpoe.com**

*Please see Page 11 for information about who may submit rezoning applications. 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 CONDITIONSZoning Case Number **Z-42-20****OFFICE USE ONLY**

Date Submitted

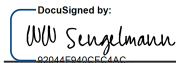
Rezoning Case #

Existing Zoning **RX-3**Proposed Zoning **RX-7-PL-CU****Narrative of Zoning Conditions Offered**

1. In addition to those otherwise prohibited by the UDO, the following uses are prohibited: boardinghouse, congregate care, dormitory, fraternity, sorority, rest home, cemetery, school, bed and breakfast, hospitality house, parking as a principal use and outdoor sports/entertainment facility.
2. Height of buildings shall be limited to 6 stories.
3. Building Materials:
 - a. Building facades shall be constructed from one or more of the following materials: glass, concrete and/or clay brick, masonry, cementitious stucco, native and masonry stone, natural wood, hardie, precast concrete, cement panel, and metal panel and/or trim.
 - b. Vinyl siding shall be prohibited.
4. The site shall contain a minimum of one plaza. The plaza shall contain seating, hardscape, and landscape elements, and shall be a minimum of 3,000 sf.
5. On-site parking between the buildings and the street shall be limited to a maximum of twelve spaces.
6. Structured parking fronting the first floor of the street shall be limited to points of ingress and egress to the structured parking.
7. Two (2) Dog Waste Stations shall be provided on the property.
8. Runoff limitation for development on the property as defined by UDO Section 9.2.2.E.1 shall be met for the 25-year storm in addition to the 2-year and 10-year storms.

The property owner(s) hereby offers, consents to, and agrees to abide by, if the rezoning request is approved, the conditions written above. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Property Owner(s) Signature

DocuSigned by:

 920445F040CECAAC

Print Name

William Sengelmann**RECEIVED****By Sara Ellis at 2:52 pm, Nov 12 2020**

REZONING APPLICATION ADDENDUM #1	
Comprehensive Plan Analysis	OFFICE USE ONLY Rezoning Case #
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	
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.	
See Attached	
PUBLIC BENEFITS	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	
See Attached	

REZONING APPLICATION ADDENDUM #2**Impact on Historic Resources**

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

OFFICE USE ONLY**Rezoning Case #****INVENTORY OF HISTORIC RESOURCES**

List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.

N/A

PROPOSED MITIGATION

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

N/A

URBAN DESIGN GUIDELINES

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", or
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor"

as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban Form Designation Transit Emphasis Corridor Click [here](#) to view the Urban Form Map.

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

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

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response:</p> <p>See Attached</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response:</p> <p>See Attached</p>
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p>Response:</p> <p>See Attached</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p>Response:</p> <p>See Attached</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p>Response:</p> <p>See Attached</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response:</p> <p>See Attached</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>Response:</p> <p>See Attached</p>

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

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")					
TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
3. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
4. Rezoning application review fee (see Fee Schedule for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
5. Completed application, submitted through Permit & Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Completed Response to the Urban Design Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
6. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties within 500 feet of area to be rezoned	<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"/>			
For properties requesting a conditional use district:					
9. Completed zoning conditions, signed by property owner(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
If applicable (see Page 11):					
10. Proof of power of attorney or owner affidavit	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For properties requesting a Planned Development (PD) or Campus District (CMP):					
10. Master Plan (see Master Plan Submittal Requirements)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For properties requesting an Accessory Dwelling Unit Overlay District (ADUOD):					
15. Copy of ballot and mailing list	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

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

REZONING APPLICATION ADDENDUM

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 subject property is designated as “High Density Residential” in the Future Land Use Map (“FLUM”). The FLUM states that this category applies to apartment buildings and condominiums and that conforming zoning would consist of the RX district with a height limit of 5 to 12 stories. Therefore, the proposed rezoning to RX-7 directly conforms to the FLUM designation.

The subject property also falls within the Cameron Village and Hillsborough Street Small Area Plan (“AP-CH”) of the 2030 Comprehensive Plan. The zoning request is consistent with all applicable AP-CH policies:

a. **Policy AP-CH 1**, *Establish “Complete Streets” that accommodate vehicles, cyclists, pedestrians, transit, and parking. Expand the pedestrian network with new sidewalks, repairs, and improvements. Incorporate bicycle facilities along key streets and dedicated enhanced linkages between NCSU and the neighborhoods using Gorman and Gardner streets.* The applicant’s design includes sidewalks as the main public spaces on the exterior of the building to encourage pedestrian circulation. The applicant will also work with transportation staff to establish “Complete Streets” and bike lanes in the vicinity of the site as needed.

b. **Policy AP-CH 2**, *Seek opportunities to enhance existing open spaces and create new open spaces through the development process. Larger new developments in the plan area should provide enhanced outdoor amenity areas that contribute to a gracious and inviting public realm.* The proposed use would include public open spaces and outdoor amenity areas consistent with the applicable UDO requirements. The zoning conditions also commit to one plaza, which must include landscape elements.

c. **Policy AP-CH 4**, *Prioritize transportation network modifications that enhance connectivity, including realignment of Smallwood and Bellwood Drives between Clark Avenue/Peace Street and Cameron Street, and lane reassignment on Oberlin Road between Clark Avenue to Wade Avenue to better accommodate turning movements, parking, bicycles, and pedestrians. Increase network connectivity by bisecting the superblock along Oberlin Road, between Wade Avenue and Smallwood Drive, with a new connections between Oberlin Road and Wade Avenue.* The applicant will work with transportation staff on the City’s potential realignment of Smallwood and Bellwood Drives in the vicinity of the site, as needed.

d. **Policy AP-CH 5**, *Address parking needs by actively managing and expanding on-street parking, studying existing surface parking lots for efficiency, developing a shared parking network, evaluating parking-related city policy as it applies to mixed-use development and continued encouragement of alternative means of transportation, and encouraging provision of public parking in new private developments.* The applicant’s design takes into consideration the high demand for parking by including a structured parking deck. The design also includes

sidewalks as the main public spaces on the exterior of the building to encourage pedestrian circulation. The applicant will also work with transportation staff to establish “Complete Streets” and bike lanes in the vicinity of the site as needed.

e. **Policy AP-CH 7, *Building on the foundation created in the Unified Development Ordinance, new developments should incorporate transition areas, setbacks, setbacks, and design that improve the public realm. Design, massing, and height should respond to the contextual setting.*** The applicant has proposed conditions requiring higher quality building materials to enhance the appearance of any buildings and to respond to the contextual setting. The applicant has also proposed conditions limiting the height to a maximum of six stories and expects the majority of the project to be four to five stories, which is consistent with surrounding land uses and the small area plan’s guidance for this site.

f. **Proposed zoning district and height.** The AP-CH Plan designated this site as appropriate for RX-5. The plan thus recognized the residential mixed use district was appropriate and that heights in excess of 3 stories were appropriate. At the time the AP-CH Plan was adopted, the UDO did not consider a walk-out basement to be an additional story for purposes of height, and thus this recommendation supported a 5 story designation with 6 stories where grades sloped away from primary streets. Subsequent text changes require a walk-out basement to be counted as an additional story under the UDO, and the measurement of building height continues to change. Thus, the proposed zoning will have a height designation of -7 but conditioned down to 6 stories, primarily to allow for a walk-out basement scenario and to adjust to height measurement changes. The majority of the buildings are anticipated to be 4 and 5 stories, consistent with the AP-CH Plan guidance.

The proposed rezoning is also consistent with the following policies of the 2030 Comprehensive plan:

a. **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 proposed rezoning redevelops an existing low-density residential use into a higher density residential use, delivering a more compact land use pattern, while still maintaining open space areas adjacent to public sidewalks.

b. **Policy LU 2.5 Healthy Communities, *New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.*** The applicant’s design includes sidewalks and plazas as the main public spaces on the exterior of the buildings and adjacent to existing streets to encourage pedestrian circulation. The applicant will also work with transportation staff to facilitate the development of bike lanes in the vicinity of the site as needed.

c. **Policy LU 4.4 Reducing VMT Through Mixed Use, *Promote mixed-use development that provides a range of services within a short distance of residences as a way to***

reduce the growth of vehicle miles traveled (VMT). The proposed rezoning adds multifamily residential uses within a short distance of office and retail uses including the Cameron Village shopping center. It also adds variety of building type and higher density multifamily product in an area of Cameron Village that contains more garden style and lower density residential product.

d. **Policy LU 4.5 Connectivity**, *New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.* The proposed use would include improvements to existing sidewalks to improve pedestrian connectivity between sites. The applicant will work with transportation staff to improve vehicular connectivity between sites as needed.

e. **Policy LU 5.2 Managing Commercial Development Impacts**, *New development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.* The applicant has proposed conditions requiring certain higher quality building materials to enhance the appearance of any buildings and to respond to the contextual setting.

f. **Policy LU 6.2 Complementary Uses and Urban Vitality**, *A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers and developments to maintain the City's livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the comprehensive plan should be zoned consistent with this policy.* The site is located directly east of Cameron Village, a commercial mixed-used district. The proposed use will enhance the City's livability by providing complementary residential uses and creating a diverse, walkable district.

g. **Policy 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 use would include public open spaces. The applicant intends to preserve certain mature trees on the site and will evaluate the site for tree preservation.

h. **Policy T 6.1 - Surface Parking Alternatives**, *Reduce the amount of land devoted to parking through measures such as development of parking structures and underground parking, the application of shared parking for mixed-use developments, flexible ordinance requirements, maximum parking standards, and the implementation of Transportation Demand Management plans to reduce parking needs.* The proposal allows for the replacement of an existing residential use served by surface parking with a denser residential use served by structured parking.

i. **Policy T 6.6 - Parking Connectivity**, *Promote parking and development that encourage multiple destinations within an area to be connected by pedestrian trips.* The proposed multifamily use is served by structured parking and includes multifamily residential uses with convenient pedestrian access to a mixture of commercial uses.

j. **Policy EP 3.12 - Mitigating Stormwater Impacts**, *Potential stormwater impacts from new development on adjoining properties should mimic pre-development conditions and control the rate of runoff so as to avoid erosion of stream banks, inundation of natural waterways*

and to allow the recharging of groundwater. The intent is to avoid environmental and economic damage to the adjacent properties and City infrastructure. The existing site was developed prior to State rules regarding stormwater treatment and is thus grandfathered in to the current UDO. Redevelopment of the subject property would include new stormwater control measures and would improve existing stormwater conditions both on site and downstream.

PUBLIC BENEFITS

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

This zoning request relates to the applicant's plan for the redevelopment and revitalization of a dated condominium complex into a new multifamily development. The request benefits the public by providing higher density residential uses in close proximity to existing commercial, retail, and office uses, including the Cameron Village shopping center, and adding additional residential units to a growing area of Raleigh. By including conditions related to streetscape and on-site parking, the proposal will promote pedestrian travel among uses while also reducing needs for vehicular travel. The Pedestrian improvements included in this redevelopment will benefit the public through a greater pedestrian experience at Cameron Village and in areas in close proximity to Cameron Village by providing wider sidewalks, completing the pedestrian circulation patterns, and creating new opportunities for seating and gathering.

The redevelopment of this site will necessarily entail the addition of stormwater control measures that currently do not exist at the site and which will benefit neighboring properties by controlling the rate of runoff and regulating stormwater quality.

As set forth above, the rezoning request is also consistent with the FLUM and its goals. This zoning request includes conditions added to minimize impacts on nearby properties including conditions related to building height and building materials, and conditions to enhance access and the pedestrian experience on site.

URBAN DESIGN GUIDELINES

1. *All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.*

Response: The applicant's proposed use will provide residential use within close proximity and walking distance to the surrounding commercial, retail, and office uses, including the Cameron Village shopping center. The applicant's design also includes pedestrian access throughout the site and between mixed uses.

2. *Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.*

Response: The requested zoning includes conditions to lower building heights which provide appropriate transitions to lower density neighborhoods. The applicant's design also includes lower building heights in areas closest to lower density neighborhoods. The site is bordered to the east by a 7 story designation. Due to topography changes on site and the adjacent property to the west, the buildings are anticipated to be approximately the same height as the existing Cameron Village Library.

3. *A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.*

Response: The applicant will work with transportation staff to ensure that there is adequate connectivity to the neighborhood road network of the surrounding community.

4. *Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.*

Response: The proposed use would not include cul de sacs or dead end streets. The applicant will work with transportation staff to ensure that there is adequate connectivity to the neighborhood road network of the surrounding community.

5. *New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.*

Response: The applicant will work with transportation staff to ensure that there is adequate connectivity to the neighborhood road network of the surrounding community.

6. *A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.*

Response: The applicant's anticipated design includes buildings fronting the main streets (Clark, Bellwood, and Cameron) and oriented towards those streets. Parking will be provided in a structured parking deck wrapped by apartment units, and located in the rear/interior of the property. Zoning conditions addressing build to on each street have been included in order to reinforce the street experience and align building placement along key streets.

7. *Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.*

Response: The applicant has proposed conditions requiring a maximum build-to of 25' feet on all street frontages. The applicant's anticipated design includes buildings along the main streets and off-street parking in an internal parking garage. The applicant has also proposed conditions limiting parking between buildings and the street to temporary parking for drop-off, visitor, and service uses only.

8. *If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.*

Response: The applicant's anticipated site plan will include buildings at corners where appropriate.

9. *To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.*

Response: The request includes a zoning condition committing to at least one plaza, which shall include seating, hardscape and landscape elements. The applicant's anticipated design includes several open spaces visible from public areas and easily accessible through sidewalks and building entrances.

10. *New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.*

Response: The anticipated design includes open spaces that will be accessible from adjacent uses and sidewalks, and visible points of entry allowing passersby to see into open spaces.

11. *The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.*

Response: The applicant's design includes higher density residential, including sidewalks for pedestrian access throughout the site and connecting to adjacent commercial, retail, and office uses.

12. *A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.*

Response: The proposed conditions encourage buildings fronting the surrounding streets and the anticipated design will contain accessible, interior open spaces.

13. *New public spaces should provide seating opportunities.*

Response: Public spaces in the proposed use will be pedestrian friendly and will have seating opportunities.

14. *Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.*

Response: The proposed use will not have parking lots along pedestrian routes. The applicant has proposed conditions limiting parking between buildings and the street to temporary parking for drop-off, visitor, and service uses only. The anticipated design includes buildings fronting along the main streets and a structured parking deck wrapped by apartment units and to the rear/interior of the site.

15. *Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.*

Response: The proposed use will not have parking lots along the building frontage. The applicant has proposed conditions limiting parking between buildings and the street to temporary parking for drop-off, visitor, and service uses only.

16. *Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.*

Response: The anticipated design includes buildings along the main streets and a structured parking deck wrapped by apartments, and limits parking between the street and buildings.

17. *Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.*

Response: The request includes multifamily residential uses at a site located along two public transit routes and in the vicinity of multiple public transit stops.

18. *Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.*

Response: The applicant will maintain and improve the existing sidewalks along the site consistent with the applicable UDO standards, which will provide pedestrian access between buildings and nearby transit stops.

19. *All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.*

Response: This guideline is not applicable to the subject property.

20. *It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.*

Response: The applicant will maintain and improve sidewalks along adjacent public and private streets. The applicant's design includes sidewalks as the main public spaces on the exterior of the building.

21. *Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.*

Response: The applicant's proposed conditions require minimum 8 feet sidewalks, which is consistent with this guideline. The site is not within the overlays noted here.

22. *Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees*

should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.

Response: The applicant has proposed conditions requiring a mixed use streetscape, which contains the required minimums noted above. The anticipated design includes appropriate landscaping and tree coverage to meet the needs of the site and to comply with the UDO. The applicant's design includes trees that complement the face of the building and shade the sidewalks and street landscaping that serves as a visual buffer between the street and buildings.

23. Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.

Response: . The applicant has also proposed conditions requiring a mixed use streetscape, which contains provisions regarding tree plantings. The anticipated design includes appropriate landscaping and tree coverage to meet the needs of the site and to comply with the UDO

24. The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.

Response: The applicant anticipates a primary entrance to the building on the front façade facing Clark Avenue. The design also anticipates additional, inviting entrances along Cameron Street and Bellwood Drive.

25. The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.

Response: The site plan will include windows, entrances, architectural details, signage, and ornamentation on the ground level of buildings.

26. The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.

Response: The applicant's design includes adequate pedestrian access for the site, including sidewalks that meet UDO requirements.

July 16, 2020

Re: 1801 Cameron Street Notice of Neighborhood Meeting

Neighboring Property Owners:

You are invited to attend a neighborhood meeting on August 4, 2020 from 6–8pm. The purpose of the meeting is to discuss an upcoming application to rezone a parcel of land located at 1801 Cameron Street (PIN 1704125771). The site is currently zoned RX-3 and is proposed to be rezoned to RX-7-CU. The applicant will describe the nature of this rezoning request and field any questions from the public. Enclosed are: (1) an aerial photograph of the parcel (2) a vicinity map outlining the location of the parcel; (3) a zoning map of the subject area; (4) a draft of the Rezoning Application cover page; and (5) draft conditions for the rezoning.

The meeting will be held virtually. You can participate online via Zoom or by telephone. To participate in the Zoom online meeting:

Visit:	https://zoom.us/join
Enter the following meeting ID:	893 4592 6008
Enter the following password:	Cameron

To participate by telephone:

Dial:	1 929 205 6099
Enter the following meeting ID:	893 4592 6008 #
Enter the Participant ID:	#
Enter the Meeting password:	0569833 #

The City of Raleigh requires a neighborhood meeting involving the property owners within 500 feet of the area requested for rezoning prior to the submittal of any rezoning application. This notice has been mailed to the property owners within 1,000 feet of the area requested for rezoning and any landowner who is interested in learning more about this project is invited to attend. Information about the rezoning process is available online; visit www.raleighnc.gov and search for “Rezoning Process.” If you have further questions about the rezoning process, please contact:

JP Mansolf
Raleigh Planning & Development
(919)996-2180
JP.Mansolf@raleighnc.gov

If you have any questions about this rezoning, please contact me at (919) 835-4663 or via email at colliermarsh@parkerpoe.com.

Thank you,

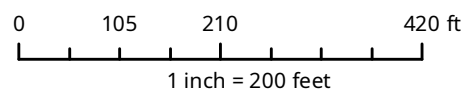


Collier Marsh



1801 Cameron Street

Aerial Photo



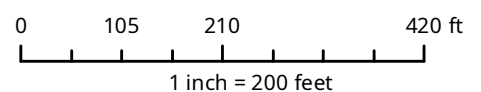
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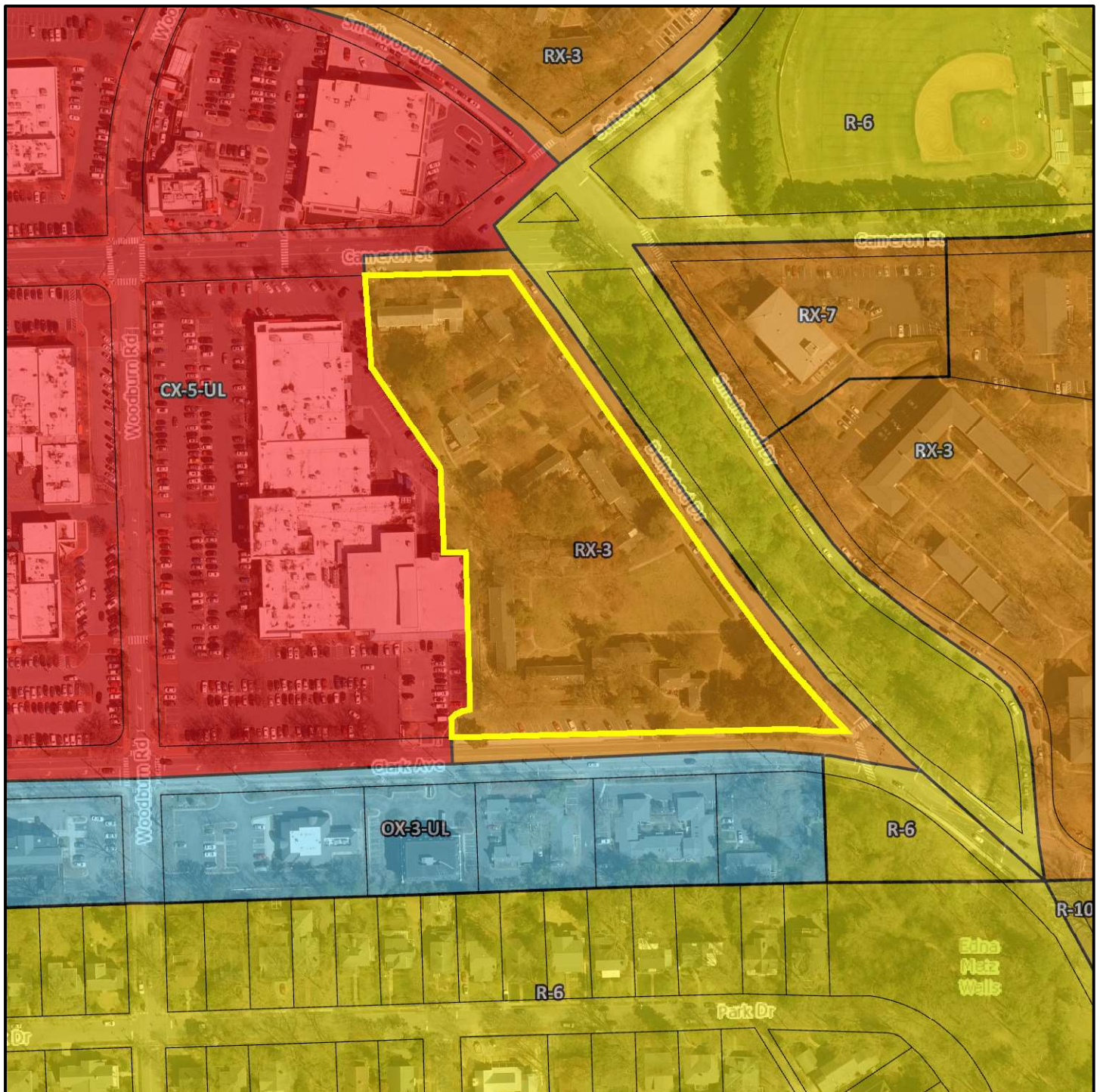
1801 Cameron Street

Vicinity Map



Disclaimer

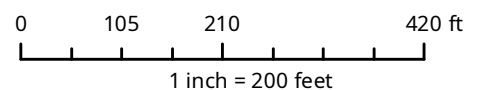
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1801 Cameron Street

Zoning Map

Current Zoning: RX-3



Disclaimer

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SUMMARY OF ISSUES

A neighborhood meeting was held on August 4, 2020 (date) to discuss a potential rezoning located at 1801 Cameron Street (property address).
The neighborhood meeting was held at virtually via Zoom (location).
There were approximately 12 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Presentation of applicant information, rezoning request and conditions

Presentation of consistency with Comprehensive Plan and Future Land Use Map

Discussion of parking and plan to comply with UDO and provide parking to meet project needs

Discussion of traffic, including possible traffic improvements and bikeshare station at site

Discussion of environmental impact, tree preservation, stormwater control, and open space

Discussion of applicant's plan for pedestrian connectivity and on site dog cleanup stations

Discussion of projected unit counts, affordability, and rental range for apartments

Discussion of timetable for development and next steps in rezoning process

ATTENDANCE ROSTER	
NAME	ADDRESS
Martha Taccarino	1652 Sutton Dr
William Walsh	1613 Sutton Dr
Josie Walsh	1613 Sutton Dr
Michael Scalise	1901 Clark Ave
Tom Howard	2068 Clark Ave
Lyndsay Ashcraft	1003 W Peace St
Craig Ashcraft	1003 W Peace St
Tina Lee	1629 Sutton Dr
Erin McPherson	1936 Smallwood Dr
Patrick Johnson	1009 Peace St
Crystal Reinoso	98 Chatham Ave
Joan C	Address and last name not provided
Bill S	Address and last name not provided
Matt Klem	City of Raleigh Planning

SUMMARY OF ISSUES

A neighborhood meeting was held on _____(date) to discuss a potential rezoning located at _____(property address).
The neighborhood meeting was held at _____(location).
There were approximately _____(number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

ATTENDANCE ROSTER

[illegible]

AGENDA ITEM (E) 2: Z-42-20 – Cameron Street

This case is located Cameron Street on the north side, located approximately a quarter-mile east of the intersection of Oberlin Road and Cameron Street.

Approximately 4.91 acres are requested to be rezoned by CUA N.C. Holdings LP, represented by Jamie Schwedler of Parker Poe. Proposed zoning conditions prohibit group living, schools, cemetery, parking as a principal use, overnight lodging, and outdoor sports and entertainment facilities; limit building height to six stories; specify the building materials to be used including prohibiting vinyl siding; require the site contain one minimum 3,000 square foot plaza with seating, hardscape, and landscape elements; require on-site parking between the building and the street shall be limited to no more than 12 spaces; require structured parking fronting the first floor of the street shall be limited to points of ingress and egress to structured parking and provide (2) two dog waste stations on the property.

Planner Ellis presented this case.

Without objection Chair Tomasulo will allow each side 4 additional minutes to speak.

Mr. Mann is excused from meeting.

Jamie Schwedler representing the applicant gave a brief overview of the changes to conditions and addressing the question posed by commissioners regarding height measurement prior to this rezoning and now.

Jennifer Olsen, 917 West Cameron Park spoke regarding being opposed to this request not all development. She stated she was proposing that the rezoning stay as what was approved 3 years ago. She asked if the commission wants to set a precedent by going against an area plan already in place.

Ms. Bennett spoke regarding clarity regarding the height being the same now as under the small area plan and understands the applicant concern regarding not going against the small area plan.

Ms. McIntosh spoke regarding holding the current area plan to the current standards.

Ms. Schwedler spoke regarding showing at the time the community had input, it was a full 6 month before the area plan was completed and the applicant working with people who had input in shaping the small area plan.

There was further discussion regarding the change from 5 to 6 stories do in terms of impact. There was also discussion regarding the many emails from the neighbors and the main concern being mostly regarding massing and scale and that being addressed.

Ms. Schwedler responding regarding the applicant honoring the small area plan.

Ms. Bennett commends the applicant for meeting with community and being responsive to their concern and with offering of conditions that show they are willing to go above and beyond what is required. She commends all parties and stated this a case of community engagement going the right way.

Ms. Hicks also responded that the applicant created conditions that are workable for them and that works for the neighborhood. She would have like to see specificity that show clearly what they are trying to achieve and also address further concerns of traffic in the area. Speedbump installed at Peace and Clark that show there is an issue of traffic in the area.

Ms. Fox made a motion to recommend approval the case inconsistent with Future Land Use Map but it is overall consistent with the Comprehensive Plan. Ms. Bennett seconded the motion.

Commissioners how do you vote?

Bennett (Aye), Fox (Aye), Hicks (Nay), Lampman (Aye), McIntosh (Nay), Miller (Aye), O'Haver, Chair Tomasulo and Winters (Aye). The vote was not unanimous 7-2. Hicks and McIntosh were opposed.