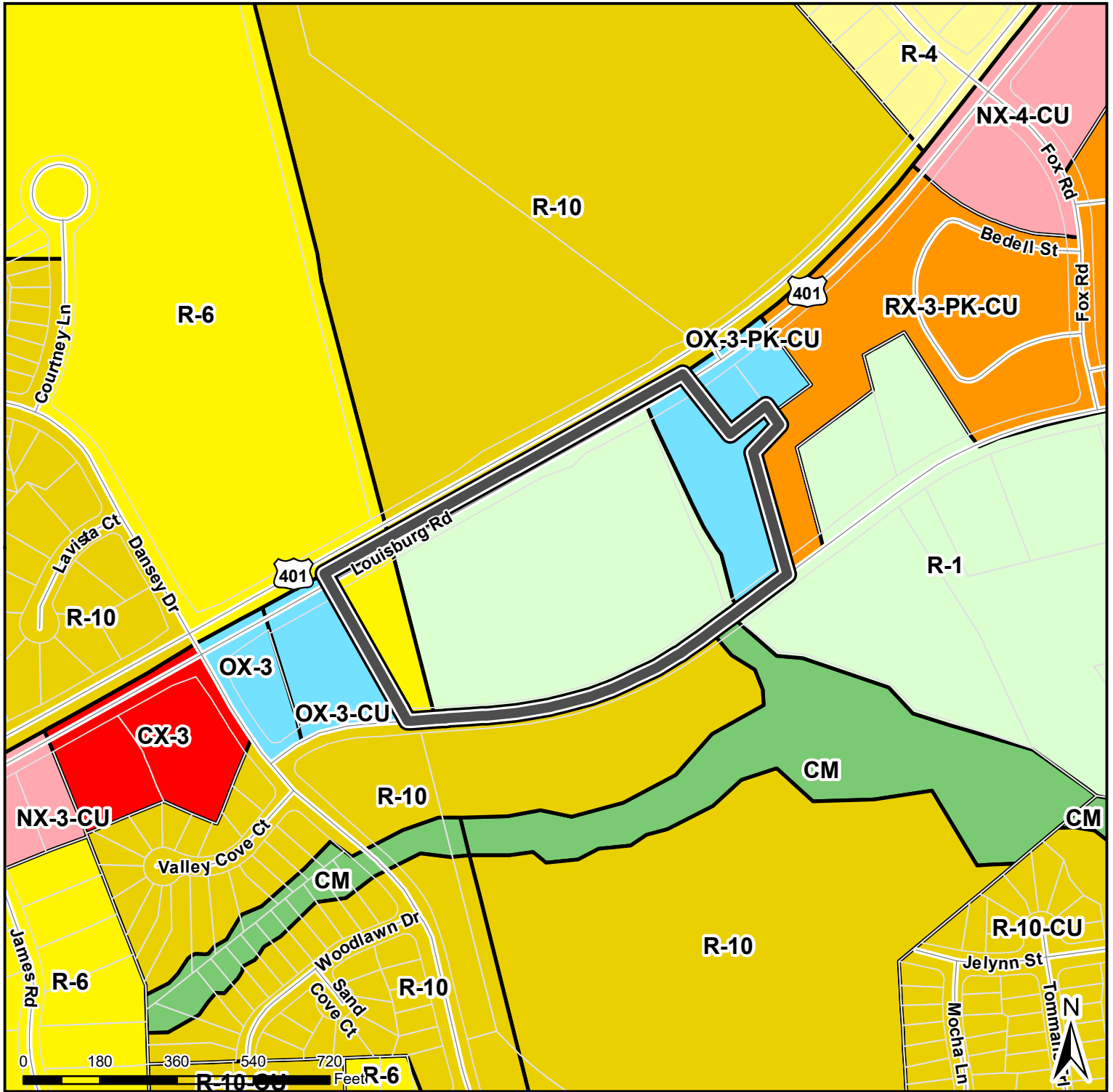


Existing Zoning

Z-54-2021



Property	5000 & 0 Louisburg Rd
Size	11.28 acres
Existing Zoning	R-1, R-6, & OX-3-PK-CU
Requested Zoning	RX-7-CU



To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	John Anagnost, Senior Planner
Department	Planning and Development
Date	March 21, 2022
Subject	Public Hearing Agenda Item: April 5, 2022 Meeting Rezoning Z-54-21 0 & 5000 Louisburg Road

At its February 15, 2022 meeting, the City Council scheduled a public hearing for the following item at its April 5, 2022 meeting:

Z-54-21: 0 & 5000 Louisburg Road, on its east side, 300 feet north of Valley Stream Drive, being Wake County PINs 1726838187 & 1726824803. Approximately 11.28 acres are requested by Patel & Amin Ltd. and Minesh Inc. to be rezoned from Residential-1 (R-1), Residential-6 (R-6), and Office Mixed Use-3 Stories-Parkway-Conditional Use (OX-3-PK-CU) to Residential Mixed Use-7 Stories-Conditional Use (RX-7-CU). Conditions prohibit certain uses, limit number of dwelling units to 260, limit building height to six stories and 90 feet, require an eight-foot-wide pedestrian path from internal sidewalks to the greenway corridor on the site, and require a 25-foot-wide planted buffer along Louisburg Road.

Current Zoning: Residential-1 (R-1), Residential-6 (R-6), and Office Mixed Use-3 Stories-Parkway-Conditional Use (OX-3-PK-CU)

Requested Zoning: Residential Mixed Use-7 Stories-Conditional Use (RX-7-CU)

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

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

The **Planning Commission** voted 6-2 to recommend approval of the request. Opposed votes were related to the proposed maximum height of the request. During the February 15, 2022 City Council meeting, Council Member Cox requested information about the history of the Parkway frontage on Louisburg Road. Staff prepared a memo on this topic for the March 4 Manager's Report. The memo is included with this agenda item.

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



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 13102

CASE INFORMATION: Z-54-21 0 & 5000 LOUISBURG ROAD

Location	Louisburg Road, on its east side, 300 feet north of its intersection with Valley Stream Drive Addresses: 0 & 5000 Louisburg Road PINs: 1726838187 & 1726824803 iMaps , Google Maps , Directions from City Hall
Current Zoning	R-1, R-6, and OX-3-PK-CU
Requested Zoning	RX-7-CU
Area of Request	11.28 acres
Corporate Limits	The site is outside of Raleigh's corporate limits and inside of the extra-territorial jurisdiction (ETJ).
Property Owner	Patel & Amin Ltd. 248 Madison Avenue Decatur, GA 30030 Minesh, Inc. 248 Madison Avenue Decatur, GA 30030
Applicant	Jamie Schwedler 301 Fayetteville Street, Suite 1400 Raleigh, NC 27601
Council District	District B
PC Recommendation Deadline	April 9, 2022

SUMMARY OF PROPOSED CONDITIONS

1. Prohibits Boardinghouse; Rest home; and Dormitory, fraternity, sorority uses.
2. Limits number of dwelling units to 260.
3. Limits building height to six stories and 90 feet.
4. Requires an eight-foot-wide pedestrian path from internal sidewalks to the greenway corridor on the site.
5. Requires a 25-foot-wide planted buffer along Louisburg Road.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Moderate Density Residential and Public Parks & Open Space
Urban Form	Parkway Corridor

Consistent Policies <i>Key policies are marked with a dot (●)</i> <i>Area Specific Guidance policies are marked with a square (□)</i>	●	Policy LU 1.3 – Conditional Use District Consistency
	●	Policy LU 2.2 – Compact Development
	●	Policy LU 8.1 – Housing Variety
	●	Policy H 1.8 – Zoning for Housing
	●	Policy PR 3.13 – Greenway-oriented Development
	□	Policy EP 5.3 – Canopy Restoration
Inconsistent Policies	●	Policy LU 1.2 – Future Land Use Map and Zoning Consistency
	●	Policy UD 1.10 – Frontage

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
6/9/2021 (3 attendees)	1/25/2022 (4 attendees)	2/8/2022	

REZONING ENGAGEMENT PORTAL RESULTS

Views	Participants	Responses	Comments
70	0	0	0

Summary of Comments:

PLANNING COMMISSION RECOMMENDATION

The rezoning case is **Inconsistent** 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 proposal is consistent with the 2030 Comprehensive Plan and in the public interest because it would allow for additional housing supply and variety.
-------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------

Change in Circumstances	The rezoning site is constrained by a stream buffer and utility easement.
Amendments to the Comprehensive Plan	If approved, the Future Land Use Map will be amended as to the subject parcels only from Moderate Scale Residential to Medium Scale Residential.
Recommendation	Approval. City Council may now schedule this proposal for a public hearing or refer it to committee for further study and discussion.
Motion and Vote	Motion: O'Haver Second: Rains In Favor: Dautel, Fox, Godinez, Mann, O'Haver and Rains Opposed: Bennett and Lampman
Reason for Opposed Vote(s)	The requested height is out of scale with the area.

ATTACHMENTS

1. Staff report
2. Rezoning Application
3. Original conditions
4. Comprehensive Plan Amendment Analysis

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



Ken A. Bowers, AICP
Planning and Development Deputy Director

Date: 2/8/2022

Staff Coordinator: John Anagnost: (919) 996-2638; John.Anagnost@raleighnc.gov



ZONING STAFF REPORT – CASE Z-54-21

Conditional Use District

OVERVIEW

The rezoning request is to apply Residential Mixed Use-7 Stories-Conditional Use zoning to a 11.28-acre site on the southeast side of Louisburg Road. The site is composed of two parcels. The current zoning is a combination of Residential-1 (R-1), Residential-6 (R-6), and Office Mixed Use-3 Stories-Parkway-Conditional Use (OX-3-PK-CU). The site is roughly 1,000 feet long on its axis parallel to Louisburg Road. The depth from Louisburg Road is about 480 feet. Kyle Drive forms the southern boundary of the site.

The site displays a substantial downward slope from its northwest corner to the southeast corner. The slope is steeper along the southern and eastern boundaries. Slopes on the site range from around 6% to as much as 13%. The drop in elevation towards the south and east is reflective of a stream corridor that occupies the eastern 200 feet of the site and a lowland area on the south side of Kyle Drive.

The stream corridor is part of the Capital Area Greenway Master Plan. The property on the south side of Kyle Drive is owned by the City of Raleigh and planned to be a public park. It is over 27 acres, of which over 8 acres is floodplain and floodway. The stream corridor is a 100-year floodplain.

The west side of the site is occupied by an easement which serves high-power electric transmission lines which pass through the property. A tower for these lines is present at the northwest corner of the property. The portion of the site that is not covered by floodplain or the power line easement is about 6.6 acres. This is the area where buildings can be placed. The site is mostly covered by trees. A single detached house is present near the center of the lot and does not appear to be occupied.

A 20-acre site on the north side of Louisburg Road and east of the site has a pending site plan for a church. The property immediately north of the site on the other side of Louisburg Road is owned by the City of Raleigh and planned to serve the greenway corridor which would eventually connect to Spring Forest Road Park to the north and Marsh Creek Park to the south.

The rezoning site is one-third of a mile northeast of New Hope Road. The intersection of Valley Stream Drive and Louisburg Road is 300 feet to the southwest. Fox Road is 950 feet to the northeast. Spring Forest Road is nine-tenths of a mile to the northeast. The development and zoning in the surrounding area is predominantly residential with a combination of R-6 and R-10. An area of R-1 is mapped to the east on the south side of Kyle Drive. An apartment development to the northeast has Residential Mixed Use (RX) zoning with a three-story height. Additional mixed-use districts are present near the intersection of Louisburg Road and New Hope Road.

The Future Land Use Map indicates that future development in the site area should be residential with a mix of Medium and Moderate scale development. Mixed-use development is envisioned near New Hope Road, Fox Road, and Spring Forest Road. Louisburg Road is a Parkway Corridor on the Urban Form Map.

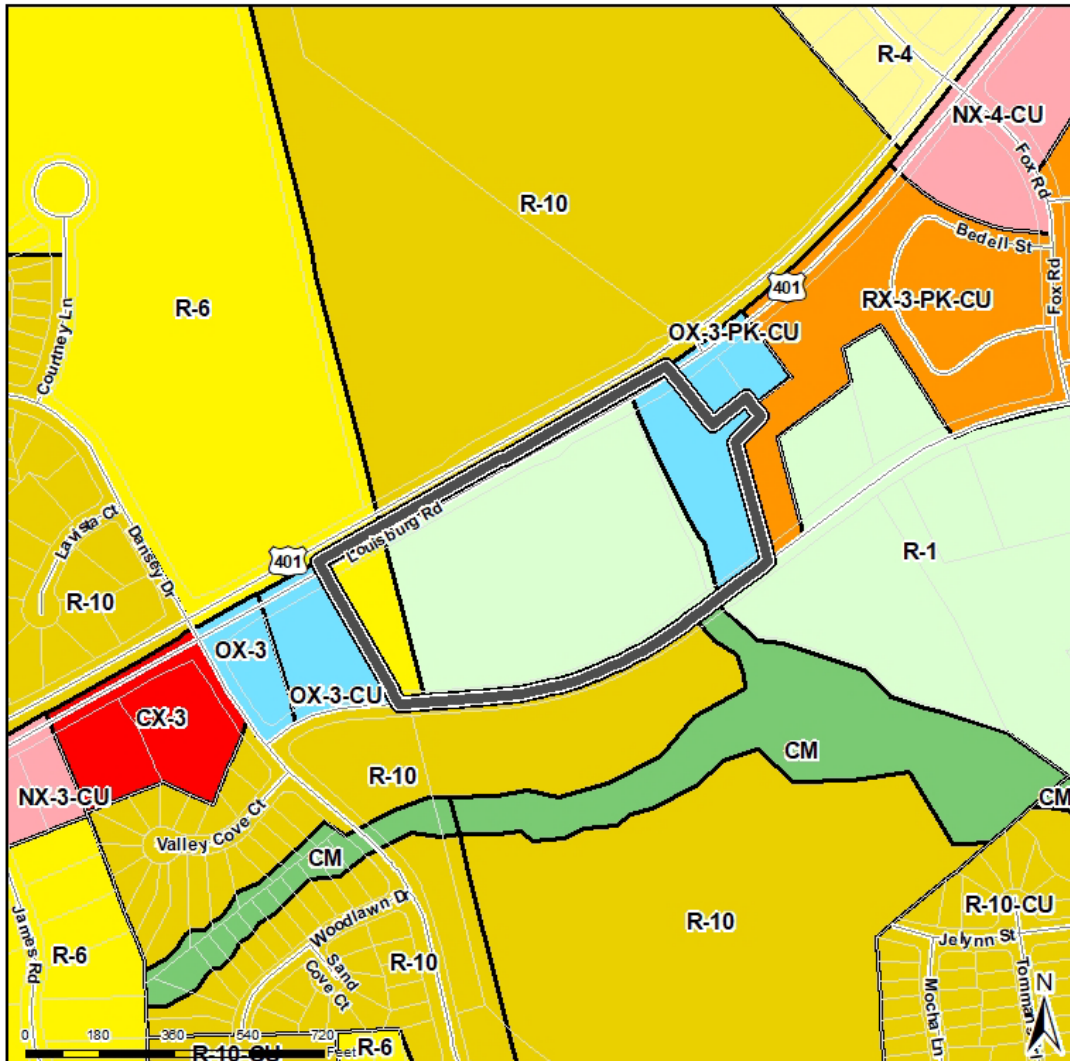
The rezoning proposal would enable about 250 additional dwelling units on the site. The maximum building height would increase from three stories and 45 feet to six stories and 90 feet. The maximum height is set by an offered zoning condition. Other conditions require a 25-foot-wide landscape yard along Louisburg Road where tree conservation area (TCA) is not required and require a pedestrian connection to the future greenway corridor.

OUTSTANDING ISSUES

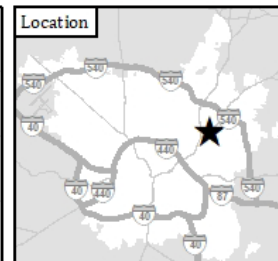
Outstanding Issues	None.	Suggested Mitigation	N/A
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Existing Zoning

Z-54-2021



Property	5000 & 0 Louisburg Rd
Size	11.28 acres
Existing Zoning	R-1, R-6, & OX-3-PK-CU
Requested Zoning	RX-7-CU



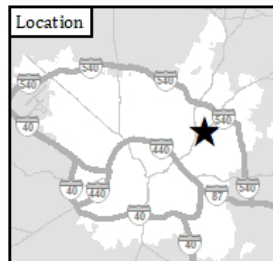
Map by Raleigh Department of Planning and Development (mansdf): 9/3/2021

Future Land Use

Z-54-2021



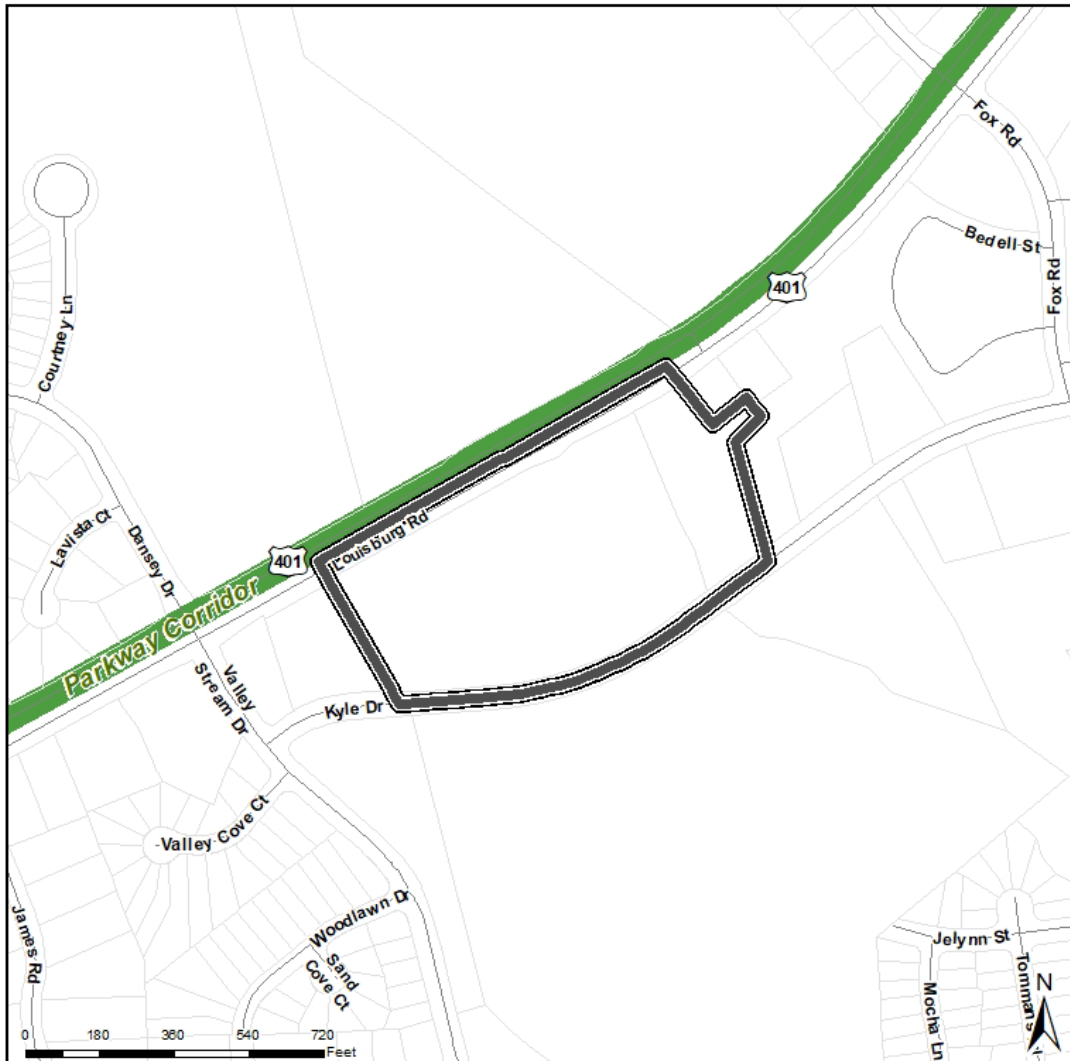
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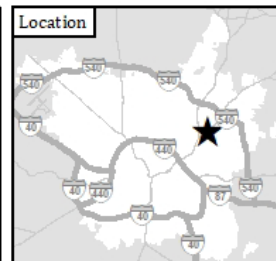
Map by Raleigh Department of Planning and Development (mansdf): 9/3/2021

Urban Form

Z-54-2021



Property	5000 & 0 Louisburg Rd
Size	11.28 acres
Existing Zoning	R-1, R-6, & OX-3-PK-CU
Requested Zoning	RX-7-CU



Map by Raleigh Department of Planning and Development (mansdf): 9/3/2021

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 Managing Our Growth Vision Theme because it would allow for additional residential units near employment. A zoning condition to require a pedestrian connection to the adjacent greenway corridor also helps to create the “desirable spaces” envisioned by this theme. The Vision Theme of Expanding Housing Choices also supports the rezoning request in that the rezoning would allow significantly more housing units in a wider variety of building types. The proposal is not fully consistent with the Coordinating Land Use and Transportation Vision Theme because it would allow denser development in an area without transit service and low-quality bicycle and pedestrian facilities.

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

No. The Future Land Use Map does recommend the residential land uses permitted by the proposed zoning, which may include multi-family development such as townhouses and apartments. However, the six-story height that is proposed exceeds the scale envisioned by the Moderate Scale Residential designation on the site. This designation calls for “small apartment buildings”. The tall height allowed by the proposed zoning, in combination with the size of the site, could lead to development of apartment buildings that are not moderate in scale. The potentially larger scale is mitigated by the zoning condition which sets a maximum of 260 dwelling units on the site. This cap produces an overall density of around 23 units per acre. This density is similar to the density that could be achieved with three-story buildings. The additional height is likely to be used to accommodate this number of units on a site that is encumbered by a power line easement and a floodplain.

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

Yes, the additional height allowed by the rezoning will be buffered by the power line easement on side of the site and the floodplain on the other. No building will be able to be placed closer than 120 feet from the nearest adjacent property. For much of the eastern and western boundaries of the site, buildings will be set back 150 feet or more.

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

Yes, existing public infrastructure along with improvements required by a site plan are expected to be sufficient to serve the proposed development. Traffic mitigations are likely to be identified in a TIA during site plan review.

Future Land Use

Future Land Use designation: Moderate Scale Residential and Public Parks and Open Space

The rezoning request is

Consistent with the Future Land Use Map.

Inconsistent

The requested zoning of Residential Mixed Use (RX) allows the combination of land uses that are recommended by Moderate Scale Residential. This includes all residential building types and a small amount of ancillary retail uses. The requested height of six stories, as limited by a zoning condition, is taller than what is envisioned by the Moderate Scale Residential category. A lower height of three to four stories would be more suited to the Future Land Use designation. Three- and four-story heights are also more appropriate in areas with transit service or walking access to nearby destinations. The site does not offer either of these factors. The allowed density, as limited by zoning condition, is similar to what is commonly achieved in a three-story zoning, which substantially mitigates the inconsistency. Overall, the request is inconsistent with the Future Land Use Map due to scale.

Urban Form

Urban Form designation: Parkway Corridor

The rezoning request is

Consistent with the Urban Form Map.

Inconsistent

Other (no Urban Form designation OR no Urban Form designation, but zoning frontage requested)

The rezoning site lies along Louisburg Road, which is designated as a Parkway Corridor on the Urban Form Map. The Parkway Corridor calls for a tree-lined roadway with the Parkway zoning frontage being the recommended method for providing the envisioned vegetation. The proposal provides consistency with the recommendations of the Parkway Corridor through the primary TCA requirement for throughfares. Thoroughfare primary TCA requires a forested area along a major street to be preserved with an average depth of 50 feet. The existing trees along Louisburg Road are likely to meet the requirements for TCA. In addition, a zoning condition requires a planted yard with a depth of 25 feet where TCA is not required. This yard would be narrower than the 50-foot planted yard that is required in the Parkway frontage when TCA is not present. While not meeting the standard of quality set by the Parkway frontage, the request does provide for tree planting where primary TCA is not required with sufficient depth to be consistent with the Parkway Corridor.

Compatibility

The proposed rezoning is

Compatible with the property and surrounding area.

Incompatible.

The rezoning proposal would allow townhouse and apartment development and permit apartment buildings up to 90 feet and six stories tall. The allowed building types are compatible with the surrounding area, which displays a range of residential building types including apartments and townhouses. The requested height is substantially taller than any buildings nearby. The height would be significantly buffered from adjacent development by a power line easement and a floodplain. The rezoning site is higher in elevation than properties to the east, the nearest of which lie 20 to 30 feet lower than the site. Residents of those properties would likely be able to see buildings on the rezoning site. This visual impact is strongly mitigated by the stream corridor and floodplain separating the site from those properties.

Public Benefits of the Proposed Rezoning

- The request would permit additional housing supply and diversity on the site.

Detriments of the Proposed Rezoning

- The proposal could create additional vehicle trips on nearby roads.

Policy Guidance

Key policies are directly related to changes in zoning and are used to evaluate rezoning request consistency. They are marked with an orange dot (●).

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

● **Policy LU 1.3 – Conditional Use District Consistency**

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

The zoning conditions offered with the request improve consistency with the Future Land Use Map by limiting height and density. They also support the Urban Form guidance from the Parkway Corridor as well as a policy calling for greenway access from new development.

● **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 density can be served by the existing street network. Additional improvements, including the construction of a new public street between Louisburg

Road and Kyle Drive, may be required through a site plan approval. The site is adjacent to a future greenway trail and public park, which will be able to serve future residents. The proposed density is somewhat high for an area without transit service, which creates some inconsistency with this policy.

● **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.

● **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 would allow substantially more housing units on the site in a wide range of building types. New development could be taller than surrounding development but will be buffered by infrastructure and environmental features.

● **Policy PR 3.13 – Greenway-oriented Development**

Development adjacent to or encompassing a designated greenway corridor or greenway connector should provide links between internal pedestrian infrastructure and the greenway network, where appropriate. The development should pro-actively respond to greenways as an amenity, incorporating and maintaining greenway viewsheds and aesthetic character, as well as storm water management and flood control benefits.

An offered zoning condition requires a pedestrian connection to the future greenway trail on the site. The proposal could further support this policy by requiring the construction of the portion of the greenway trail within the site. Trail construction will have additional value in the future when other portions of the greenway are constructed. This additional amenity also helps to mitigate additional demand for recreational experiences related to the requested density.

Policy EP 5.3 – Canopy Restoration

Promote the reforestation of tree coverage that is typically lost during urban and suburban development through tree conservation, targeted tree plantings, urban forestry, and street tree plantings.

A zoning condition is offered to require tree planting along Louisburg Road. The planting area would replace forestation lost during development in areas where TCA is not required.

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

● **Policy LU 1.2 – Future Land Use Map and Zoning Consistency**

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

The requested height is taller than what is recommended by the Future Land Use Map designation of Moderate Scale Residential. The inconsistency of scale is offset by the overall density being similar to a three-story development.

● **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.

Properties to the north of the site along Louisburg Road are mapped with the Parkway frontage. It would create a more consistent pattern of landscaping along Louisburg Road over time if the rezoning request included the Parkway frontage. The primary TCA requirements and the zoning condition to require planting reduce the inconsistency with this policy. The zoning condition could more closely match the Parkway requirements by expanding the depth of the yard to 50 feet and requiring understory trees as part of the planting requirements.

Area Plan Policy Guidance

There is no area plan guidance for the rezoning site.

EQUITY AND CLIMATE CHANGE ANALYSIS

Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	30	24	Many employment or shopping destinations in the vicinity of the site are outside of a reasonable walking distance and require walking along and crossing a major road.
Transit Score	30	32	The basis of this transit score is unclear. There are two stops for GoRaleigh Route 23L Millbrook Connector that are both just over one-half mile from the site and on the other side of Louisburg Road.
Bike Score	41	25	There are almost no bicycle facilities in the area surrounding the site. A greenway trail is planned to pass through the east side of the site in the future. This trail will connect Marsh Creek Park and Spring Forest Road Park.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	66	This value is fairly low for areas in Raleigh’s jurisdiction. Residents of the site would likely need a vehicle for most trips.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	47	The jobs proximity index is low. There are many jobs nearby along Capital Boulevard. These jobs are not very accessible from the site except by private vehicle.

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. HUD index scores are percentiles indicating how well the subject tract performs compared to all other census tracts in the United States. A higher percentile for Low Transportation Cost or Jobs Proximity indicates a lower the cost of transportation and higher access to jobs in the nearby area, respectively.

Housing Energy Analysis

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.

Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Adds	The proposal would allow about 250 additional housing units.
Is naturally occurring affordable housing present on the site?	Unlikely	One detached house is present on the site. It does not appear to be in good repair.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	All residential building types are allowed in the proposed zoning.
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?	No	No. The nearest transit stops are more than one-half mile away and on the other side of Louisburg Road.

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

Demographic Indicators from EJSCREEN*

Indicator	Site Area	Raleigh
Demographic Index** (%)	50	36
People of Color Population (%)	69	46
Low Income Population (%)	32	30
Linguistically Isolated Population (%)	12	3
Population with Less Than High School Education (%)	16	9

Population under Age 5 (%)	5	6
Population over Age 64 (%)	5	11
Change in median rent since 2015 (%)	10.2	20.3

**Environmental Justice Screening and Mapping Tool from the Environmental Protection Agency
(<https://www.epa.gov/ejscreen>)*

***The Demographic Index represents the average of the percentage of people who are low income and the percentage of people who are minorities*

Health and Environmental Analysis

What is the life expectancy in this zip code tract? Is it higher or lower than the county average?	79.7	The life expectancy is roughly one year higher than the average for Wake County.
Are there known industrial uses or industrial zoning districts within 1,000 feet?	Yes	A vehicle repair use is present 600 feet south on Louisburg Road.
Are there hazardous waste facilities are located within one kilometer?	No	None identified.
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	Yes	A 100-year floodplain occupies most of the parcel at 0 Louisburg Road.
Is this area considered a food desert by the USDA?	No	The tract containing the site is not considered a food desert by any of the USDA criteria. Two grocery stores are present in the area. One is at the corner of Louisburg Road and Spring Forest Road. The other is at Capital Boulevard and Calvary Drive.

Land Use History

When the property was annexed into the City or originally developed, was government sanctioned racial segregation in housing prevalent?*	Yes	A single detached house is present on the site and was built in 1950. Racial segregation of housing was legal in 1950. The site has never been annexed and is outside of Raleigh's corporate limits.
Has the area around the site ever been the subject of an urban renewal program?*	No	
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups?*	No	None identified.

<p>Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires?*</p>	<p>Yes</p>	<p>The Winter Park subdivision is located 900 feet to the southwest. Winter Park was subject to covenants dating from 1955 which required a minimum home construction value, a minimum home footprint, minimum lot width, minimum lot area, and minimum setbacks. The covenants expired in 1980.</p>
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*The response to this question is not exhaustive, and additional information may be produced by further research. Absence of information in this report is not conclusive evidence that no such information exists.

Analysis Questions

1. Does the rezoning increase the site's potential to provide more equitable access to housing, employment, and transportation options? Does the rezoning retain or increase options for housing and transportation choices that reduce carbon emissions?

Response: The rezoning request would increase the supply of housing and allow residential building types that are likely to be more affordable and less energy intensive than detached houses. However, the site is not served by transit, and residents of the site would likely need to own a vehicle. There are fairly large job centers nearby. The proposal is likely to enhance options for equitable housing but some of that benefit is offset by potentially substantial transportation costs.

2. Is the rezoning in an area where existing residents would benefit from access to lower cost housing, greater access to employment opportunities, and/or a wider variety of transportation modes? Do those benefits include reductions in energy costs or carbon emissions?

Response: Demographic indicators suggest that additional housing in this area may provide more housing options for existing residents who are people of color, have low English proficiency, or have low educational attainment. The type of housing allowed may also have lower energy costs than other types of housing nearby.

3. Have housing costs in this area increased in the last few years? If so, are housing costs increasing faster than the city average?

Response: Housing costs in the subject Census tract have risen more slowly than in Raleigh as a whole.

4. Are there historical incidences of racial or ethnic discrimination specific to this area that have deprived Black, Indigenous, and People of Color (BIPOC) of access to economic opportunity, public services, or housing? If so, does the rezoning request improve any current conditions that were caused, associated with, or exacerbated by historical discrimination?

Response: Restrictive covenants on a nearby neighborhood may have inflated the cost of housing in that area, which may have had an exclusionary effect for people of

color who in many cases have historically been more likely to earn lower incomes than white people. Much of the housing in the surrounding area was developed after housing discrimination became illegal and does not appear to have deed restrictions with exclusionary effects.

5. Do residents of the area have disproportionately low life expectancy, low access to health insurance, low access to healthy lifestyle choices, or high exposure to environmental hazards and/or toxins? If so, does the rezoning create any opportunities to improve these conditions?

Response: No, life expectancy in the area is higher than the county average, and no major environmental hazards were identified. A floodplain is present on the site and extends north and south. There is almost no housing in the nearby flood-prone areas and UDO regulations will prohibit any new housing in the floodplain.

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 contains the NR Beaverdam Creek Greenway Corridor. At the time of a subdivision or site plan, this corridor will require the dedication of a 75-foot wide greenway easement, measured from waterbody top of bank, along the entire length of the water body within the property boundary (UDO Sec. 8.6.1.B).
2. Nearest existing park access is provided by Spring Forest Rd. Park (1.4 miles) and Green Rd. Park (2.4 mile).
3. Nearest existing greenway trail access is provided by Neuse River Connector Greenway Trail (2.7 miles).
4. Current park access level of service in this area is graded a C letter grade.
5. There is an undeveloped City-owned property at 4700 Kyle Dr. (Kyle Drive Property) that is designated as a future City of Raleigh park. This property is immediately adjacent to the rezoning site, so park access level of service is expected to improve at some point in the future, although there is no current timeline or funding available for the planning and development of these park properties. This development should proactively respond to the greenway corridor on site as well as the adjacent City-owned park property at 4700 Kyle Drive (27.25 acres), located adjacent to this site on the south side of Kyle Drive.
6. Raleigh's Comprehensive Plan has many policies to support the addition of the above elements to the proposed rezoning.
 - a. Comp Plan PR 3.13 Greenway-oriented Development "Development adjacent to a designated greenway corridor or greenway connector should provide links between internal pedestrian infrastructure and the greenway network, where appropriate. The development should pro-actively respond to greenways as an amenity, incorporating and maintaining greenway viewsheds and aesthetic character, as well as storm water management and flood control benefits. (Comp Plan PR 3.13 Greenway-oriented Development)"
 - b. Comp Plan PR 3.6 Greenway Connectivity "Expand the greenway system by connecting existing routes. Provide additional connections between the greenway trails and destinations throughout the City using designated upland routes where necessary. (Comp Plan PR 3.6 Greenway Connectivity)"

- c. Comp Plan PR 3.8 Pedestrian Links to Greenway “Improve pedestrian linkages to existing and proposed greenway trail should link their internal pedestrian network to the greenway trail where appropriate. (Comp Plan PR 3.8 Pedestrian Links to Greenway)”

Impact Identified: The proposal includes a zoning condition to require a pedestrian connection to the future greenway trail. This connection supports policy goals related to greenway access from new development. A zoning condition to require construction of the greenway trail would do more to advance these policies.

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	0	1,750 gpm	65,520 gpm
Wastewater	0	1,750 gpm	65,520 gpm

Impact Identified:

1. The proposed rezoning would add 65,520 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area
2. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy
3. Verification of water available for Fire Flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer

Stormwater

Floodplain	FEMA
Drainage Basin	Beaverdam-E
Stormwater Management	Subject to stormwater regulations under Article 9 of UDO.
Overlay District	none

Impact Identified: A riparian buffer is present on the site. No downstream structural flooding has been reported, but there are some yard flooding complaints downstream.

Transportation

Site and Location Context

Location

The Z-54-21 site is in Northeast Raleigh, in the block bound by Louisburg Road, Valley Stream Drive, Kyle Drive, and Fox Road.

Area Plans

The Z-54-21 site is not located in an area with an adopted area plan (Map AP-1) in Comprehensive Plan.

Other Projects in Area

There is a City of Raleigh projects to fill in missing sidewalk gaps along Louisburg Road, between Fox Road and Perry Creek Road. It is planned to be complete in the summer of 2022.

NCDOT plans to convert intersections along Louisburg Road between Perry Creek and Leland Drive to designs that more quickly move traffic. This project is U-5748 in the STIP.

Existing and Planned Infrastructure

Streets

Louisburg Road designated as a 6-lane divided avenue in the Street Plan (Map T-1) in the Comprehensive Plan and is maintained by NCDOT. Kyle Drive and the section of Valley Stream Drive between Kyle Drive and Louisburg Road are designated as two-lane undivided avenues and are also maintained by NCDOT. Fox Road is designated at a two-lane undivided avenue and is maintained by 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 existing block perimeter of the Z-54-21 site is approximately 5,275 feet. Development of site is expected to improve the perimeter of this block, resulting in two blocks that meet block perimeter standards. Constructing an additional connection between Kyle Drive and Louisburg Road will shorten travel distances, helping to reduce traffic, particularly on Valley Stream Drive and Fox Road.

Pedestrian Facilities

Sidewalks are complete on the site's frontage on Louisburg Road, but not on Kyle Drive. Frontage improvements, including sidewalks are required for subdivision and tier three site plan approval. The eastern edge of the site is the location of a planned greenway corridor. Zoning condition 4 requires the internal sidewalk network of the site to provide a connection of at least eight feet in width to this corridor. This condition is consistent with Comprehensive Plan policies T 5.4, T 5.7, and T 5.9.

Bicycle Facilities

There are no existing bikeways near the Z-54-21 site. Frontage improvements to Kyle Drive will include a separated bikeway. Louisburg Road is designated for a separated bikeway in the Long-Term Bike Plan (Map T-3 of the Comprehensive Plan).

Transit

The nearest transit service is on New Hope Church Road and Rolling Green Court, approximately 0.6 mile from the site.

Access

Vehicle access to the subject site is via Louisburg Road, Kyle Drive, and/or a new internal public street. Vehicle access to Louisburg Road may be limited by NCDOT as well as city of Raleigh driveway spacing standards.

TIA Determination

Based on the Envision results, approval of case Z-54-21 would increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from R-1, R-6, and OX-3-PK-CU to RX-7-PL-CU is projected to generate 80 new trips in the AM peak hour and 94 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 TIA may be required during site permit review.

Z-54-21 Existing Land Use Residential	Daily	AM	PM
	9	1	1
Z-54-21 Current Zoning Entitlements Residential	Daily	AM	PM
	66	5	7
Z-54-21 Proposed Zoning Maximums Residential Mixed Use	Daily	AM	PM
	1,224	85	101
Z-54-21 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	1,158	80	94

Impact Identified: Transportation impacts are anticipated to be managed by improvements required by a site plan. Additional pedestrian benefits may be provided by construction of the planned greenway trail through the site.

Urban Forestry

Proposed rezoning of Lot currently zoned R-1 will reduce the amount of required tree conservation area on site from 15% to 10% of the net site area (UDO 9.1.3.A.1).

Impact Identified: The required amount of tree conservation area will be decreased. Primary tree conservation area (TCA) requirements may exceed the percentage minimum when forested areas meet primary TCA standards. Primary TCA is likely to be determined along the stream corridor as well as along Louisburg Road.

Impacts Summary

The rezoning request is likely to increase vehicle trips on nearby roadways. General tree conservation requirements for the site will be reduced. It is not clear if the effective amount of tree conservation will decrease due to significant areas of the site with potential primary TCA.

Mitigation of Impacts

Mitigations for traffic impacts are likely to be established through a traffic impact analysis (TIA) as part of a site plan review process. The applicant may wish to modify the request to include the Parkway frontage to ensure a high level and quality of forestation on the site. This impact is mitigated by a zoning condition which requires a planted yard where primary TCA is not required along Louisburg Road.

CONCLUSION

The rezoning request applies to an 11-acre site on the southeast side of Louisburg Road between New Hope Road and Spring Forest Road. The existing zoning is R-1, R-6, and OX-3-PK-CU. The proposed zoning is RX-7-CU with conditions that limit height and density, require a planted yard along Louisburg Road, and require a pedestrian connection to the greenway corridor on the site. The impact of the rezoning is to allow as many as 260 dwelling units in buildings that may be as tall as six stories and 90 feet.

The height enabled by the rezoning is inconsistent with the Future Land Use Map, though the allowed uses and overall density is similar to what is recommended. The requirement for the planted yard supports the recommendations of the Parkway Corridor on Louisburg Road. The request is also consistent with policies related to increasing housing supply and making development accessible to greenways. The rezoning proposal is consistent with the 2030 Comprehensive Plan.

CASE TIMELINE

Date	Action	Notes
6/9/2021	First neighborhood meeting	
9/2/2021	Application submitted	
9/29/2021	Application complete	No TIA required; second neighborhood meeting required
1/25/2022	Second neighborhood meeting	
2/8/2022	Case placed on Planning Commission agenda for discussion	Recommended for approval

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	R-1, R-6, OX-3-PK-CU	R-10	R-1, R-10, CM	RX-3-PK-CU, R-1	R-6, OX-3-CU
Additional Overlay	None	None	None	None	None
Future Land Use	Moderate Scale Residential, Public Parks and Open Space	Public Parks and Open Space, Medium Scale Residential	Public Parks and Open Space, Moderate Scale Residential	Moderate Scale Residential	Moderate Scale Residential
Current Land Use	Single-unit living, Open space	Open space	Open space	Single-unit living, Multi-unit living	Multi-unit living
Urban Form	Parkway Corridor	Parkway Corridor	None	Parkway Corridor	Parkway Corridor

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	R-1, R-6, and OX-3-PK-CU	RX-7-CU
Total Acreage	11.28	11.28
Setbacks:		
Front	20'	5'
Side	10'	0' or 6'
Rear	30'	0' or 6'
Residential Density:	0.62 dua.	23 dua.
Max. # of Residential Units	7	260
Max. Gross Building SF	N/A	310,000
Max. Gross Office SF	0	4,000
Max. Gross Retail SF	0	4,000
Max. Gross Industrial SF	Not permitted	Not permitted
Potential F.A.R	N/A	0.63

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



COMPREHENSIVE PLAN AMENDMENT ANALYSIS – CASE Z-54-21

OVERVIEW

The requested zoning is inconsistent with the Moderate Scale Residential designation on the site. The development enabled by the request is more aligned with the Medium Scale Residential category on the Future Land Use Map.

LIST OF AMENDMENTS

Amend the Future Land Use Map for portions of the site identified as Moderate Scale Residential to Medium Scale Residential.

IMPACT ANALYSIS

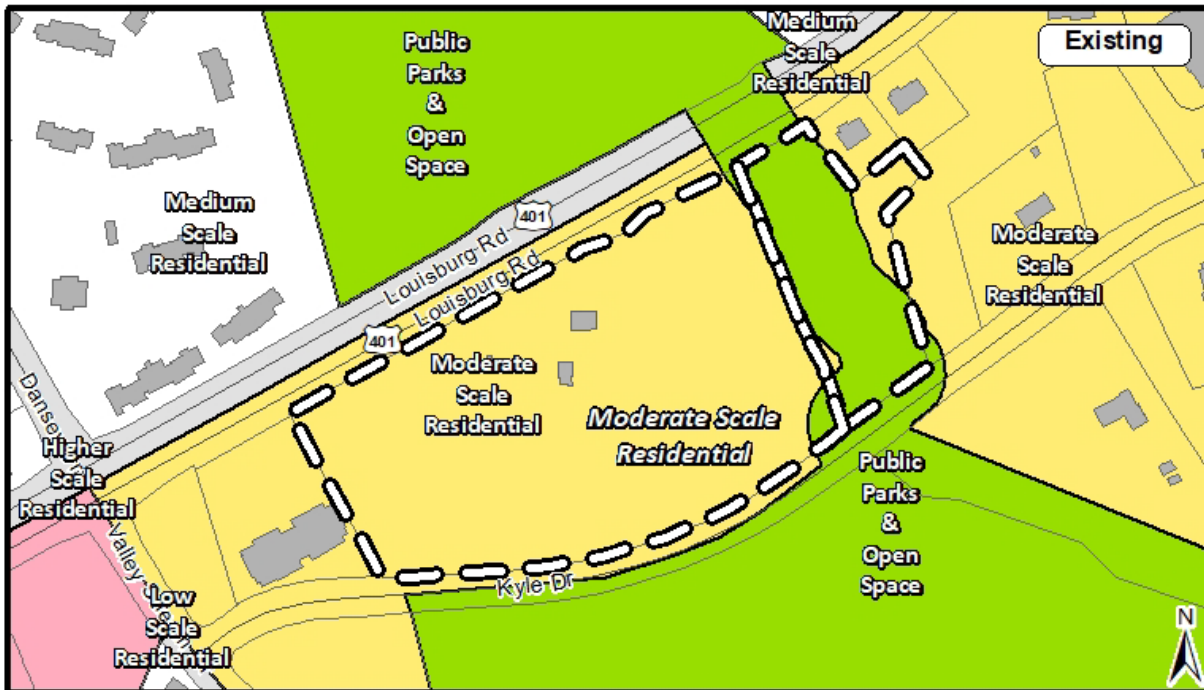
Impacts are described in the attached staff report.

AMENDED MAPS

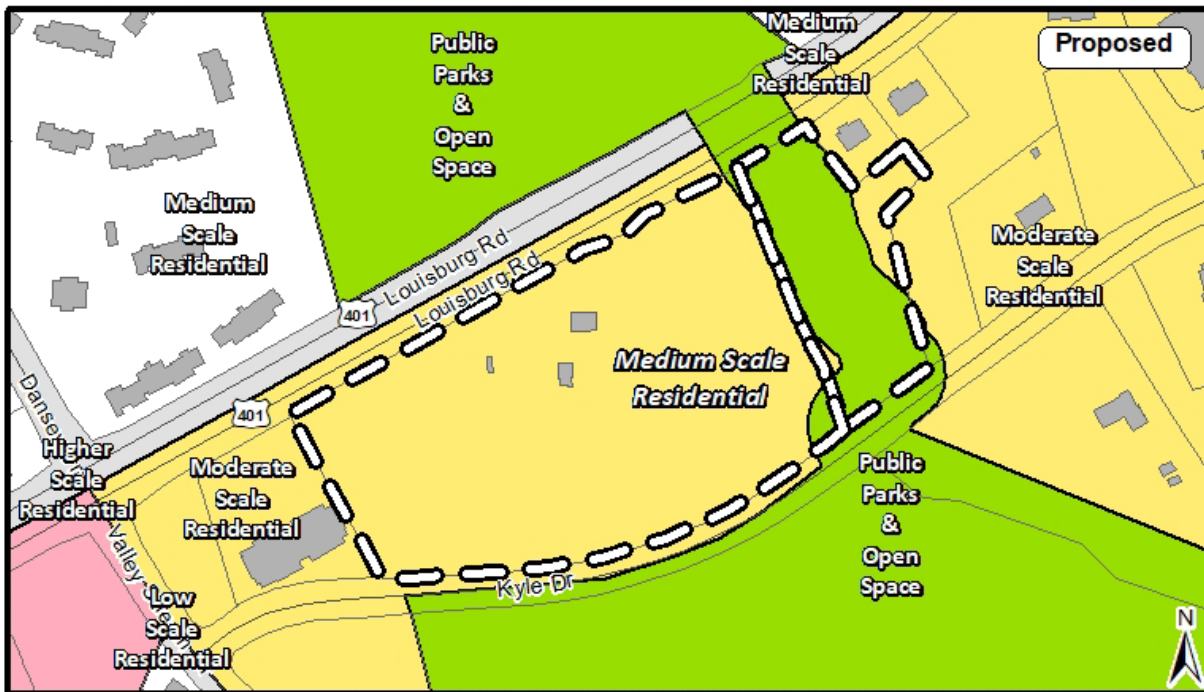
See following page.

Z-54-2021: Required Amendment to the Future Land Use Map

Existing Designation: Moderate Scale Residential



Proposed Designation: Medium Scale Residential





Rezoning Application and Checklist

Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500

Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email rezoning@raleighnc.gov.

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
Existing zoning base district:	OX-3-PK-CU, R-6, and R-1	Height: N/A	Frontage: N/A
Proposed zoning base district:	RX	Height: 7	Frontage: N/A
Overlay(s): N/A			
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			

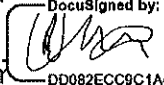
General Information		
Date:	Date amended (1):	Date amended (2):
Property address: 5000 Louisburg Road, 0 Louisburg Road		
Property PIN: 1726824803; 1726838187		
Deed reference (book/page): Deed Book 4516, Page 156; Deed Book 8668, Page 1734		
Nearest intersection: Louisburg Road and Valley Stream Drive		Property size (acres): 11.28
For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A
Property owner name and address: Patel & Amin Ltd; Minesh, Inc		
Property owner email: N/A		
Property owner phone: N/A		
Applicant name and address: Jamie Schwedler; 301 Fayetteville Street, Suite 1400, Raleigh, NC 27601		
Applicant email: jamieschwedler@parkerpoe.com		
Applicant phone: (919) 835-4529		

Applicant signature(s):

PATEL & AMIN, LTD,
a North Carolina General Partnership

By: _____
Name:


By: _____
Name:

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By: _____
Name:

MINESH, INC.,
a North Carolina corporation

By: _____
Name:
Title:

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BY: 



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MINESH, INC.,
a North Carolina corporation

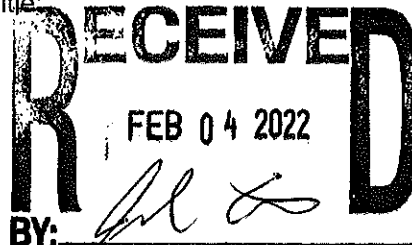
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Title: _____





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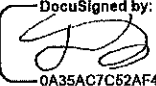
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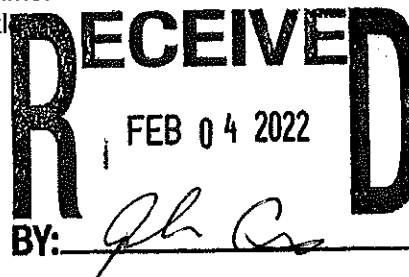
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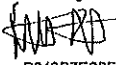
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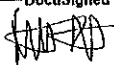
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Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning: OX-3-PK-CU, R-6, and R-1	Proposed zoning: RX-7-CU	

Narrative of Zoning Conditions Offered

1. The following uses shall be prohibited on the property: All uses listed under "Commercial" in the Principal use Table in UDO Section 6.1.4, Boardinghouse, Rest home, Dormitory, fraternity, sorority.
2. Residential uses shall be limited to a maximum of 260 units
3. Building height shall be limited to a maximum of six (6) stories and ninety (90) feet
4. To the extent permitted by floodplain regulations, and subject to the approval of the City of Raleigh Planning and Development department, the development shall include a pedestrian connection from internal sidewalks to the eastern boundary of PIN 1726824803 (Book 8668, Page 1734, Wake County Registry)("The Pedestrian Connection") to facilitate a future connection to the NR Beaverdam Creek Greenway Corridor. The Pedestrian Connection shall be paved and have a minimum width of eight feet.
5. Where primary Tree Conservation Area is not required, Development shall include a minimum 25-foot wide planted buffer measured from the right-of-way of Louisburg Road (the "Protective Yard"). The Protective Yard shall be required for the length of the property's frontage on Louisburg Road, excluding areas encumbered by easements or designated as floodplain or flood hazard soils. The Protective Yard shall include a minimum of 4 shade trees and 15 shrubs per 100 linear feet. Plantings shall be counted toward any UDO streetscape planting requirements. Existing vegetation may be used to meet the planting requirements in this condition.

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BY: *[Signature]*

The property owner(s) hereby offers, consents to, and agrees to abide, 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.

PATEL & AMIN, LTD,
a North Carolina General Partnership

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By: _____
Name:

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Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
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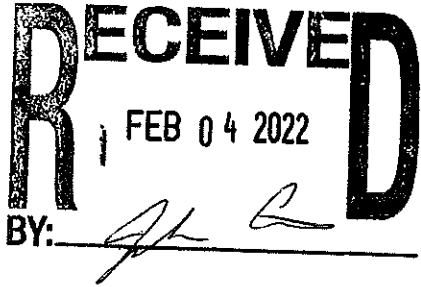
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By: _____
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By: Ashok Patel
 Name: _____
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By: _____
 Name: _____

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning: OX-3-PK-CU, R-6, and R-1	Proposed zoning: RX-7-CU	

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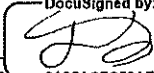
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PATEL & AMIN, LTD,
a North Carolina General Partnership

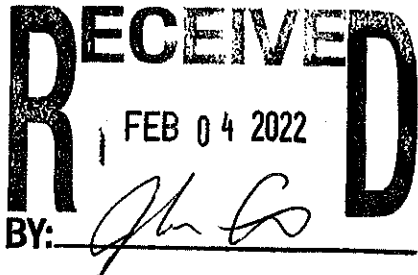
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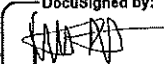
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By: 
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Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning: OX-3-PK-CU, R-6, and R-1	Proposed zoning: RX-7-CU	

Narrative of Zoning Conditions Offered
<p>1. The following uses shall be prohibited on the property: All uses listed under "Commercial" in the Principal use Table in UDO Section 6.1.4, Boardinghouse, Rest home, Dormitory, fraternity, sorority.</p> <p>2. Residential uses shall be limited to a maximum of 260 units</p> <p>3. Building height shall be limited to a maximum of six (6) stories and ninety (90) feet</p> <p>4. To the extent permitted by floodplain regulations, and subject to the approval of the City of Raleigh Planning and Development department, the development shall include a pedestrian connection from internal sidewalks to the eastern boundary of PIN 1726824803 (Book 8668, Page 1734, Wake County Registry)("The Pedestrian Connection") to facilitate a future connection to the NR Beaverdam Creek Greenway Corridor. The Pedestrian Connection shall be paved and have a minimum width of eight feet.</p> <p>5. Where primary Tree Conservation Area is not required, Development shall include a minimum 25-foot wide planted buffer measured from the right-of-way of Louisburg Road (the "Protective Yard"). The Protective Yard shall be required for the length of the property's frontage on Louisburg Road, excluding areas encumbered by easements or designated as floodplain or flood hazard soils. The Protective Yard shall include a minimum of 4 shade trees and 15 shrubs per 100 linear feet. Plantings shall be counted toward any UDO streetscape planting requirements. Existing vegetation may be used to meet the planting requirements in this condition.</p> <div style="text-align: center;">  </div>

The property owner(s) hereby offers, consents to, and agrees to abide, 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.

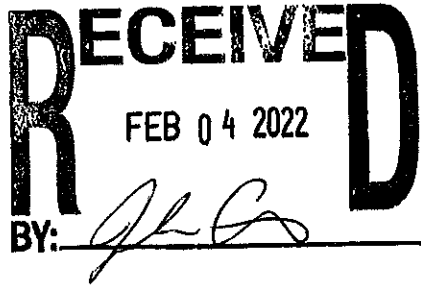
MINESH, INC.,
a North Carolina corporation

DocuSigned by:
By: 
Name: DD43D7E0BE7B4CF...
Title: _____

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning: OX-3-PK-CU, R-6, and R-1	Proposed zoning: RX-7-CU	

Narrative of Zoning Conditions Offered

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RECEIVED
FEB 04 2022
BY: _____

The property owner(s) hereby offers, consents to, and agrees to abide, 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.

PATEL & AMIN, LTD,
a North Carolina General Partnership

DocuSigned by:
By: _____
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Name: _____

By: _____
Name: _____

By: _____
Name: _____

Rezoning Application Addendum #1

Comprehensive Plan Analysis

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.

OFFICE USE ONLY

Rezoning case #

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.

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: N/A

Click [here](#) to view the Urban Form Map.

1	<p>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.</p> <p>Response: N/A</p>
2	<p>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.</p> <p>Response: N/A</p>
3	<p>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.</p> <p>Response: N/A</p>
4	<p>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.</p> <p>Response: N/A</p>
5	<p>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.</p> <p>Response: N/A</p>
6	<p>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.</p> <p>Response: N/A</p>

7	<p>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.</p> <p>Response: N/A</p>
8	<p>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.</p> <p>Response: N/A</p>
9	<p>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.</p> <p>Response: N/A</p>
10	<p>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.</p> <p>Response: N/A</p>
11	<p>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.</p> <p>Response: N/A</p>
12	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p>Response: N/A</p>
13	<p>New public spaces should provide seating opportunities.</p> <p>Response: N/A</p>

14	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p>Response: N/A</p>
15	<p>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.</p> <p>Response: N/A</p>
16	<p>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.</p> <p>Response: N/A</p>
17	<p>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.</p> <p>Response: N/A</p>
18	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p>Response: N/A</p>
19	<p>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.</p> <p>Response: N/A</p>
20	<p>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.</p> <p>Response: N/A</p>

21	<p>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.</p> <p>Response: N/A</p>
22	<p>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.</p> <p>Response: N/A</p>
23	<p>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.</p> <p>Response: N/A</p>
24	<p>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.</p> <p>Response: N/A</p>
25	<p>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.</p> <p>Response: N/A</p>
26	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p>Response: N/A</p>

Rezoning Checklist (Submittal Requirements)

To be completed by Applicant			To be completed by 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"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Pre-application conference.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Neighborhood meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Rezoning application review fee (see Fee Guide for rates).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Completed application submitted through Permit and Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Completed Comprehensive Plan consistency analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Completed response to the urban design guidelines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties with 500 feet of area to be rezoned.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Trip generation study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Traffic impact analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If applicable, see page 11:					
12. Proof of Power of Attorney or Owner Affidavit.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Proposed conditions signed by property owner(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Master Plan (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – Master Plan	Yes	N/A	Yes	No	N/A
1. I have referenced this 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"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Total number of units and square feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 12 sets of plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Completed application; submitted through Permit & Development Portal	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Vicinity Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Existing Conditions Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Street and Block Layout Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Development Plan (location of building types)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Parking Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Open Space Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Phasing Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Common Signage Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

May 28, 2021

Re: Notice of Neighborhood Meeting

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on June 9, 2021 from 6–8pm. The purpose of the meeting is to discuss an upcoming application to rezone two parcels of land located at 5000 Louisburg Road (PIN 1726824803) and 0 Louisburg Road (PIN 1726838187)(collectively, the “Property”). The Property is currently zoned OX-3-PK-CU, R-6, and R-1, 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 parcels (2) a vicinity map outlining the location of the parcels; (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:	892 9245 1629
Enter the following password:	911829

To participate by telephone:

Dial:	1 929 436 2866
Enter the following meeting ID:	892 9245 1629 #
Enter the Participant ID:	#
Enter the Meeting password:	911829 #

The City of Raleigh requires a neighborhood meeting involving the residents and property owners within 500 feet of the area requested for rezoning prior to the submittal of any rezoning application. 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:

Carmen Kuan
Raleigh Planning & Development
(919) 996-2180
Carmen.Kuan@raleighnc.gov

If you have any questions about this rezoning, please contact me at (919) 835-4529 or via email at jamieschwedler@parkerpoe.com.

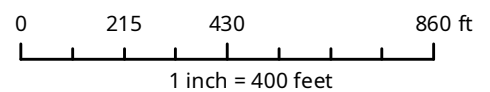
Thank you,

Jamie Schwedler



5000 and 0 Louisburg Road

Aerial Map



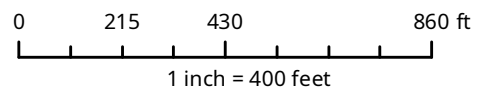
Disclaimer

*iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.*



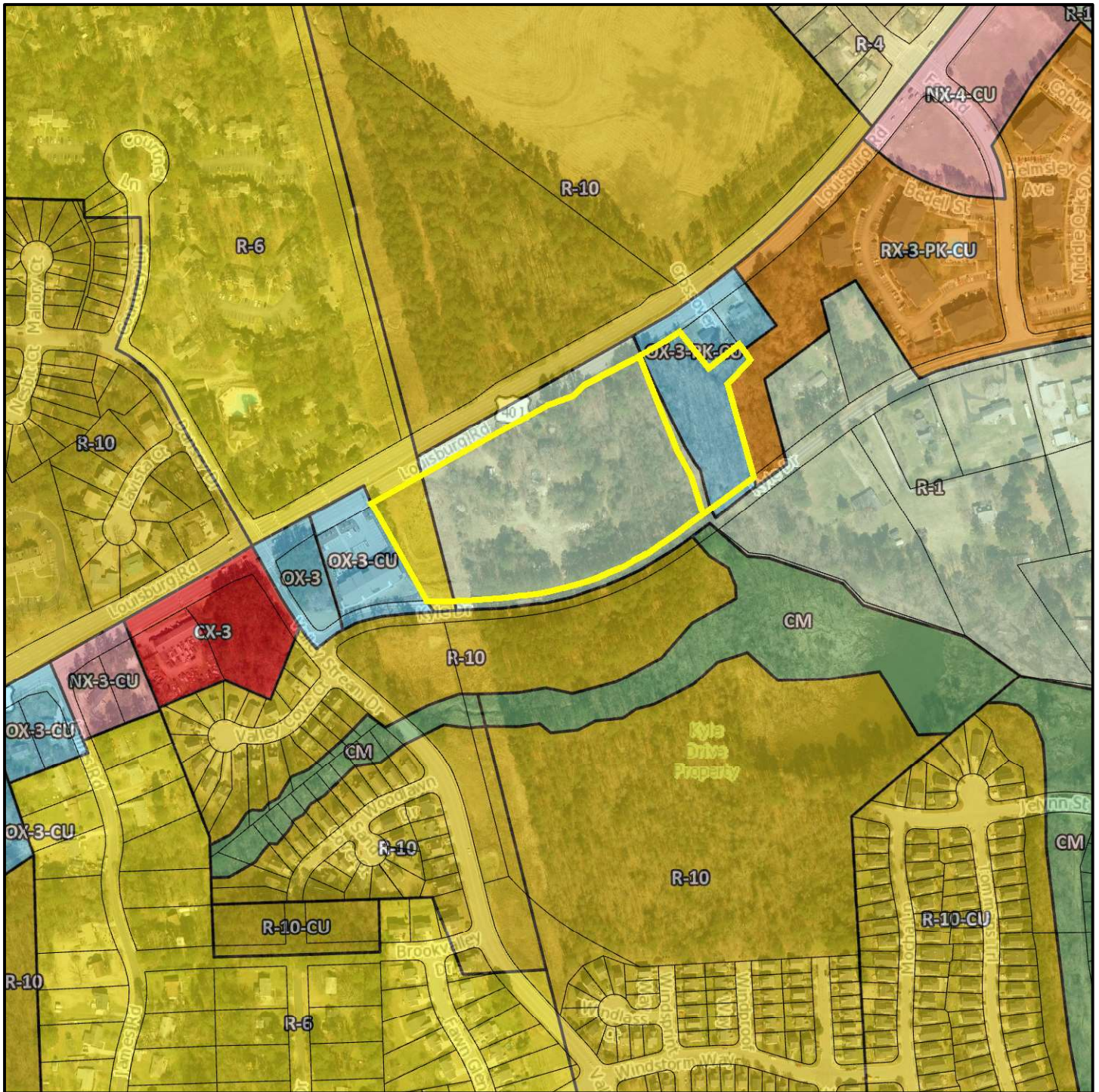
5000 and 0 Louisburg Road

Vicinity Map



Disclaimer

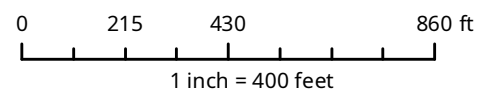
*iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.*



5000 and 0 Louisburg Road

Zoning Map

**Current Zoning:
OX-3-PK-CU; R-6; and R-1**



Disclaimer

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Rezoning Application and Checklist

Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500



Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email rezoning@raleighnc.gov.

DRAFT

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		OFFICE USE ONLY Rezoning case #
Existing zoning base district: <small>OX-3-PK-CU, R-6, and R-1</small>	Height: N/A	Frontage: N/A	Overlay(s): N/A
Proposed zoning base district: RX	Height: 7	Frontage: N/A	Overlay(s): N/A
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: See attached addendum.		
Property PIN: See attached addendum.		
Deed reference (book/page): See attached addendum.		
Nearest intersection: Louisburg Road and Valley Stream Drive		Property size (acres): See attached addendum.
For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A
Property owner name and address: See attached addendum.		
Property owner email: See attached addendum.		
Property owner phone: See attached addendum.		
Applicant name and address: Jamie Schwedler; 301 Fayetteville Street, Suite 1400 Raleigh, NC 27601		
Applicant email: jamieschwedler@parkerpoe.com		
Applicant phone: (919) 835-4529		
Applicant signature(s):		
Additional email(s):		

DRAFT

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning: OX-3-PK-CU, R-6, and R-1	Proposed zoning: RX-7-CU	

Narrative of Zoning Conditions Offered
<p>1. Building height shall be limited to a maximum of six (6) stories.</p>

The property owner(s) hereby offers, consents to, and agrees to abide, 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: _____

Printed Name: _____

Louisburg Road Rezoning Application Owner Information Addendum

Parcel 1

Site Address: 5000 Louisburg Road

PIN: 1726824803

Deed Reference (book/page): 004516/00156

Acreage: 9.57

Owner: Patel & Amin Ltd.

Owner Address: 405 Charleville Court, Cary, NC 27519

Parcel 2

Site Address: 0 Louisburg Road

PIN: 1726838187

Deed Reference (book/page): 008668/01734

Acreage: 1.71

Owner: Minesh, Inc.

Owner Address: 248 Madison Avenue, Decatur, GA 30030-3542

ATTESTATION TEMPLATE

Attestation Statement

I, the undersigned, do hereby attest that the electronic verification document submitted herewith accurately reflects notification letters, enclosures, envelopes and mailing list for mailing the neighborhood meeting notification letters as required by Chapter 10 of the City of Raleigh UDO, and I do hereby further attest that that I did in fact deposit all of the required neighborhood meeting notification letters with the US. Postal Service on the 28th, day of May, 2021. I do hereby attest that this information is true, accurate and complete to the best of my knowledge and I understand that any falsification, omission, or concealment of material fact may be a violation of the UDO subjecting me to administrative, civil, and/or, criminal liability, including, but not limited to, invalidation of the application to which such required neighborhood meeting relates.

W. Gardner Culpepper

Signature of Applicant/Applicant Representative

5/28/21

Date

SUMMARY OF ISSUES

A neighborhood meeting was held on June 9, 2021 (date) to discuss a potential rezoning located at 5000 & 0 Louisburg Road (property address). The neighborhood meeting was held at virtually via zoom (location). There were approximately 3 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Rezoning process and timeline
Site constraints including floodplain/floodway and overhead utility easement
Topography of site
Proposed conditions

ATTENDANCE ROSTER

NAME	ADDRESS
Adam Gray	806 Green Valley Road, Greensboro, NC 27408
Stephen Kenney	701 Exposition Place, Suite 101, Raleigh, NC 27615
Charlie Dickens	

Neighbor Notice List for Pre-filing Neighborhood Meeting

5000 & 0 Louisburg Road -- 500ft Property Owner List

Owner	Mail Address 1	Mail Address 2	Mail Address 3
EXCALIBUR 1 LLC	4612 LAVISTA CT	RALEIGH NC 27616-5259	
WANG, XIAOFEI	110 CHESSINGTON CT	CARY NC 27513-1617	
GHOUZADEH, NETA L TRUSTEE GHOLIZADEH, NETA L	4837 REMBERT DR	RALEIGH NC 27612-6237	
MELOSEVICH, JOSE M	16431 99TH ST	HOWARD BEACH NY 11414-4041	
WOODSON, ROCHELLE R	4429 VALLEY COVE CT	RALEIGH NC 27616-0764	
AL, AKHRAS ALI T	4437 VALLEY COVE CT	RALEIGH NC 27616-0764	
HOWARD, COREY W	4441 VALLEY COVE CT	RALEIGH NC 27616-0764	
MALDONADO, MERLY Y	4432 VALLEY COVE CT	RALEIGH NC 27616-0763	
DAVIS, EVA	4436 VALLEY COVE CT	RALEIGH NC 27616-0763	
JONES, BRANDON JONES, BRITTANY	4440 VALLEY COVE CT	RALEIGH NC 27616-0763	
ROUSE, NIA JREE	4505 WOODLAWN DR	RALEIGH NC 27616-5145	
JONES, KONDE	4509 WOODLAWN DR	RALEIGH NC 27616-5145	
CONGAREE FUND LLC	4008 BARRETT DR STE 101	RALEIGH NC 27609-6621	
JACOBS, CARLA D	4444 VALLEY COVE CT	RALEIGH NC 27616-0763	
MAGNOLIA GROVE APARTMENTS LLC	4944 WINDY HILL DR	RALEIGH NC 27609-5199	
TH PROPERTY OWNER 9 LP	ATTN: JAMES KANE	400 GALLERIA PKWY SE STE 1450	ATLANTA GA 30339-5989
PUGH, REGINA	4517 WOODLAWN DR	RALEIGH NC 27616-5145	
JOHN, KHADIM	4616 MALOR DR	WAKE FOREST NC 27587-6314	
PATEL & AMIN LTD	248 MADISON AVE	DECATUR GA 30030-3542	
RALEIGH CITY OF	222 W HARGETT ST	RALEIGH NC 27601-1316	
RALEIGH CITY OF	PO BOX 590	RALEIGH NC 27602-0590	
MINESH INC	248 MADISON AVE	DECATUR GA 30030-3542	
ELIAS, ABAHOR N ELIAS, SUSAN N	5918 BIG NANCE DR	RALEIGH NC 27616-5795	
RALEIGH NORTH CHRISTIAN CENTER	6021 LOUISBURG RD	RALEIGH NC 27616-6214	
HINTON, THOMAS RUSSELL HINTON, KIM ALLEN	221 MULBERRY ST SW	LENOIR NC 28645-5413	
DICKENS, CHARLIE D III DICKENS, ELIZABETH M	4820 KYLE DR	RALEIGH NC 27616-5110	
GEORGIA, JAMES JR GEORGIA, ALICE B	4810 KYLE DR	RALEIGH NC 27616-5110	
ELIAS, ABAHOR N ELIAS, SUSAN N	5918 BIG NANCE DR	RALEIGH NC 27616-5795	
HARRIS, CLEVELAND HARRIS, IOLA	4809 KYLE DR	RALEIGH NC 27616-5109	
ONYWERE, ISAAC OCHAKO	3508 PINKHAM WAY	RALEIGH NC 27616-8322	
WYNSLOW PARK LLC	701 EXPOSITION PL STE 101	RALEIGH NC 27615-3356	
DICKENS, CHARLIE D JR DICKENS, SHELBY G	4824 KYLE DR	RALEIGH NC 27616-5110	
RESIDENT/TENANT	4616 LAVISTA CT UNIT A	RALEIGH NC 27616	
RESIDENT/TENANT	4616 LAVISTA CT UNIT B	RALEIGH NC 27616	
RESIDENT/TENANT	4601 DANSEY DR UNIT A	HOWARD BEACH NY 11414-4041	
RESIDENT/TENANT	4601 DANSEY DR UNIT B	HOWARD BEACH NY 11414-4041	
RESIDENT/TENANT	4601 DANSEY DR UNIT C	HOWARD BEACH NY 11414-4041	

RESIDENT/TENANT	4513 WOODLAWN DR	RALEIGH NC 27609-6621
1 SIGN REQUIRED	4720 LOUISBURG RD	RALEIGH NC 27609-5199
6 SIGNS REQUIRED	4600 DANSEY DR	400 GALLERIA PKWY SE STE 1450 ATLANTA GA 30339-5989
RESIDENT/TENANT	5004 LOUISBURG RD	RALEIGH NC 27616-5795
RESIDENT/TENANT	4800 KYLE DR	LENOIR NC 28645-5413
RESIDENT/TENANT	5008 LOUISBURG RD	RALEIGH NC 27616-5795
2 SIGNS REQUIRED	4201 FOX RD	RALEIGH NC 27615-3356

Statement of Consistency
0 & 5000 Louisburg Road

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.

The request of RX-7-PL-CU will allow for the development of greater residential density in an infill location on two tracts located at 5000 Louisburg Road (PIN 1726824803) (the “Western Parcel”) & 0 Louisburg Road (PIN 1726838187) (the “Eastern Parcel”) totaling approximately 11.28 acres (collectively, the “Property”).

Future Land Use Map

The Eastern Parcel is designated as Moderate Density Residential in the Future Land Use Map (“FLUM”). This category contemplates townhouses and multifamily dwellings. Corresponding zoning districts are R-6 and R-10, or RX conditioned to limit density. *Comp Plan p. 3-10*. The majority of the Eastern Parcel is designated as Public Parks & Open Space which “applies to permanent open space intended for recreational or resource conservation uses.” Properties designated for Public Parks & Open Space include publicly-owned lands and potential greenway corridors designated in the Comprehensive Plan. *Comp Plan p. 3-13*.

The proposed rezoning is consistent with the FLUM designation of Moderate Density Residential and includes conditions to ensure future development is compatible with adjacent uses. Although the proposed zoning would allow greater density than contemplated by the Moderate Density Residential category, greater density is consistent with other FLUM designations in the area (and the pending Comprehensive Plan Amendment discussed below). The property located at 5009 Louisburg Road, to the northeast of the Property across Louisburg Road, is vacant and designated for Medium Density Residential which contemplates heights up to 4 stories and no density limitation. The Regency Park Apartments located at 4600 Dansey Drive, directly across Louisburg Road from the Property, are also designated as Medium Density Residential. Adjacent to the Regency Park Apartments to the west are several single family homes and apartment complexes designated as High Density Residential which contemplates heights of 5 to 12 stories with no density limitation. Accordingly, the requested zoning is consistent with the FLUM’s vision of additional residential density along Louisburg Road.

It is anticipated that the City will adopt Comprehensive Plan Amendment CP-4-21 (the “Comp Plan Amendment”) prior to final approval of this rezoning request. The Comp Plan Amendment is intended to revise the Comprehensive Plan consistent with the Missing Middle Text Change (TC-5-20) passed earlier this year and would change the Property’s FLUM designation to Moderate Scale Residential. The Moderate Scale Residential category is similar to the Moderate Density category as it envisions a range of housing types, including duplexes, triplexes, fourplexes, townhouses, and apartment buildings. The primary difference between the two categories is that the Moderate Scale Residential category has no maximum density recommendation. The Comp Plan Amendment specifically removes the maximum density recommendation in furtherance of the goals of the Missing Middle initiative to “remove barriers created by exclusionary zoning, improve affordability by allowing more affordable housing types in more places, and reduce per

capita carbon emissions by allowing housing types that are more energy efficient than detached houses.”

The proposed RX district is consistent with the Moderate Scale Residential FLUM designation. Additionally, the request includes conditions which restrict uses to only Multi-Unit Living, limit density to a maximum of 260 units, and limit building height to a maximum of six stories or 90 feet. These conditions will ensure that future development is at a scale consistent with existing uses in the area. Although the request proposes greater height than contemplated by the FLUM designation, the requested height will allow future development to preserve sensitive environmental features on the Property while placing additional residential density adjacent to future parks, open space, and greenways.

The requested rezoning is also consistent with the Eastern Parcel’s Public Parks & Open Space FLUM designation since it will place additional residential density adjacent to future parks, open space, and greenways.

Urban Form Map

Louisburg Road is designated as a Parkway Corridor in the Urban Form Map and an Avenue 6-lane, Divided on the Raleigh Street Plan. Parkway Corridors are “corridors where multimodal access is not emphasized, and a heavily landscaped approach to frontage is either called for in adopted plans, or represents the prevailing character of the area. A suburban approach to frontage is recommended.” *Comp Plan p. 11-5*. Avenues 6-Lane Divided are considered Major Streets under the Unified Development Ordinance (“UDO”) and Raleigh Street Design Manual (“RSDM”). *RSDM Section 3.2.4*.

2030 Comprehensive Plan

The proposed rezoning to RX-7-PL-CU with conditions to limit impact to adjacent properties is consistent with the Comprehensive Plan. The proposed rezoning will facilitate the development of additional needed housing density on vacant land that is no longer appropriate for low density residential use. The site is over 11 acres and fronts Louisburg Road, a Major Street in the RSDM and Comprehensive Plan. Accordingly, greater building heights are appropriate provided that there are appropriate transitions or buffers between adjacent residential uses. This request includes conditions which limit permitted uses to only Multi-Unit Living, limit Multi-Unit Living to a maximum of 260 units, and restrict building height to a maximum of 6 stories or 90 feet. The site is also naturally suited for additional height without impacting neighboring properties. The site features has approximately 100 feet of electric utility easement along the western property line and significant floodplain and floodway along the eastern property line, both of which prevent buildings or other improvements from being placed close to neighboring properties.

The proposed Parking Limited Frontage (“PL Frontage”) is a suburban frontage intended for areas where vehicular access proximate to buildings is desired but where some level of walkability is maintained. *UDO Section 3.4.1.C*. The PL Frontage will further the Comp Plan’s goal of limiting curb cuts on Louisburg Road, a Major Street, while encouraging walkability between the proposed development and future parks, greenway, and open space nearby.

The proposed rezoning to permit Multi-Unit Living is also consistent with existing land uses in the area. Adjacent to the west are the Magnolia Grove apartments, a two-story apartment complex, and adjacent to the east are two single family homes and the Wynslow Park Apartments, a large three-story apartment complex. Directly to the south, across Kyle Drive, is the Kyle Drive Property; a 27.25 acre park parcel owned by the City of Raleigh (the “City”) and dedicated for conservation. In 2010, the City parks & recreation department developed and City Council adopted a System Integration Plan for the Kyle Drive Property “to document existing site conditions and develop a set of guidelines for interim management of the property until a Master Plan is developed.” While there is not a set park program for that property, the future development intent appears to be some format of parks or open space. There is an additional 12.75 park property owned by the City located directly across Louisburg Road to the north of the subject property. The proposed apartment development together with the Parking Limited Frontage will place additional residential density directly adjacent to future parks, open space, and greenway trails; encouraging residents to walk and bike to recreational opportunities.

The Proposed rezoning is also consistent with the following policies of the 2030 Comprehensive Plan:

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 proposed rezoning allows for multifamily residential uses that will provide needed housing supply. The proposed multifamily development will add to a variety of existing housing types in the area to create a mix of uses and housing types along Louisburg Road.

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 proposed rezoning will accommodate growth along Louisburg Road by redeveloping a site along a Major Street from low density residential into Multi-Unit Living, providing a greater variety of housing types. This new type will complement the existing types of housing in the area, which include single-family, townhomes, and apartments within a quarter mile radius.

Policy LU 8.10 Infill Development. *Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.*

The proposed rezoning will allow for the development of a vacant infill site located near several different housing types and future public parks and open space.

Policy LU 1.3 Conditional Use District Consistency. *All conditions proposed as part of a conditional use district (CUD) should be consistent with the comprehensive Plan.*

The proposed conditions ensure greater consistency with the Property's FLUM designations by limiting Multi-Unit Living to a maximum of 260 units and restricting building height to a maximum of 6 stories or 90 feet; ensuring that future development is compatible with existing land uses in the area.

Policy LU 2.1 Placemaking. *Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.*

The applicant intends to develop a high quality multifamily community that will bring housing variety to the area. The units will provide homes for Raleigh's growing population in a format available to renters at all stages of life.

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 seeks to facilitate the redevelopment of existing, low density residential uses into a higher density residential use. The proposal will deliver a more compact land use pattern to reduce the negative impacts of low intensity development at a site that fronts on a Major Street, and in an area served by existing infrastructure.

Policy LU 2.5 Healthy Communities. *New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.*

It is anticipated that the proposed development will include a bicycle and pedestrian path which will promote an active lifestyle for residents of the apartment community. The path will also allow residents a multi-modal option to travel directly to and from future greenway trails and the Kyle Drive property by walking or biking.

Policy LU 3.2 Location of Growth. *The development of vacant properties should occur first within the City's limits, then within the city's planning jurisdiction, and lastly within the city's USAs to provide for more compact and orderly growth, including provision of conservation areas.*

The Property is a vacant infill site within the City's ETJ and surrounded on all sides by properties already within the City's jurisdiction. Thus, the proposed rezoning will facilitate compact and orderly growth and fill a gap in jurisdiction.

Policy LU 5.5 Transitional and Buffer Zone Districts. *Maintain and enhance zoning districts which serve as transitional or buffer areas between residential and commercial districts and which also may contain institutional, non-profit, and office-type uses. Zoning regulations and conditions*

for these areas should ensure that development achieves appropriate height and density transitions, and protects neighborhood character.

The proposed rezoning will allow for the infill development of largely vacant sites between a Major Street, existing multifamily uses, and future public parks and open space. The multi-family residential use will provide a buffer and appropriate transition between Louisburg Road and the Kyle Drive Property to the south. The proposed rezoning conditions limit height to 6 stories and only permit one use, residential Multi-Unit Living. The Property includes floodplain/floodway areas and overhead utility line easements, both of which prevent any significant development within 100 feet of the east and west Property lines. The proposed conditions, together with the site constraints, will ensure appropriate transitions between adjacent uses.

Policy LU 7.3 Single-family Lots on Major Streets. *No new single family residential lots should have direct vehicular access from major streets, in an effort to minimize traffic impacts and preserve the long-term viability of these residential uses when located adjacent to major streets.*

The current zoning permits detached residential homes on the Property which could have multiple driveways on Louisburg Road. The requested RX-7-PL-CU zoning includes a condition which allows only one use on the Property – Multi-Unit Living. This condition removes the possibility of new single-family homes that front on Louisburg Road, a Major Street, and consolidate access points.

Policy LU 8.11 Development of Vacant Sites. *Facilitate the development of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures that would address these.*

The requested zoning will allow the redevelopment of a vacant infill site with several constraints including topography, significant floodplain/floodway area, and overhead transmission lines. The Eastern Parcel is completely covered by floodplain which prevents it from being developed independently; but is designated as a future greenway trail. Thus the proposed development will utilize both the Eastern Parcel and the Western Parcel to place additional residential density in close proximity to future public parks, greenways, and open space.

Policy T 2.9 Curb Cuts. *The development of curb cuts along public streets – particularly on major streets – should be minimized to reduce vehicular conflicts, increase pedestrian safety, and improve roadway capacity.*

The proposed PL Frontage will help limit additional curb cuts on Louisburg Road, a Major Street.

Policy T 5.1 Enhancing Bike/Pedestrian Circulation. *Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment center, at densely developed areas and transit stations, and near schools, libraries, and parks.*

It is anticipated that the proposed development will include a pedestrian and bicycle path which will enhance bicycle and pedestrian circulation near future greenways, parks, and conservation area.

Policy T 5.4 Pedestrian and Bicycle Network Connectivity. *Continuous pedestrian and bicycle networks should be provided within and between existing and new developments to facilitate safe and convenient pedestrian and bicycle travel free of major barriers and impediments such as cul-de-sacs and large parking lots.*

As discussed above, it is anticipated that apartment community will include a pedestrian and bicycle path within the site, helping to facilitate safe and convenient pedestrian and bicycle travel. The path will provide an option for walking and biking in an area that has limited options for non-vehicular modes of transportation.

Policy PR 2.2 Park Accessibility. *Seek to provide convenient access to a public park or recreational open space to all city residents by 2030, by using the Level of Service and Experience Based System guidelines provided in this Plan*

The requested zoning will allow for higher density residential development adjacent to several future public parks, greenways, and open space, including the Kyle Drive property. This will facilitate the Comp. Plan's goal "that every citizen should be able to access an inherent park, recreation or cultural experience within similar walking, bicycling, and/or driving distance." It will also facilitate several of the core neighborhood-based experiences described in Section 8.2 of the Comprehensive Plan including "walking or riding a bike in a park or on a greenway trail."

Policy PR 3.1 Capital Area Greenway System. *Continue to expand Raleigh's greenway trail network according to the guidelines established in the Capital Area Greenway Master Plan and the Capital Area Greenway Planning and Design Guide, in order to protect greenway corridors and connect greenway trails, Parks, schools, and other destinations with safe integration into on-road facilities.*

It is anticipated that the proposed apartment community will feature the dedication of a greenway easement along the eastern portion of the Property to facilitate the future extension of the greenway system. The proposed pedestrian and bicycle path will be integrated with the future greenway connection.

Policy PR 3.10 Greenway Corridors. *Support initiatives that work to create a protected, linked network of linear natural areas, wildlife habitats and greenspaces throughout the region. Continue to identify new corridor alignments as necessary to promote the goals of the Capital Area Greenway program.*

The future greenway extension on the eastern portion of the Property and the anticipated pedestrian and bicycle path will help further the goals of the Capital Area Greenway program. **Policy PR 4.4 Enhanced Access and Awareness.** *Enhance access to and awareness of Raleigh's recreational opportunities by locating and developing some active recreational facilities along major streets near other commercial development and in highly visible areas.*

The requested zoning will allow for higher density residential development adjacent to several future public parks, greenways, and open space. Placing greater residential density close to future public parks, greenways, and open space will encourage residents to utilize Raleigh's recreational opportunities.

Policy PU 1.1 Linking Growth and Infrastructure. *Focus growth in areas adequately served by existing or planned utility infrastructure.*

The Property is directly adjacent on all sides to properties already within the City's jurisdiction and there is already a sewer manhole located on the eastern portion of the Property. Potential water connections are also close by.

PUBLIC BENEFITS

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

The requested zoning will make more efficient use of the Property with a quality residential development that will add to the housing variety in the area. The proposed multifamily development will contribute additional units to the housing supply in Raleigh, and place additional residential density in close proximity to future greenways, parks, and permanent open space; allowing residents to walk or bike to recreational opportunities without the need for a vehicle.

SUMMARY OF ISSUES

A neighborhood meeting was held on 1/25/2022 (date) to discuss a potential rezoning located at 5000 Louisburg Road; 0 Louisburg Road (property address). The neighborhood Meeting was held at via zoom (location). There were approximately 4 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Rezoning process and upcoming public meetings
Existing and future traffic along Kyle Drive and anticipated effects of proposed development
Appropriateness of proposed height in this location
New conditions to commit to pedestrian connection and 25-foot buffer along Louisburg Road
Potential access points along Kyle Dive
Site constraints including overhead power lines and floodplain

