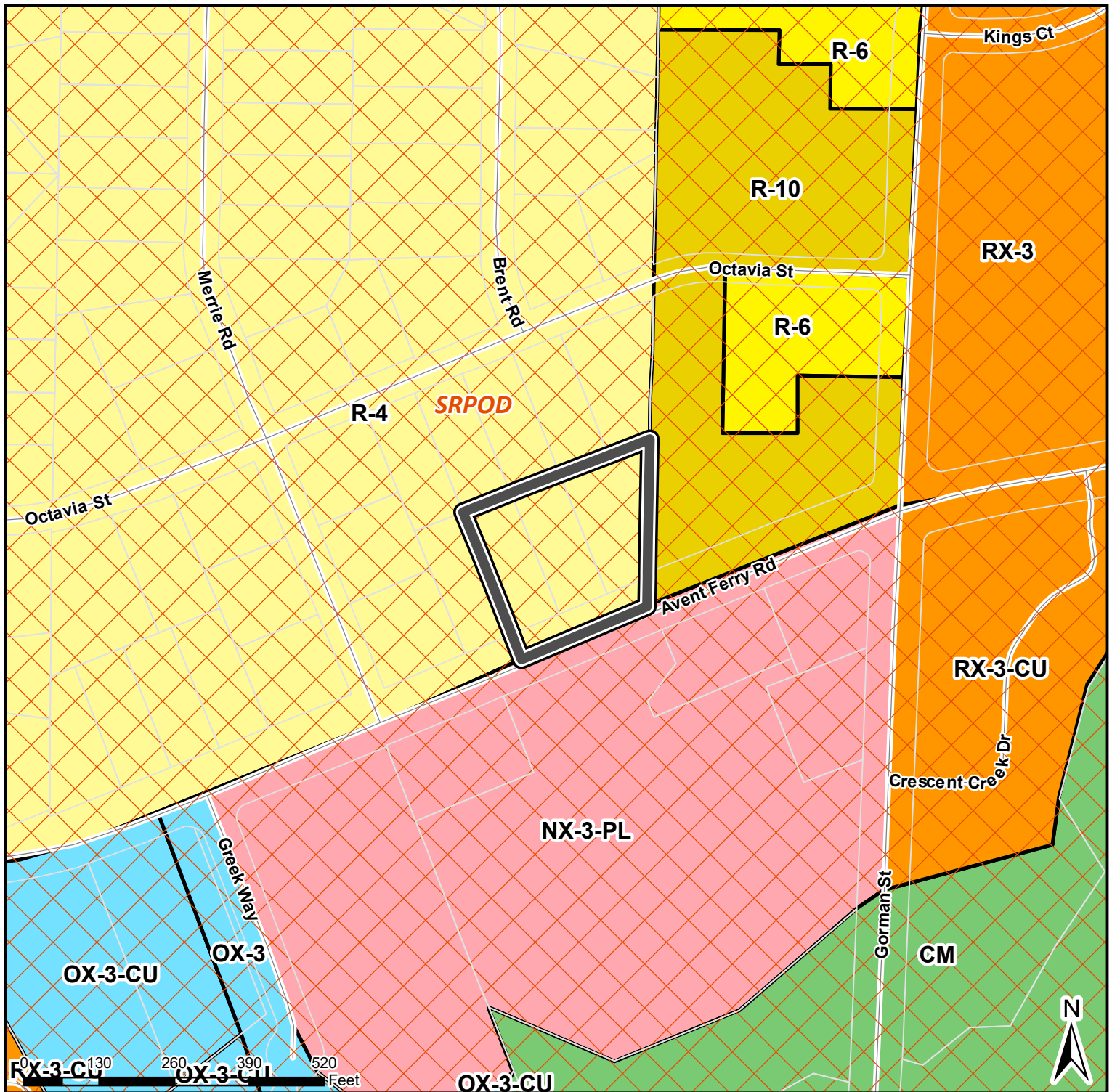
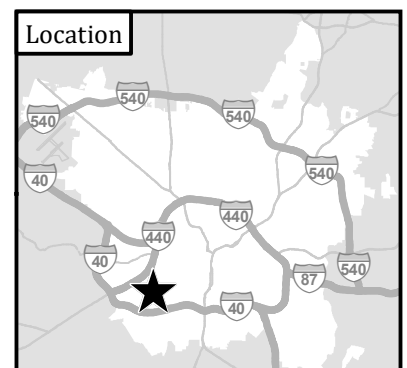


Existing Zoning

Z-62-2020



Property	3300, 3304, & 3308 Avent Ferry Rd
Size	1.54 acres
Existing Zoning	R-4 w/SRPOD
Requested Zoning	R-6 w/SRPOD





Raleigh

MEMO

TO: Marchell Adams-David, City Manager

THRU: Ken Bowers, AICP, Deputy Director

FROM: Hannah Reckhow, AICP, Senior Planner

DEPARTMENT: Planning and Development

DATE: March 17, 2021

SUBJECT: City Council agenda item for April 6, 2021 – Z-62-20

On March 16, 2021, City Council held the following item to April 6 and did not schedule the public hearing:

Z-62-20 Avent Ferry Road, approximately 1.54 acres located at [3300, 3304, 3308 Avent Ferry Road](#).

The request is for a general use district and there are no proposed zoning conditions.

Current zoning: Residential-4 (R-4) with Special Residential Parking Overlay District (SRPOD)

Requested zoning: Residential-6 (R-6) with SRPOD

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

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

The Planning Commission recommends approval of the request (6 - 3).

Dissenting votes concerns about the impact of increased density on the neighborhood, the potential for student housing, and parking impacts.

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

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

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

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



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 12092

CASE INFORMATION: Z-62-20 AVENT FERRY ROAD

Location	Approximately 500 feet west of the intersection of Avent Ferry Road and Gorman Street. Address: 3300, 3304, 3308 Avent Ferry Road PINs: 0793042731, 0793041646, 0793040651 iMaps , Google Maps , Directions from City Hall
Current Zoning	R-4 with SRPOD
Requested Zoning	R-6 with SRPOD
Area of Request	1.55 acres
Corporate Limits	The site is inside Raleigh corporate limits
Property Owner	T. Warren and Stacy Stephens, Xuetian Jin
Applicant	Timothy W. Stephens
Council District	District D
PC Recommendation Deadline	April 26, 2021

SUMMARY OF PROPOSED CONDITIONS

1. N/A

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Low Density Residential
Urban Form	Urban Thoroughfare
Consistent Policies	Policy LU 1.2 Future Land Use Map and Zoning Consistency Policy LU 5.1 Reinforcing the Urban Pattern Policy H 1.8 Zoning for Housing
Inconsistent Policies	Policy LU 7.3 Single-family lots on Major Streets

FUTURE LAND USE MAP CONSISTENCY

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

COMPREHENSIVE PLAN CONSISTENCY

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

PUBLIC MEETINGS

First Neighborhood Meeting	Second Neighborhood Meeting	Planning Commission	City Council
August 5, 2020; 17 attendees	N/A	1/26/21; 3/9/21	3/16/21

PLANNING COMMISSION RECOMMENDATION

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

Reasonableness and Public Interest	The request is consistent with Comprehensive Plan policies on consistency with the Future Land Use Map, reinforcing the urban pattern, and increasing the number and type of housing units.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	N/A
Recommendation	The Planning Commission recommends approval of Z-62-20 and that Policy LU 8.12 Infill Compatibility be removed from consistency analysis. (Staff note: This policy has been removed from the staff report.)
Motion and Vote	Motion: Miller Second: O'Haver In Favor: Fox, Lampman, Mann, Miller, O'Haver and Rains Opposed: Bennett, McIntosh and Winters
Reason for Opposed Vote(s)	Concerns about impact of increased density on neighborhood, student housing, and parking impacts.

ATTACHMENTS

1. Staff report
2. Rezoning Application

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: March 9, 2021

Staff Coordinator: Hannah Reckhow: (919) 996-2622; Hannah.Reckhow@raleighnc.gov



ZONING STAFF REPORT – CASE Z-62-20

General Use District

OVERVIEW

The request is to rezone approximately 1.55 acres on Avent Ferry Road from Residential-4 (R-4) to Residential-6 (R-6). The request is for a general use district and no conditions are offered. The site also has a Special Residential Overlay District (SRPOD) which would remain.

The rezoning site is three parcels – 3300, 3304, and 3308 Avent Ferry Road – located approximately 500 feet west of the intersection of Avent Ferry Road and Gorman Street. Each lot contains a detached house. The rezoning site is on the southern edge of a low-density residential area that stretches along the north side of Avent Ferry Road and north to I-440. To the east of the site is an apartment building zoned R-10, and to the south of the site is a commercial shopping center zoned NX-3.

The requested district would increase the potential number of residential units on the site from approximately three to eight. This is achieved partially by raising the cap on residential density from four to six units per acre and partially from adding an additional housing type – an attached house – to the permitted housing types.

The rezoning site is designated Low Density Residential on the Future Land Use Map. This designation envisions residential uses between one and six dwelling units per acre. The requested district R-6 would allow no more than six dwelling units per acre and is consistent with this designation.

Avent Ferry Road is designated an Urban Thoroughfare on the Urban Form Map, a designation which would recommend Mixed Use Districts that include a hybrid frontage. Since the request is for a Residential District and a frontage cannot be applied, the request is neither consistent or inconsistent with the Urban Form Map.

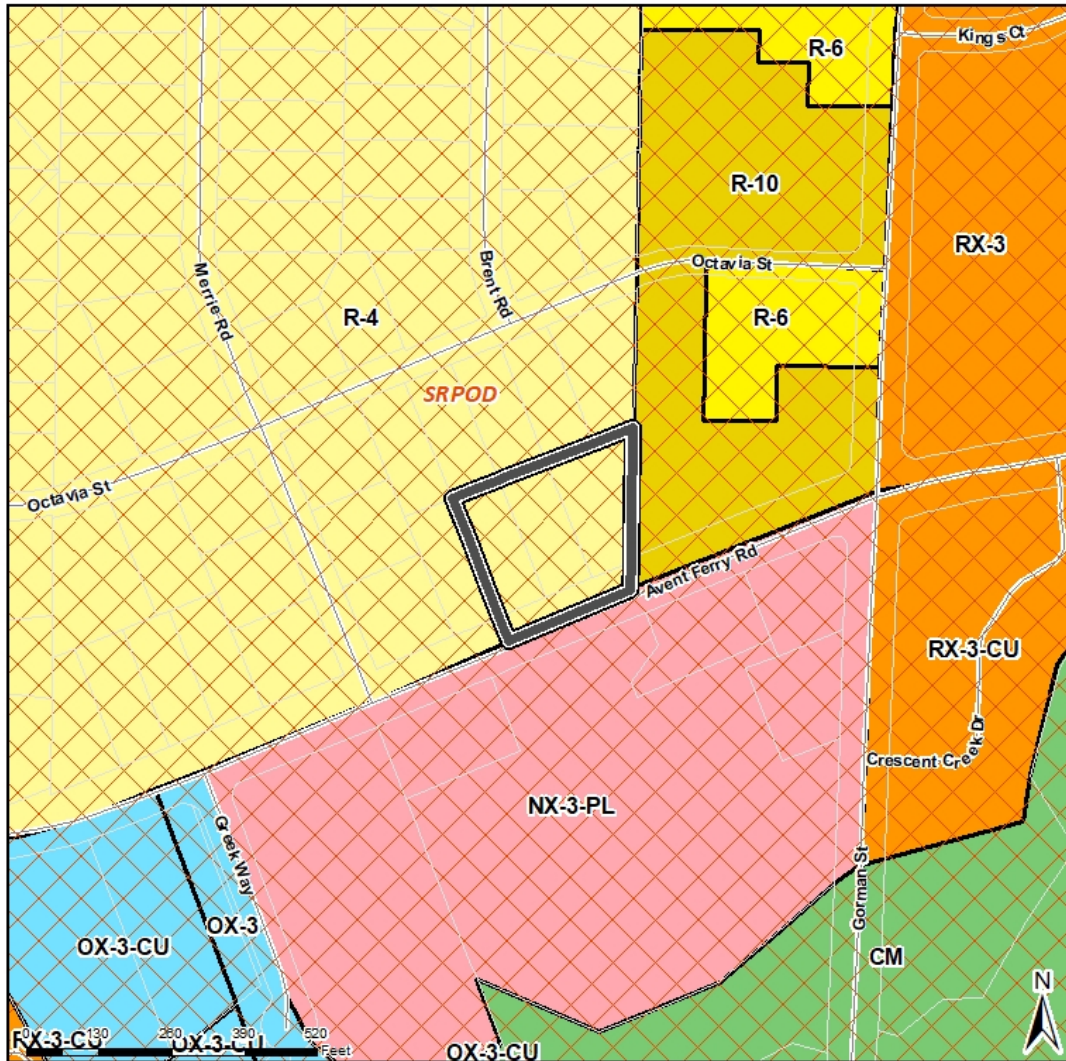
The rezoning site is located within the Avent Ferry Road Corridor Study. However, the site is not directly subject to area-specific guidance of the study.

OUTSTANDING ISSUES

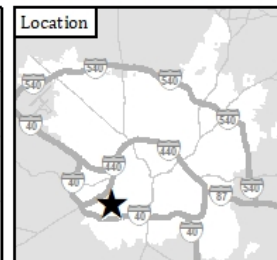
Outstanding Issues	1. None	Suggested Mitigation	1. N/A
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Existing Zoning

Z-62-2020



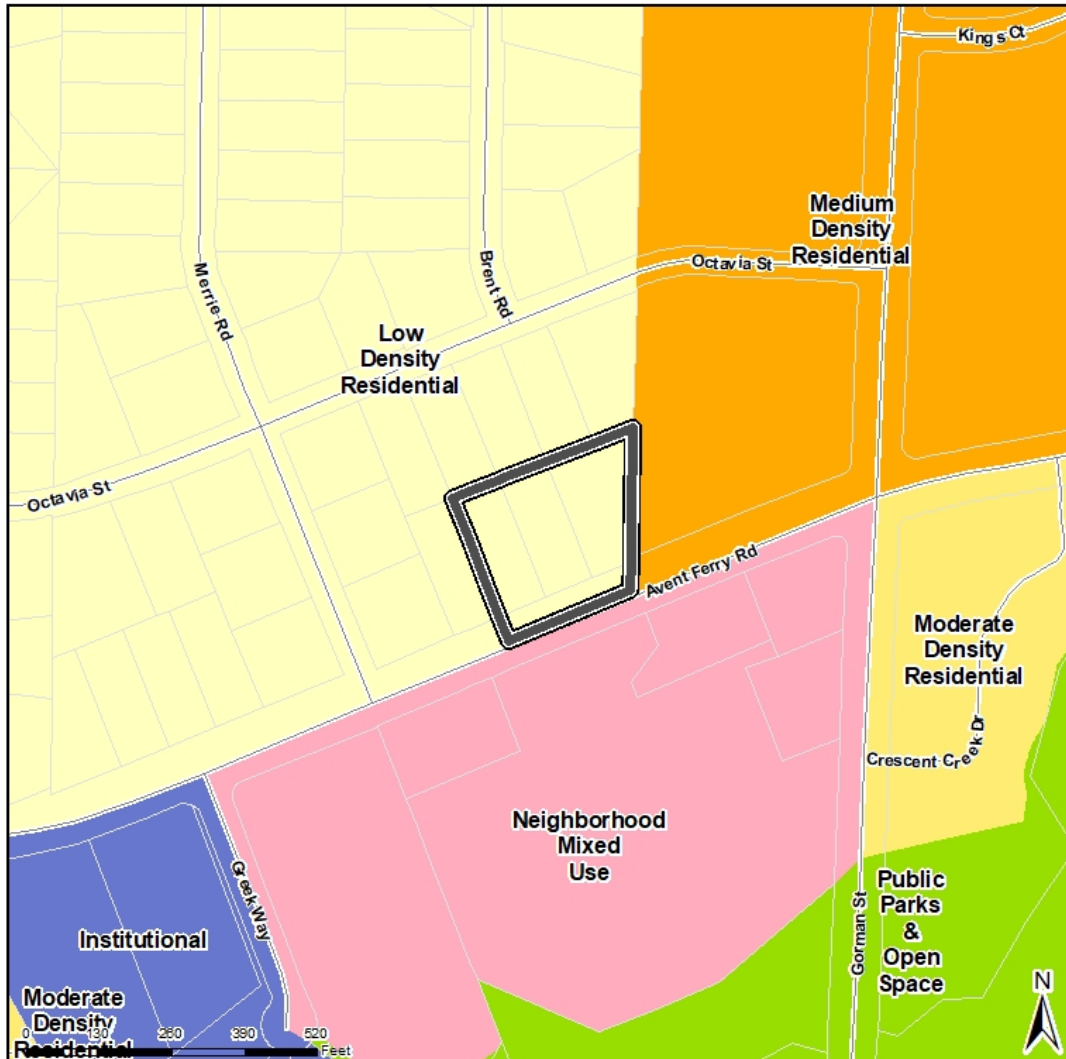
Property	3300, 3304, & 3308 Avent Ferry Rd
Size	1.54 acres
Existing Zoning	R-4 w/SRPOD
Requested Zoning	R-6 w/SRPOD



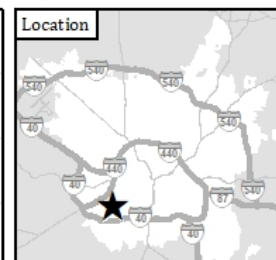
Map by Raleigh Department of City Planning (mansolf): 11/16/2020

Future Land Use

Z-62-2020



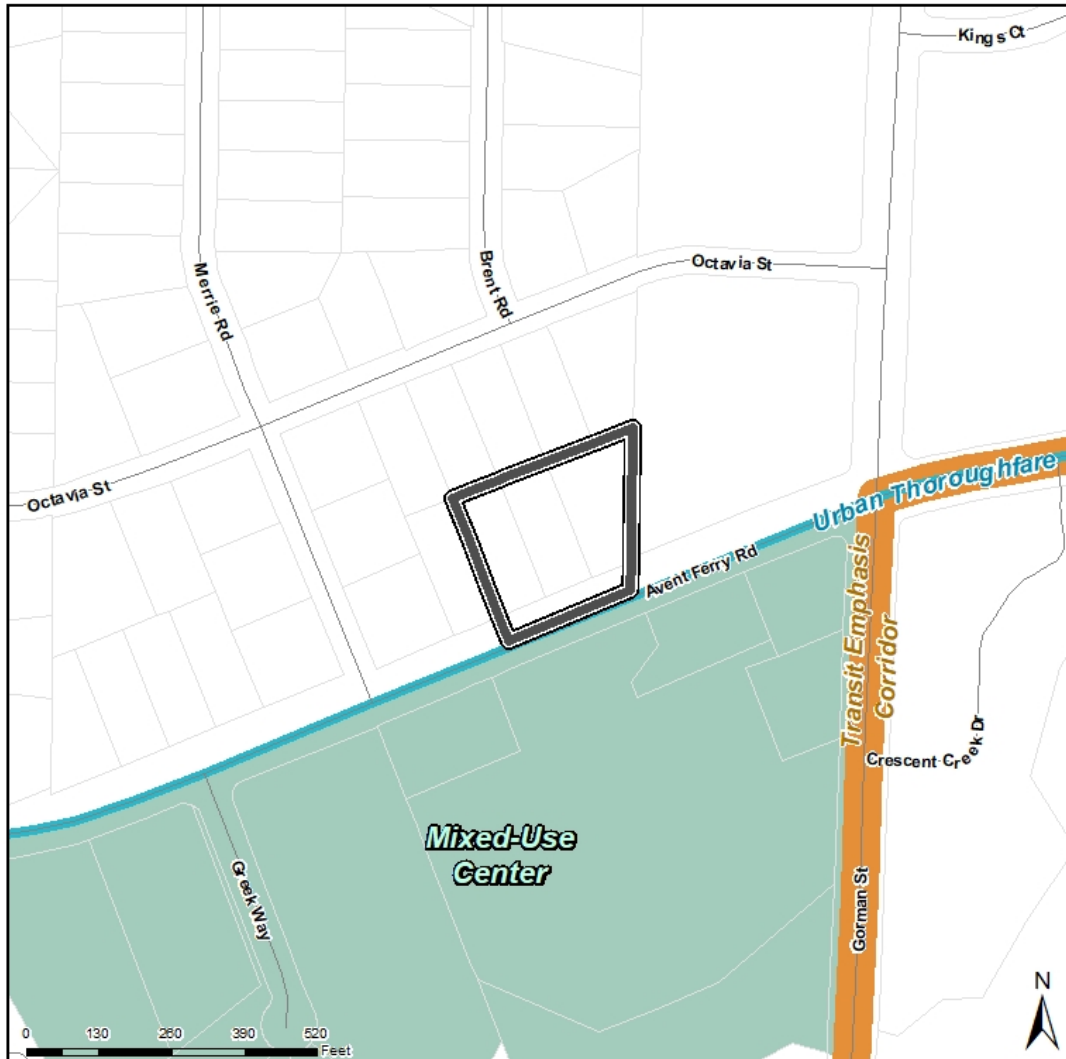
Property	3300, 3304, & 3308 Avent Ferry Rd
Size	1.54 acres
Existing Zoning	R-4 w/SRPOD
Requested Zoning	R-6 w/SRPOD



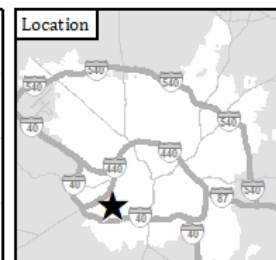
Map by Raleigh Department of City Planning (mansolf); 11/16/2020

Urban Form

Z-62-2020



Property	3300, 3304, & 3308 Avent Ferry Rd
Size	1.54 acres
Existing Zoning	R-4 w/SRPOD
Requested Zoning	R-6 w/SRPOD



Map by Raleigh Department of City Planning (mansolf): 11/16/2020

COMPREHENSIVE PLAN

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

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

The request is consistent with relevant policies in the 2030 Comprehensive Plan, including the Future Land Use Map designation of Low Density Residential. In addition, the request is consistent with the vision theme of Expanding Housing Choices and Growing Successful Neighborhoods and Communities. The request would permit additional units and building types that are compatible with the surrounding residential neighborhoods.

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

Yes, the Future Land Use Map envisions Low Density Residential on the rezoning site, between one and six units per acre. The request R-6 would permit residential development up to six units per acre.

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

N/A

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

Community facilities and streets, including Avent Ferry Road, appear to be able to serve the proposed use.

Future Land Use

Future Land Use designation: Low Density Residential

The rezoning request is

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

☐ **Inconsistent**

Low Density Residential envisions residential uses between one and six units per acre. The requested district R-6 would permit residential uses up to six units per acre.

Urban Form

Urban Form designation: Urban Thoroughfare

The rezoning request is

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

☐ **Inconsistent**

☒ **Other**

Avent Ferry Road is designated as an Urban Thoroughfare. This designation recommends a frontage be applied to mixed use districts. The request is for a residential district and a frontage cannot be applied.

Compatibility

The proposed rezoning is

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

☐ **Incompatible.**

The requested district would permit residential development that is similar to and compatible with the surrounding area. This includes the detached residential area to the north and west and the apartment residential area to the east. In addition, residential infill standards may apply, which would further encourage compatible development.

Public Benefits of the Proposed Rezoning

- The request district would permit additional residential units along a major road Avent Ferry Road.

Detriments of the Proposed Rezoning

- The request would establish low density residential uses with direct access to a major road Avent Ferry Road. This creates more driveways and greater potential for conflict with vehicles and with pedestrians.

Policy Guidance

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

Policy LU 1.2 Future Land Use Map and Zoning Consistency

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

- The site is designated as Low Density Residential, which envisions residential uses between one and six units per acre. The rezoning request would permit up to six units per acre and is consistent with the Future Land Use Map.

Policy LU 5.1 Reinforcing the Urban Pattern

New development should acknowledge existing buildings, and, more generally, the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.

- The area surrounding the rezoning site is mainly residential, including a neighborhood on detached houses to the west and north and an apartment complex to the east. The rezoning request would permit detached and attached housing types that are similar to the surrounding area.

Policy H 1.8 Zoning for Housing

Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well-supplied with housing with moderate the cost 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 requested district would increase the potential residential units from three to eight and would permit an additional housing type.

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

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 request would permit detached or attached residential units on a site that gets direct access from Avent Ferry Road.

Area Plan Policy Guidance

- The rezoning site is located within the study area of the Avent Ferry Road Corridor Study. However, there is no area specific guidance for the rezoning site.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	38	Similar to average.
Walk Score	30	55	Higher than average.

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

Summary: The rezoning site has a higher than average Walk Score, aided by proximity to destinations in the Avent Ferry Road Shopping Center directly south of the rezoning site. The site has similar access to transit as Raleigh as whole.

Carbon/Energy Footprint: Housing

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	Yes
Townhouse	56.5	No
Small Apartment (2-4 units)	42.1	No
Larger Apartment	34.0	No

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

Summary: The rezoning request would not permit the more energy efficient housing types, such as townhouse and apartment building type.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds	The request would permit an additional 5 units.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	Attached houses would be permitted.
If not a mixed-use district, does it permit smaller lots than the average?*	Yes	R-6 would permit a 6,000 square foot lot.
Is it within walking distance of transit?	Yes	

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

Summary: The request would add addition units to the entitlement and would permit multiple housing types and smaller-than-average lots. However, these units are not guaranteed to be subsidized units.

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

This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors. Nearest existing park access is provided by Kentwood Park (0.9 miles) and Lake Johnson Park (0.7 miles). Nearest existing greenway trail access is provided by Walnut Creek Greenway Trail (0.3 miles). Current park access level of service in this area is graded an A letter grade.

Impact Identified: None

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	1,118	1,875	5,000
Waste Water	1,118	1,875	5,000

Impact Identified:

1. The proposed rezoning would add approximately 3,125 gpd to the wastewater collection and water distribution systems of the City.
2. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.
3. 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.
4. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer.

Stormwater

Floodplain	n/a
Drainage Basin	Walnut Creek
Stormwater Management	UDO Chapter 9
Overlay District	n/a

Impact Identified: No downstream structural impacts identified.

Transit

GoRaleigh route 11, and route 11L, and North Carolina State University's Wolfline bus service. Route 11 provides service from downtown Raleigh to Trailwood Hills along Western Boulevard and Avent Ferry Road. Route 11L provides service between North Carolina State University and Buck Jones Road. Both routes run every 30 minutes during peak times and hourly during off-peak times. The nearest route is located approximately 400 feet east of the site at the intersection of Avent Ferry Road and Gorman Street.

Transportation

Site Location and Context

Location

The Z-62-2020 site is located in southwest Raleigh on the north side Avent Ferry between Merrie Road and Gorman Street.

Access

Access to the subject site is Avent Ferry.

Area Plans

The Z-62-2020 site is located within the Avent Ferry Corridor Plan, which plan is focused on the development of Avent Ferry as a walkable and bikeable corridor. The adoption of the Avent Ferry Corridor Study resulted in a custom streetscape plan being adopted by City Council, which includes a separated bicycle facility, improved pedestrian facilities and crossings, and improved transit amenities. As required by UDO Section 8.5.1.F, this has implications for frontage improvements on Avent Ferry Road.

Existing and Planned Infrastructure

Streets

Avent Ferry is designated as a two-lane, divided avenue west of Gorman Street and a four-lane, divided avenue east of Gorman Street in Map T-1 of the Comprehensive Plan. The

street maintained by NCDOT. The corridor has a custom streetscape adopted as part of the Avent Ferry Corridor study.

In accordance with UDO section 8.3.2, the block perimeter in R-6 depends on average block size. The that the standard minimum lot size would lead to a perimeter of 4,500 ft. The existing block perimeter for this site is roughly 2,900 feet.

Pedestrian Facilities

There is an existing five-foot multi-use path along the northern side of Avent Ferry from Lake Jordan to Western Boulevard. Sidewalks are complete on the southern side of Avent Ferry from Athens Dr. to south of Western Blvd. Development of this site will require streetscape improvements along the site frontage in accordance with UDO Article 8.5.

Bicycle Facilities

There are existing bike lanes on Avent Ferry between Athens Drive and Gorman Street. In the site vicinity, there are also bicycle lanes along Gorman Street in this area and buffered bicycle lanes were recently installed on Thistledown Drive between Trailwood Drive and Gorman Street. Avent Ferry is designated for a separated bikeway in the Long-Term Bike Plan (Map T-3 of the 2030 Comprehensive Plan).

Greenways

Access to the Walnut Creek Greenway Trail is located .3 miles from the site on Trailwood Drive east of the site.

Other Projects in the Area

East of the site, an improvement to the Walnut Creek Greenway Trail is planned. The project, which will begin construction soon, will upgrade the greenway trail to follow the stream, rather than the sidewalk on Trailwood Drive and Avent Ferry Road. Total length of the project will be less than 1,000 feet.

TIA Determination

Based on the Envision results, approval of case Z-62-20 would increase the amount of projected vehicular peak hour trips for the site as indicated in the table below. The proposed rezoning from R-4 to R-6 is projected to have 4 new trips in the AM peak hour and 5 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.

Z-62-20 Existing Land Use		Daily	AM	PM
Residential - Single Family Detached		28	2	3
Z-62-20 Current Zoning Entitlements		Daily	AM	PM
Residential		28	2	3
Z-62-20 Proposed Zoning Maximums		Daily	AM	PM
Residential - detached or attached		76	6	8
Z-62-20 Trip Volume Change		Daily	AM	PM

(Proposed Maximums minus Current Entitlements)		47	4	5
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Urban Forestry

Proposed rezoning does not impact Urban Forestry requirements.

Impact Identified: None

Impacts Summary

The rezoning request would have minimal impacts at the rezoning stage.

Mitigation of Impacts

No mitigation of Z-62-20 is needed at the rezoning stage.

CONCLUSION

Rezoning request Z-62-20 is a request to rezone three parcels from R-4 to R-6. The request is for a general use district and does not include zoning conditions. Application of R-6 to the site would allow five additional residential dwelling units to be built and would permit the attached house type in addition to the detached house type.

This request is consistent with the Future Land Use Map guidance for the area, as well as policies regarding reinforcing the urban pattern and increasing housing entitlement and diversity. In permitting a small amount of additional residential density, Z-62-20 is also consistent with the 2030 Comprehensive Plan vision themes of Expanding Housing Choices and Growing Successful Neighborhoods and Communities.

CASE TIMELINE

Date	Action	Notes
11/25/20	Application submitted.	
12/18/20	Initial staff review provided.	
1/26/20	Planning Commission review begins.	

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	R-4	R-4	NX-3-PL	R-10	R-4
Additional Overlay	SRPOD	SRPOD	SRPOD	SRPOD	SRPOD
Future Land Use	Low Density Residential	Low Density Residential	Neighborhood Mixed Use	Medium Density Residential	Low Density Residential
Current Land Use	Residential	Residential	Commercial	Residential	Residential
Urban Form	Urban Thoroughfare	-	Mixed Use Center	-	-

CURRENT VS. PROPOSED ZONING SUMMARY

EXISTING ZONING		PROPOSED ZONING
Zoning	R-4	R-6
Total Acreage	1.54	1.54
Setbacks:		
Front	20'	10'
Side	10'	5'
Rear	30'	20'
Residential Density:	1.94	5.16
Max. # of Residential Units	3	8
Max. Gross Building SF	8,660	11,267
Max. Gross Office SF	Not Permitted	Not Permitted
Max. Gross Retail SF	Not Permitted	Not Permitted
Max. Gross Industrial SF	Not Permitted	Not Permitted
Potential F.A.R.	0.13	0.17

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

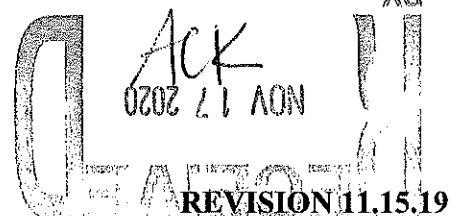
Rezoning Application



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

REZONING REQUEST			
<input checked="" type="checkbox"/> General Use <input type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan Existing Zoning Base District R-4 Height N/A Frontage N/A Overlay(s) SRPOD Proposed Zoning Base District R-6 Height N/A Frontage N/A Overlay(s) SRPOD Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			OFFICE USE ONLY Rezoning Case #
If the property has been previously rezoned, provide the rezoning case number: N/A			
GENERAL INFORMATION			
Date		Date Amended (1)	
Property Address 3300/ 3304/ 3308 Avent Ferry Road Raleigh, NC 27606			
Property PIN 0793042731; 0793041646; 0793040651		Deed Reference (book/page) See attachment	
Nearest Intersection Gorman Street			
Property Size (acres) See Attachment	For Planned Development Applications Only:	Total Units See Attachment	Total Square Footage
		Total Parcels	Total Buildings
Property Owner Name/Address See Attachment		Phone	Fax
		Email	
Applicant Name/Address Timothy W. Stephens 2574 Corley Wood Dr. Raleigh, NC 27606		Phone (919) 418-4454	Fax N/A
		Email sammystapandgrill@gmail.com	
Applicant* Signature(s) <i>Timothy W. Stephens</i>		Email sstephens4454@gmail.com	

*Please see Page 11 for information about who may submit rezoning applications. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.



REZONING APPLICATION ADDENDUM #1**Comprehensive Plan Analysis****OFFICE USE ONLY****Rezoning Case #**

The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.

STATEMENT OF CONSISTENCY

Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.

Yes, the zoning request is consistent with future land use designation; and its on a mass transit corridor, creating additional living spaces, which are visually attractive, safe, accessible, + functional, which will enhance the area as a whole.

PUBLIC BENEFITS

Provide brief statements explaining how the rezoning request is reasonable and in the public interest.

Currently, 3300, 3304, 3308 Avent Ferry Road, are very old structures, ~~and~~ and on their three different driveways that front a busy street, and makes exiting difficult. The efficient plan of additional housing, improved landscaping, and enhanced storm water controls. Only one driveway to Avent Ferry Rd will exist and the driveway will align with plaza exit.

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

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

Rezoning Case #**INVENTORY OF HISTORIC RESOURCES**

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

None

PROPOSED MITIGATION

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

None

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

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

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

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

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

MASTER PLAN SUBMITTAL REQUIREMENTS

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

SUMMARY OF ISSUES

A neighborhood meeting was held on 08/05/2020 (date) to discuss a potential rezoning located at 3300/ 3304/ 3308 Avent Ferry Road Raleigh, NC 27606 (property address).

The neighborhood meeting was held at Virtual Zoom Meeting (location).

There were approximately 17 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

See Attached Meeting Minutes.

ATTENDANCE ROSTER

NAME	ADDRESS
Sammy Stephens, Developer	2574 Corley Wood Dr. Raleigh, NC 27606
Mike Zaccardo, Timmons Group	5410 Trinity Road, Ste. 102 Raleigh, NC 27607
Sol Moore, Timmons Group	5410 Trinity Road, Ste. 102 Raleigh, NC 27607
Matthew Klem, City of Raleigh	One Exchange Plaza, Ste. 300 Raleigh, NC 27601
Kevin Hodge	3301 Octavia St. Raleigh, NC 27606
Corinne Wilson	3309 Octavia St. Raleigh, NC 27606
Gregory Wilson	3309 Octavia St. Raleigh, NC 27606
Evan Johnson	3313 Octavia St. Raleigh, NC 27606
Robin Miller	3321 Octavia St. Raleigh, NC 27606
Susan Reeves	3324 Octavia St. Raleigh, NC 27606
Dan Phillips	3400 Avent Ferry Rd. Raleigh, NC 27606
Emily Marshall	823 Merrie Rd. Raleigh, NC 27606
Sam Marshall	823 Merrie Rd. Raleigh, NC 27606
Joy Duncan	908 Merrie Rd. Raleigh, NC 27606
Laura Hart Ritchie	3312 Avent Ferry Rd. Raleigh, NC 27606
Wesley Snyder	Not on Mailing List
Rosalyn Snyder	Not on Mailing List
Jill Freeman	Not on Mailing List
Daniel Thompson	Not on Mailing List
Hechmi Hamouda	Not on Mailing List
Udo Blum	Not on Mailing List

REZONING APPLICATION ATTACHMENT - PROPERTY OWNER'S INFORMATION								
PIN	PROPERTY ADDRESS	DEED REFERENCE (BOOK/ PAGE)	PROPERTY SIZE (ACRES)	OWNER'S NAME	OWNER'S ADDRESS	TOTAL PARCELS	TOTAL EXISTING UNITS/ BLDGS	TOTAL EXISTING SQUARE FOOTAGE
793042731	3300 Avent Ferry Road Raleigh, NC 27606	17597/ 1313	0.62	Jin, Xuetian	3205 Fallen Acorn Circle Cary, NC 27519 Phone: (919) 785-8222 Email: samueljin@hotmail.com	1	1	1,416
793041646	3304 Avent Ferry Road Raleigh, NC 27606	17706/ 1934	0.46	Jin, Xuetian	3205 Fallen Acorn Circle Cary, NC 27519 Phone: (919) 785-8222 Email: samueljin@hotmail.com	1	1	1,312
793040651	3308 Avent Ferry Road Raleigh, NC 27606	17628/ 2260	0.47	Timothy W. & Stacey Stephens	2574 Corley Wood Drive Phone: (919) 418-4454 Email: sammystapandgrill@gmail.com	1	1	1,040



Summary of Discussion From the Neighborhood Meeting

Project:	3300/ 3304/ 3308 Avent Ferry Road	Meeting Date:	45779
Applicant:	Timothy W. Stephens	Place/ Room:	Zoom Virtual Meeting
Contact Information:	Timmons Group, Mike Zaccardo, PE	Time:	6:00 PM - 8:00 PM

Summary of questions/ comments and responses from the neighborhood meeting:

Question/ Concern #1: Can you describe briefly what the project would be?

Applicant Response: 15 Townhomes.

Question/ Concern #2: When I saw the written description of the project, I thought the area of the land was 1 acre, did I read it wrong?

Applicant Response: It's 1.55 ac.

Question/ Concern #3: Is that why you are going more than R-10 for an R-10 zoning.

Applicant Response: R-10 would be 15 units on a 1.55 acre.

Question/ Concern #4: Is there only a 10' setback?

Applicant Response: Because of the single-family use and the potential townhome development, the City of Raleigh UDO requires a transitional yard between the two uses. For this project we are proposing a 10' Type A2 transitional, which will consist of landscaping and a fence. The fence is a minimum of 6.5' min. high.

Question/ Concern #5: Is that 10' setback in addition to the required 10' setback required by the City of Raleigh for any development? A total of 20' setback.

Applicant Response: The City requires a transitional yard, but they do have separate setback requirements for buildings and parking. For this site there's a 20' rear building setback and a 3' setback for the parking. The plan shows the building 40' away from the property line.

Question/ Concern #6: Essentially we can assume that all trees on all three of these lots will be removed.

Applicant Response: Not necessarily, pending a survey and more in-depth detail design, there might be some trees that will not be impacted and those trees could stay, but it's too early to tell if we'll be able to keep any of those trees. Most of trees that could be saved would be on the back of the property and on the west side property line, bordering the 3312 lot. Our goal on any development I've done is by getting new strategic trees can actually provide a lot more privacy that what's been received right now.

Question/ Concern #7: One concern that I have is that all three properties are pretty low in elevation, so

Applicant Response: The trees are going to provide a lot more for you, the trees are going to get taller than 6'. Six feet is certainly not a lot, but the plantings will really provide the difference.

Question/ Concern #8: I'm seeing a lot of parking, how many bedrooms are each f these units going to have?

Applicant Response: We don't know if it'd be 3 or 4.

Question/ Concern #9: I'm counting roughly 60-65 spots.

Applicant Response: Yes, the City of Raleigh has a specific amount of parking required based on the number of bedrooms, and you can exceed that amount but you might be required to provide additional stormwater treatment for example.

Question/ Concern #10: So your target audience for these townhomes are students?

Applicant Response: Young professional, potentially some students as well.

Question/ Concern #11: I have a house next to me with 4 students, some of them park on the street. You have enough parking as long nobody has a friend over and as long as it's not Saturday night. Octavia Street backs up with cars for blocks every single weekend.

Applicant Response: Response interrupted.

Question/ Concern #12: Can I have the Planning Department Matt's phone number, extension and full name?

Applicant Response: Matthew Klem provided his contact information.

Question/ Concern #13: Is the driveway off of Avent Ferry the only access to this property?

Applicant Response: Correct.

Question/ Concern #14: It concerns me that driveway is in the graduated right merge lane of Avent Ferry as it merges from 4 lanes to fewer, with more than 60 cars there would be a huge traffic jam. There is also a bike lane. I would anticipate potential accidents simply from traffic density.

Applicant Response: We have not going through the City yet, but the City will look at that and will ask us about that.

Question/ Concern #15: Would any of these units be dedicated to low income housing?

Applicant Response: We have not determined that yet.

Question/ Concern #16: If the only access is from Avent Ferry and Avent Ferry was blocked, how would you access? With one driveway entrance and a potential 60 people living in there?

Applicant Response: We have down the street on Avent Ferry Road near Centennial Park entrance one entrance, 87 parking spots and a bus stop right at the driveway and traffic flow has been acceptable.

Question/ Concern #17: Are there going to be students trying to make a left turn in close vicinity to that intersection?

Applicant Response: No, it's right at the entrance to the plaza, it lines up with the entrance behind the Walgreens.

Question/ Concern #18: From all the Avent Ferry meeting we had, I thought student housing would be denser east from Gorman Street toward the university. This seems to go directly against all of the future land use plans for Avent Ferry and all the conversations we spent months on.

Applicant Response: There has been no official submittal to the City of Raleigh yet. Our first step is to hold a neighborhood meeting to get feedback. The layout is subject to change.

Question/ Concern #19: Would this be owned or rental company managing?

Applicant Response: Individually owned with HOA.

Question/ Concern #20: Would they be required to be owner occupied.

Applicant Response: No.

Question/ Concern #21: What would be the target price to sell each unit?

Applicant Response: It's too early to tell, but we generally try to have a nice look.

Question/ Concern #22: Would this all be owned by 1-3 people or would it be owned by 15 different people?

Applicant Response: If I build them, usually I like to own some of it and if there's an HOA I would be the HOA president and keep an eye on the neighborhood.

Question/ Concern #23: Why don't you take them down and put \$350K - \$400K single-family homes there?

Applicant Response: Response interrupted.

Question/ Concern #24: I'd like to see more affordable housing around here.

Applicant Response: Response interrupted.

Question/ Concern #25: When you're renting out a townhouse, can you require only one lease and all the people in the house to be on the lease, so they all they responsibility for their behavior?

Applicant Response: Yes.

Question/ Concern #26: Matthew (Klem), this neighborhood already has a special overlay district, special restrictions on front yard parking and driveways.

Applicant Response: Yes, part of the existing zoning on the property is an overlay district called special residential parking overlay. It restricts how and where parking is accommodated on a certain piece of property. It's a way of managing vehicle storage.

Question/ Concern #27: Is it going to be geared toward college students, high-end townhomes or budget rental homes?

Applicant Response: Yes, they'll be higher end interior/exterior. As far as who's is it going to be marketed to, we feel it's a little bit of both young professionals, professors and probably students as well.

Question/ Concern #28: Are people going to buy them with the intentions to renting them out immediately?

Applicant Response: I think you have two types of buyers, you got some that are affiliated with the university and then you may have a parent that want something for their daughter or son perhaps. It's difficult to control.

Question/ Concern #29: What are the sizes of the units?

Applicant Response: Under 1,700 s.f.

Question/ Concern #30: How many bedrooms?

Applicant Response: 3 or 4.

Question/ Concern #31: Are they going to be 2-story, 3-story or what?

Applicant Response: 3-story. Exterior with stone and hardie plate, 17' wide, 32-35' long.

Question/ Concern #32: Do you have an average sale price for each unit?

Applicant Response: It generally takes 3 years to get built, I would say upper \$300K - \$400K preliminarily.

Question/ Concern #33: How close is that back unit going to be to the fence?

Applicant Response: Back building shows 40' from the property line.

Question/ Concern #34: My concern as a property owner is the noise factor now with a bunch of townhomes and college students is going to affect the quality of life.

Applicant Response: I'd like to point out that when you own a townhome you also own the parking spot, not like an apartment community where 30-40 cars can just flow in, take those spots and go have a party. They are individually owned run by the HOA where homeowners are held accountable.

Question/ Concern #35: What kind of HOA is it?

Applicant Response: The homeowner's association is a president and there's a management company that manages the property. They keep a pulse on the neighborhood and any issues.

Question/ Concern #36: What is going on the outdoor area, is a pool planned for that?

Applicant Response: No, is just grass. We might put a picnic table in there.

Question/ Concern #37: What is the next step?

Applicant Response: Meeting with the City of Raleigh and determine if we move forward with rezoning.

Question/ Concern #38: Is this the last time we have a say on it?

Applicant Response: This meeting is one of the first steps toward rezoning. Later in the process you will receive letters with dates for a planning commission and city council/public hearing where you can attend and sign up to speak.

Question/ Concern #39: Are we allowed to retain legal counsel?

Applicant Response: Yes.
