

MEMORANDUM

To: Meredith Gruber, Town of Rolesville, Planning Director
Michael Elabarger, Town of Rolesville, Senior Planner

CC: Kelly Arnold, Town of Rolesville, Manager

From: Liza Monroe
Karen Morgan Mallo, AICP

Date: March 29, 2022

Project: 1216 Rolesville Road
MA 22-05

Subject: Rezoning Application Review Comments

We have completed a review of the zoning map amendment (rezoning) application completed by Robert Sharr of Optimal Development, dated October 13, 2021. The application requests the subject property, 1216 Rolesville Road (PIN 1768-33-7689), be rezoned from RL, Residential Low Density to NC, Neighborhood Center Mixed Use. The 11.78 acre parcel is proposed to be utilized for 30,000 square foot of commercial space and 68 townhouse units, as outlined on the concept plan, prepared by FLM Engineering, dated February 21, 2022.

We offer the following:

A. Application Documents Provided

1. To ensure that new development and redevelopment does not adversely affect the capacity of streets and intersections to accommodate vehicular traffic safely and efficiently, a Traffic Impact Analysis (TIA) is required to be submitted with the rezoning application per LDO Section 8.C. This has not been provided.
2. The applicant should indicate if the proposed rezoning is a Conditional District or a straight rezoning. The information provided on the Town's website indicates a conditional district. If so, the application materials should be revised accordingly, and additional information and proposed conditions shall be submitted in support of the rezoning.

B. Concept Plan Sheet

1. In accordance with LDO Section 3.4.3.C, a maximum seventy-five (75) percent of gross acreage can be dedicated to residential uses. Provide a breakdown of the percentages devoted to each use type.
2. The applicant shall demonstrate compliance with the requirements of LDO Section 3.4.3.D in regard to the mixture of proposed uses and the timing of development. For purposes of the rezoning, the applicant shall provide this information in the hearing testimony.
3. The applicant should note that building architectural elevations will be required to determine compliance with the requirements of Table 3.4.3
4. Table 3.4.3 indicates that the maximum single use / building size shall be 25,000 sq ft, unless the increase is approved as part of a development agreement, or the building is mixed use. The proposed commercial building is 30,000 and appears to only be commercial in use.

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5. Applicant should note that a street wall will be required for the parking area fronting on the public street.
6. The applicant should revise the plans to show the adjacent street / access easement to which the parking area and Road 3 will connect.
7. The concept plan indicates parking for multiple-family units. However, the applicant is providing single-family, attached units which require 2.0 spaces per dwelling unit, plus 0.25 spaces per unit for guests (Table 6.4.3.G). The parking requirements should be updated accordingly.
8. The plans indicate that two parking spaces are provided in the driveways. However, the typical driveways provided are 10' wide x 20' in length. This only allows for one car to be parked in the driveway. The applicant shall demonstrate compliance with the parking requirements.
9. A transitional buffer will be required along the southwestern property line (south of Road 1), immediately to the east of the existing easement. Further, an 'A' perimeter buffer shall be extended along the southern property line on the western side of Road 3 or relocated to north of the parking area to avoid the existing gas easement.

C. Comprehensive Plan Consistency/FLUM

The proposed rezoning is mildly consistent with the 2017 Comprehensive Plan and Future Land Use Map distinction which shows this parcel as *Mixed Use Neighborhood* on the FLUM.

Mixed Use Neighborhood is classified as neighborhoods with a mix of uses that offer residents the ability to live, shop, work and play, in one community. The design and scale of the development encourages active living through a comprehensive and interconnected network of walkable streets that often support multiple modes of transportation.

While the neighborhood is too small to offer a true mix of uses as suggested in the comp plan, it should be noted further that the concept plan and proposed zoning is consistent with the development approved in the area. The adjacent development, the Point, has similar layout as proposed by this applicant, provides the mix of residential uses to support the proposed commercial, and provides an extension of the road network.