

**REZ-23-05: Scarboro Apartments**  
**Justification Statement**

1. Is the application consistent with the Comprehensive Plan / other applicable adopted town plans?

Response. The Town's Future Land Use Map designates these four properties as High Density Residential. The Comprehensive Plan defines this designation as "[m]ixed use neighborhood of single-family, duplex, condominium, townhouse or multifamily residential." The proposed rezoning to the Town Center District would permit both the Duplex and Multiple Family residential uses up to twenty (20) units per acre. While the High Density Residential designation recommends residential density only up twelve (12) units per acre, the Developer has conditioned residential density down to 240 total units (18.25 units per acre). The Town's Greenway Plan shows a proposed greenway running from S. Main Street, through the site and ultimately connecting to E. Young Street. The proposed sketch plan (the "Project") incorporates the Greenway plan into the site, with a ten foot (10') wide multiuse path along the future right-of-way. The Project's greenway design incorporates the greenway into the new right-of-way, which helps activate the proposed mixed-use buildings and allows for efficient pedestrian travel. The Town's Transportation Plan shows a proposed street running perpendicular to S. Main Street, which will eventually create a new street block between S. Main Street and E. Young Street. The Project incorporates the new street into its design. This Project, along with the Parker Ridge development and the Town's Community Campus, will complete the new block and enhance vehicular and pedestrian connectivity.

2. Is it in conflict with any provision of the LDO or the Town Code of Ordinances?

Response. The Project intends to comply with all parts of the LDO and Town Code of Ordinances.

3. Does the application correct any errors in the existing zoning present at the time it was adopted?

Response. The application does not correct any errors in the existing zoning.

4. Does it allow uses that are compatible with existing and allowed uses on surrounding land?

Response. The proposed rezoning allows for ground-floor commercial uses along S. Main Street and that portion of the new right-of-way north of the stream buffer. The permitted commercial uses within this portion of the Property are compatible with existing commercial uses along this portion of S. Main Street between E. Young Street and Redford Place Drive. This assemblage of properties is also across S. Main Street from property currently zoned Town Center. The proposed rezoning to TC-CZ would permit similar and complimentary uses to those across S. Main Street. The balance of the Property would permit a variety of housing types with residential density up to 18.25 units an acre. The Project intends to develop this area with multifamily housing.

5. Would it ensure efficient development within the town, including the capacity and safety of the street network, public facilities, and other similar considerations?

Response. The proposed rezoning and development would ensure efficient development among adjacent properties. Parker Ridge is a proposed residential development south of the Property, and it shows a street connection to the west. That street connection leads to land owned by the Town of Rolesville, and is planned for the Town's Community Campus. The Community Campus project shows a street stub to the Scarboro Apartments. All three projects play an important role in establishing a new street block between S. Main Street and E. Young Street. These street

improvements should reduce congestion on the main streets and enhance connectivity among different properties. These three projects also facilitate the build-out of the greenway system in this area of Rolesville. Development of Scarboro Apartments, along with the two aforementioned projects, will have a synergistic effect on the Town's street infrastructure.

6. Would it result in a logical and orderly development pattern?

Response. As mentioned, the proposed rezoning and development facilitate the overall transformation of the street grid in this section of Rolesville. The rezoning permits commercial uses only along the S. Main Street right-of-way, where existing business are located. The proposed rezoning would increase residential density near center of Rolesville, and complete the recommended transportation improvements.

7. Would it result in adverse impacts on water, air, noise, storm water management, wildlife, vegetation, wetlands, and the natural functioning of the environment?

Response. A Harris Creek tributary runs across the southeast corner of the Property. However, the Project leaves this area largely undisturbed, save for a stormwater pond and street crossing as required by the Transportation Plan. The stormwater device shown on the sketch plan would be designed to capture all stormwater that falls on the Property, and treat it before releasing into the tributary stream. The balance of that area will remain undeveloped. By preserving this portion of the site for stormwater drainage and undisturbed open space, the Project would not create adverse impacts to the environmentally sensitive areas. The uses contemplated in the zoning conditions should not create adverse noise impacts to surrounding properties.

8. Does the conditional rezoning addresses the impacts reasonably expected to be generated by the development or use of the site, can reasonably be implemented and enforced for the subject property, and if it will mitigate specific issues that would likely result if the subject property were zoned to accommodate all the uses and the minimum standards of the corresponding general zoning district.

Response. The zoning conditions limit the types of commercial uses permitted and where those commercial uses can be located. By limiting commercial uses to that area closest to S. Main Street, there should be no adverse impacts to neighbors due to incompatible uses. The proposed rezoning would increase connectivity to adjacent properties, thereby mitigating additional traffic impacts from these new residential and commercial uses.