



Raleigh

MEMO

TO: Ruffin L. Hall, City Manager

FROM: Ken Bowers AICP, Director; John Anagnost, Planner II

DEPARTMENT: City Planning

DATE: December 17, 2018

SUBJECT: City Council agenda item for January 8, 2019 – Z-26-18

On December 4, 2018, City Council authorized the public hearing for the following item:

Z-26-18 Trawick Road, on its west side, south of Skycrest Drive, being Wake County PIN 1724591457. Approx. 4.33 acres are requested by MSM PROPERTY VENTURES LLC to be rezoned.

Current zoning: Residential-6 (R-6)

Requested zoning: Residential-10-Conditional Use (R-10-CU).

The zoning conditions dated October 30 limit height to 38 feet, limit the use of vinyl to 20% of any façade, prohibit the apartment building type, require a pocket park with active amenities, require a 20-foot undisturbed area along the western property boundary, require a ten-foot undisturbed area along the northern property boundary, prohibit vehicular access from Piedmont Drive, limit the number of townhouse units in a group, require pitched roofs, require townhouse units to be offset by one foot, require a 25-foot building setback from the western property boundary, and require a 50-foot building setback from the northern property boundary.

Raleigh DOT staff have expressed concern that the condition prohibiting vehicular access from Piedmont Drive could have negative impacts on the safety and accessibility of the local street network. If the request were to be approved without this condition, the City may potentially require vehicular access to the site from Piedmont Drive as part of a development plan. The rezoning review process outlined in the UDO allows the condition to be removed after the public hearing if that is the desire of the applicant.

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

The **Planning Commission** recommends **approval** in a vote of 7 to 0.

The **Northeast CAC** supports **approval** in a vote of 10 to 0 (November 8, 2018).

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

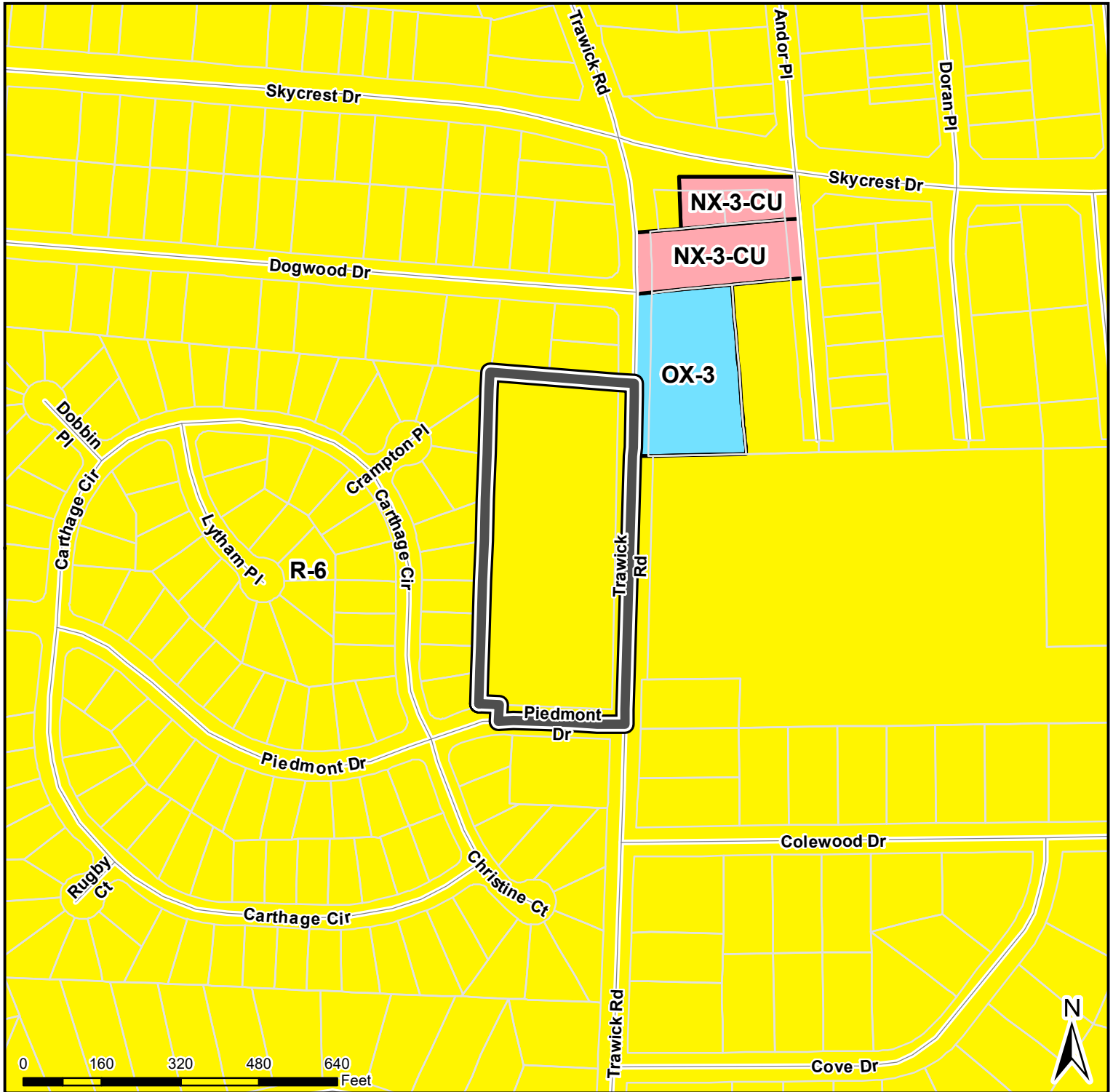
Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

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

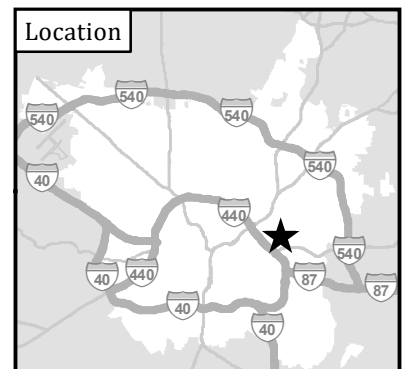
City of Raleigh
Post Office Box 590 • Raleigh
North Carolina 27602-0590
(Mailing Address)

Existing Zoning

Z-26-2018



Property	2025 Trawick Rd
Size	4.33 acres
Existing Zoning	R-6
Requested Zoning	R-10-CU





CERTIFIED RECOMMENDATION

Raleigh Planning Commission

CR# 11877

CASE INFORMATION Z-26-18 2025 TRAWICK ROAD

Location	Trawick Road, on its west side, south of Skycrest Drive Address: 2025 Trawick Road PIN: 1724591457 iMAPS , Google Maps , Directions from City Hall
Request	Rezone property from R-6 to R-10-CU
Area of Request	4.33 acres
Corporate Limits	The site is within the City's corporate limits and ETJ. No annexation is required.
Property Owner	MSM Property Ventures, LLC 106 Cottonwood Court Pine Knoll Shores, NC 28512
Applicant	Nil Ghosh 421 Fayetteville Street, Suite 530 Raleigh, NC 27601
Citizens Advisory Council (CAC)	Northeast CAC Chair WRenia Bratts-Brown cacnortheast@gmail.com
PC Recommendation Deadline	January 23, 2018

COMPREHENSIVE PLAN CONSISTENCY

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

FUTURE LAND USE MAP CONSISTENCY

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

COMPREHENSIVE PLAN GUIDANCE

<i>FUTURE LAND USE</i>	Low Density Residential
<i>URBAN FORM</i>	None
<i>CONSISTENT Policies</i>	Policy LU 1.3 - Conditional Use District Consistency Policy LU 2.2 - Compact Development Policy LU 5.1 - Reinforcing the Urban Pattern Policy LU 5.6 - Buffering Requirements Policy LU 8.1 - Housing Variety Policy LU 8.3 - Conserving, Enhancing, and Revitalizing Neighborhoods Policy LU 8.10 - Infill Development

	Policy LU 8.12 - Infill Compatibility Policy H 1.8 - Zoning for Housing
<i>INCONSISTENT Policies</i>	Policy LU 1.2 - Future Land Use Map and Zoning Consistency Policy LU 8.5 - Conservation of Single-Family Neighborhoods

SUMMARY OF PROPOSED CONDITIONS

<ol style="list-style-type: none"> 1. Limits height to 38 feet. 2. Limits use of vinyl to 20% of any façade. 3. Prohibits the apartment building type. 4. Requires additional Outdoor Amenity area with active amenities. 5. Requires a 20-foot, undisturbed area along the western property boundary and a ten-foot, undisturbed area along the northern property boundary. 6. Prohibits vehicular access from Piedmont Drive. 7. Limits the number of townhouse units in a group to six. 8. Requires pitched roofs that are visually distinct. 9. Requires townhouse units to be offset by one foot. 10. Requires a 25-foot building setback from the western property boundary and a 50-foot building setback from the northern property boundary.

PUBLIC MEETINGS

<i>Neighborhood Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>
7/19/2018 (33 attendees)	10/18/2018	10/23/2018, 11/13/2018	

PLANNING COMMISSION RECOMMENDATION

[Select one of the following and fill in details specific to the case.]

☒ The rezoning case is **Consistent** with the relevant policies in the Comprehensive Plan, and **Approval** of the rezoning request is reasonable and in the public interest.

☐ The rezoning case is **Consistent** with the relevant policies in the comprehensive Plan, but **Denial** of the rezoning request is reasonable and in the public interest.

☐ The rezoning is **Inconsistent** with the relevant policies in the Comprehensive Plan, and **Denial** of the rezoning request is reasonable and in the public interest.

☐ The rezoning case is **Inconsistent** with the relevant policies in the Comprehensive Plan, but **Approval** of the rezoning request is reasonable and in the public interest due to changed circumstances as explained below. Approval of the rezoning request constitutes an amendment to the Comprehensive Plan to the extent described below.

Reasonableness and Public Interest	The request is consistent with the Comprehensive Plan and is in the public interest because it is compatible with the surrounding area.
<i>Recommendation</i>	Approve. City Council may now schedule this proposal for Public Hearing or refer it to committee for further study and discussion.
<i>Motion and Vote</i>	Motion: Geary Second: Hicks In Favor: Braun, Geary, Hicks, Jeffreys, Novak, Queen and Swink
<i>Reason for Opposed Vote(s)</i>	N/A

ATTACHMENTS

1. Staff report

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.

Planning Director

Date

Planning Commission Chairperson

Date

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



ZONING STAFF REPORT – Z-26-18

CONDITIONAL/GENERAL USE DISTRICT

OVERVIEW

The rezoning site is 4.33 acres located on the west side of Trawick Road approximately 500 feet south of Skycrest Drive. There is one single-family home located in the southeast corner of the site. The home was built in 1952 and may be eligible for historic designation. The remainder of the site is heavily wooded.

The site lies about three-quarters of a mile north of New Bern Avenue and one and one-half miles east of the interchange of Capital Boulevard and I-440. N. New Hope Road passes the site three-quarters of a mile to the east. The area around the rezoning site is developed mainly with single-family subdivisions of one-sixth to one-half acre lots. The residential character of the surrounding area is primarily single-story brick ranches. Trawick Downs (Piedmont Drive/Carthage Circle) is characterized by minimal traditional style homes.

There is an area of non-residential uses at the southeast corner of the intersection of Skycrest Drive and Trawick Road, composed of a car dealership and a church. Hill Street Park is less than a mile away to the west. Wilburn Elementary School is located less than a mile to the north of the site.

The zoning in the surrounding area closely matches the existing development. Residential-4 and Residential-6 zoning cover nearly all of the land within 3,000 feet in all directions from the site. The single exception is the car dealership and church across Trawick Road.

The Future Land Use Map shows a similar uniformity, calling for Low Density Residential for the majority of the area within a one-half mile radius. There is a designation of Neighborhood Mixed Use for the car dealership and church mentioned above. A Community Mixed Use designation, extending from New Bern Avenue, is present one-quarter mile south. There is no Urban Form guidance for the site.

The site is zoned Residential-6. The rezoning request is for Residential-10 with conditions. The offered conditions would limit height, limit the use of vinyl as an exterior material, prohibit apartments, require a pocket park, require undisturbed areas along the northern and western property boundaries, and require townhouses to have design elements that reduce the scale and appearance of building masses.

The request may have the appearance of spot zoning. Spot zoning is a zoning district that impacts one property owner or a small number of property owners either positively or negatively in a way that surrounding properties are not impacted. In some cases, spot zoning is illegal under North Carolina law. Illegal spot zoning must occur on a relatively small area within a larger area of homogenous zoning and not be called for in the jurisdiction's land use planning documents. The requested zoning is not called for by the Future Land Use Map, but the surrounding zoning is not homogenous. There is mixed use

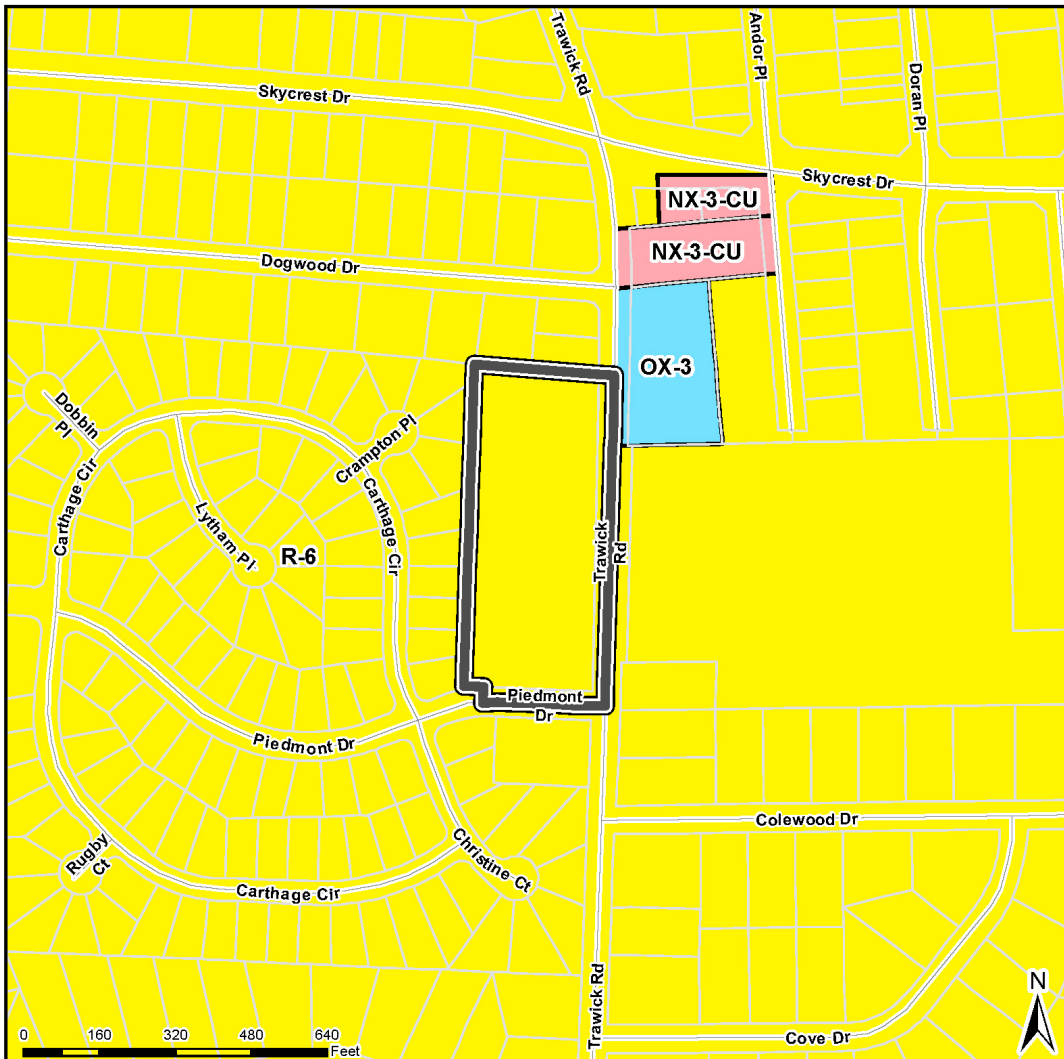
zoning across Trawick Road from the rezoning site. For that reason, this request, if approved, is not likely to meet the criteria of illegal spot zoning.

OUTSTANDING ISSUES

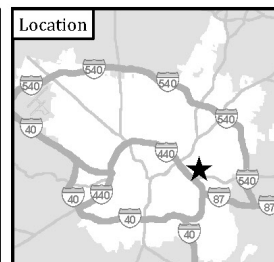
Outstanding Issues	1. Conditions requiring undisturbed buffers may conflict with UDO requirements.	Suggested Mitigation	1. A technical correction could be added to the conditions to identify UDO-based exemptions. Allowing exemptions listed in Section 9.1.4.C, parts 1-7 would resolve potential conflicts.
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Existing Zoning

Z-26-2018



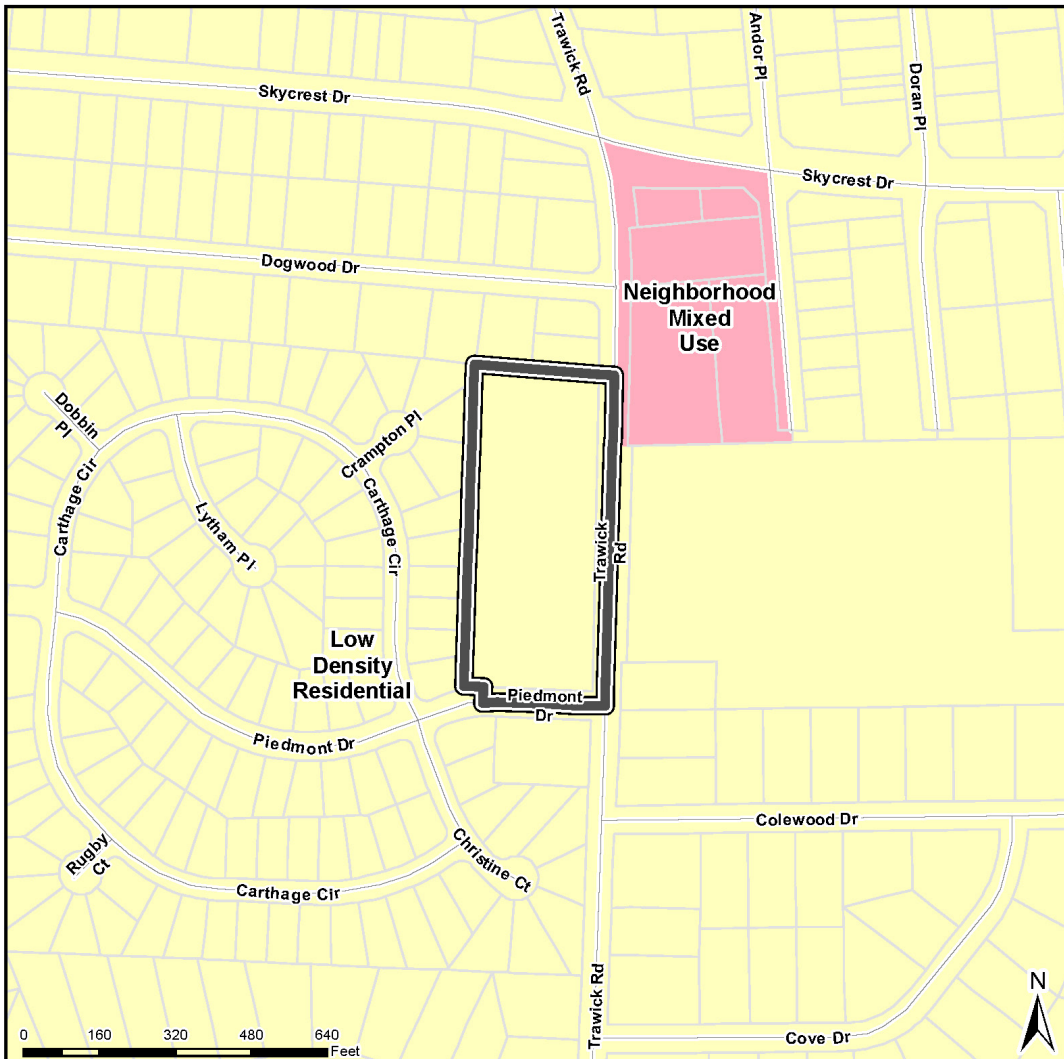
Property	2025 Trawick Rd
Size	4.33 acres
Existing Zoning	R-6
Requested Zoning	R-10-CU



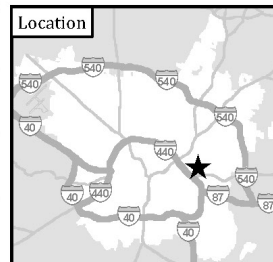
Map by Raleigh Department of City Planning (recktown): 9/19/2018

Future Land Use

Z-26-2018



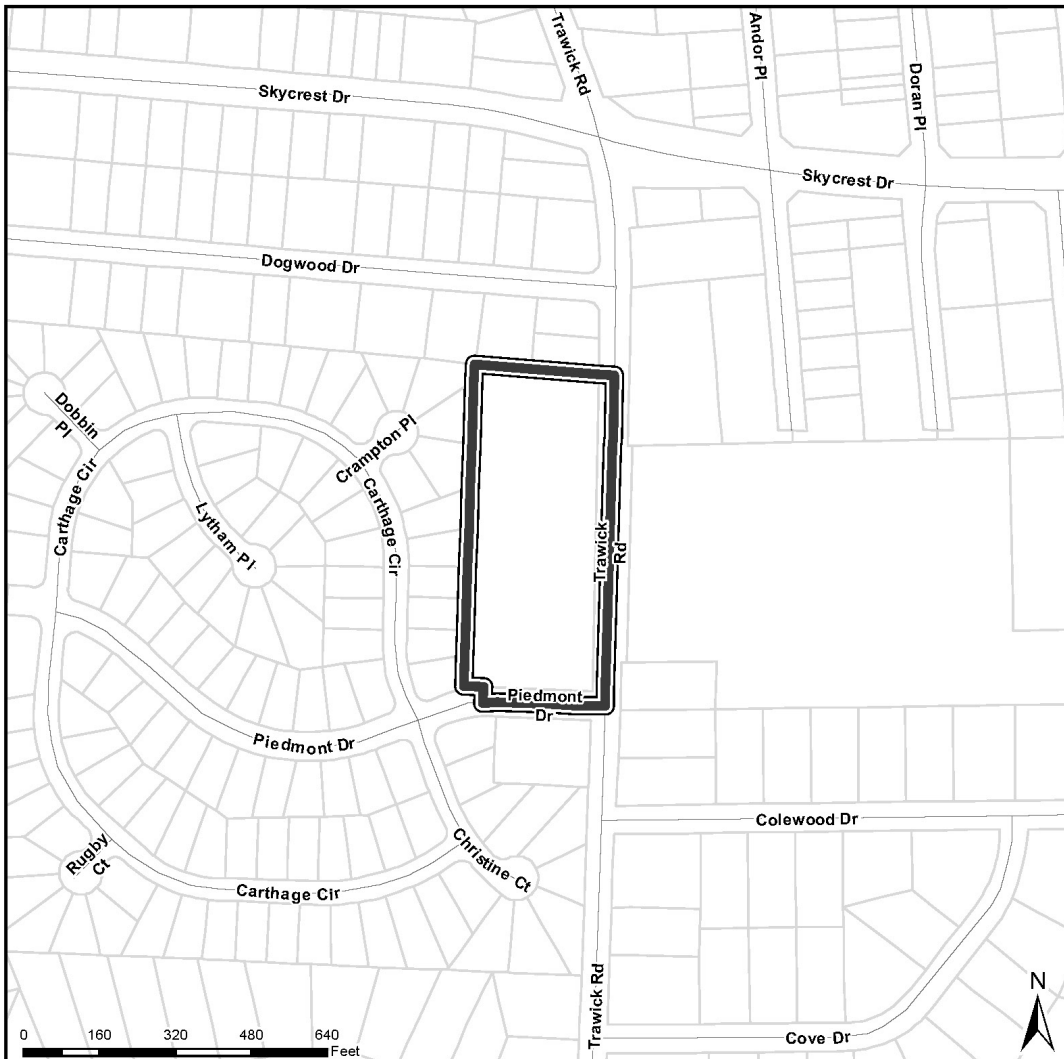
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Map by Raleigh Department of City Planning (recktown): 9/19/2018

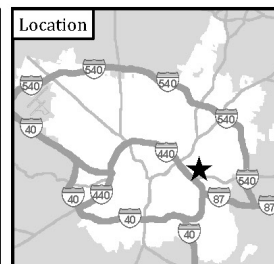
Urban Form

Z-26-2018



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Map by Raleigh Department of City Planning (recktown): 9/19/2018



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 Comprehensive Plan. It is consistent with the Growing Successful Neighborhoods and Communities Vision Theme. It offers conditions requiring building and site design that can enhance older neighborhoods and “complement existing character”. The request is also aligned with some of the narrative policies that call for new and infill development to be compatible with existing character. Some policies on this topic are inconsistent with the request due to the density that would be allowed.

The Vision Theme of Expanding Housing Choices is also supportive of the request. The request would allow for a wider range of housing types than the current zoning. The request also serves the Managing Our Growth Vision Theme by allowing greater density in an area that is already served by City infrastructure and services. Multiple narrative policies related to these Vision Themes are served by the request.

The request is inconsistent with the Future Land Use Map designation of Low Density Residential because it would allow residential density greater than is recommended. It would also allow the townhouse building type, which is not envisioned in this designation.

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

No, the Low Density Residential designation on the Future Land Use Map states that density on the site should be limited to six units per acre and that the townhouse building type is not appropriate. The request would allow townhouse development with density greater than 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?

The density of townhouses allowed by the request could be established without adversely altering the character of the area. The rezoning site faces a busy street that makes it less suitable for single-family development. There is also mixed-use zoning, non-residential development, and a mixed use Future Land Use Map designation on the other side of Trawick Road. This condition may make it appropriate to have a

transitional type of residential development between the non-residential area and Trawick Downs.

In addition to the offered conditions limiting height and providing a buffer on the western property boundary, the request offers conditions that require pitched roofs, articulation, additional buffering, and open space. These requirements will reduce the disparity between the existing character and possible development under the proposed zoning.

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

Yes, the site is served by existing City facilities. Street improvements will be required for Trawick Road and Piedmont Drive as part of a subdivision or site plan.

Future Land Use

Future Land Use designation: Low Density Residential

The rezoning request is:

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

☒ **Inconsistent**

Analysis of Inconsistency: The Low Density Residential designation envisions single-family neighborhoods with a density of six units per acre or less. More compact lots and building types are acceptable in this designation when significant open space is set aside. The rezoning request would exceed the density recommended by this designation and would allow the townhouse building type. The site is not large enough to allow for the magnitude of open space that would justify the compact type of development allowed by the request. To be more consistent with the Future Land Use Map, the request could include conditions limiting overall density.

Urban Form

Urban Form designation: None.

The rezoning request is:

☒ **Not applicable** (no Urban Form designation)

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

☐ **Inconsistent**

Analysis of Inconsistency: N/A

Compatibility

The proposed rezoning is:

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

☐ **Incompatible.**

Analysis of Compatibility: The rezoning request includes offered conditions to prohibit the apartment building type, limit height to 38 feet, and require an undisturbed buffer adjacent to the neighboring single-family subdivision. Conditions also require design elements that help align new development with the nearby development pattern. The conditions mitigate the increase in density by providing a physical buffer between the rezoning site and the existing neighborhood. The potential for incongruous building types is mitigated by prohibiting the most incongruous type, apartments, and by limiting height to be similar to what is found in Trawick Downs. Compatibility is also increased by conditions requiring building and site elements that would development more similar to a detached urban form, such as articulation.

Public Benefits of the Proposed Rezoning

- The request would increase the supply and variety of housing possible on the site, creating additional housing opportunities.

Detriments of the Proposed Rezoning

- The request may increase the number of vehicles using the surrounding street network.

Policy Guidance

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 offered conditions increase the consistency of the request with Comprehensive Plan policies related to compatibility with existing neighborhoods. The conditions also improve consistency with the Future Land Use Map by prohibiting an inconsistent building type.

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 request would allow increased density in an urbanized area currently served by City services. It is within walking distance of a transit stop.

Policy LU 5.1 - Reinforcing the Urban Pattern

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

The nearby single-family housing is predominantly one- and two-story and have pitched roofs. The request includes conditions that would limit height and require pitched roofs as well as requiring design features that simulate a detached urban form. The condition prohibiting the apartment building type also improves consistency with this policy.

Policy LU 5.4 Density Transitions

Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.

The density allowed by the request would be a transitional density between the low density neighborhood to the east and the non-residential area on the west side of Trawick Road.

Policy LU 5.6 - Buffering Requirements

New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.

The request includes a condition that would require undisturbed areas on the northern and western boundaries of the site where it abuts single-family neighborhoods. These areas are currently forested, and the condition would require the forestation to be retained during development unless other UDO provisions apply.

Policy LU 8.1 - Housing Variety

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

The request would allow the townhouse building type, which is not allowed under the existing zoning, in addition to the detached and attached building types.

Policy LU 8.3 - Conserving, Enhancing, and Revitalizing Neighborhoods

Recognize the importance of balancing the need to increase the housing supply and expand neighborhood commerce with the parallel need to protect neighborhood character, preserve historic resources, and restore the environment.

The request would allow for additional housing in a way that is sensitive to the adjacent neighborhood. The location of the rezoning site between the neighborhood and a busy roadway and a set of non-residential uses indicates that the residential uses allowed by the request would be an appropriate transition development in an area where single-family development is less suitable. This location also limits the impact on neighborhood character.

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 request would encourage development of a vacant site in an urbanized area. Development made possible by the request would provide an appropriately gradual transition in the development pattern from single-family residential to non-residential development.

Policy LU 8.12 - Infill Compatibility

Vacant lots and infill sites within existing neighborhoods should be developed consistently with the design elements of adjacent structures, including height, setbacks, and massing through the use of zoning tools including Neighborhood Conservation Overlay Districts.

The rezoning request requires pitched-roofed houses and limits height. It also requires offsetting of townhouse units and limits the number of units in a group. Development under these conditions would be more consistent with the surrounding area, which contains mostly one- and two-story houses with pitched roofs. The proposal also includes conditions for setbacks, open space, and buffers that will increase consistency of design with the adjacent neighborhood.

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.

The request would allow the townhouse building type, which is not allowed in the existing zoning. The request would also allow for an increased number of housing units compared to the existing zoning.

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 request is inconsistent with the Future Land Use Map designation of Low Density Residential because it would allow density in excess of six units per acre and the townhouse building type. The Low Density Residential designation does not recommend either of these outcomes.

Policy LU 8.5 - Conservation of Single-Family Neighborhoods

Protect and conserve the City's single-family neighborhoods and ensure that their zoning reflects their established low density character. Carefully manage the development of vacant land and the alteration of existing structures in and adjacent to single-family neighborhoods to protect low density character, preserve open space, and maintain neighborhood scale.

The rezoning site is not fully-developed and is adjacent to a single-family neighborhood. The request would allow density that contrasts with the density of the neighborhood. Townhouse buildings that would be allowed by the proposal could be of a larger scale than the detached buildings in the neighborhood. The request could be more consistent with this policy by limiting density, building types, and height in stories by condition.

Area Plan Policy Guidance

There is no area plan guidance for the rezoning site.

IMPACT ANALYSIS

Transportation

1. Site Location and Context

Location

The Z-26-2018 site is located in northeast Raleigh, along Trawick Road between Skycrest Drive and New Bern Avenue. It is located across from a large Baptist church.

Area Plans

The Z-26-18 site is not located within any existing area plans.

2. Existing and Planned Infrastructure

Streets

The subject property is on the northwest corner of Trawick Road, which is specified as a 2-lane divided avenue in the Raleigh Street Plan, and Piedmont Drive. Trawick Road is maintained by NCDOT.

In accordance with UDO section 8.3.2, the maximum block perimeter for R-10 zoning districts is 2,500 feet. The existing block perimeter for Z-26-18 is approximately 16,000 feet between Trawick Road, Skycrest Drive, Brentwood Road, and Lake Woodard Drive. This larger block perimeter is the result of several dead end and non-connecting streets. Future development elsewhere on the block is likely to improve block perimeter.

Pedestrian Facilities

There are no existing sidewalks on Piedmont Drive nor Trawick Road along the frontage of the site. There was a pedestrian crash at this intersection in 2010 that resulted in an evident injury.

Bicycle Facilities

There are no existing bicycle facilities surrounding the Z-26-18 parcel. The Long-Term Bikeway Plan calls for bike lanes on Trawick Road. There is a planned greenway corridor crossing Trawick Road south of the parcel near the intersection with Bond Street.

Transit

The nearest transit stop is located at the intersection of Skycrest Drive and Trawick Road, approximately 500 feet north of the site. GoRaleigh route 15L stops every 45 minutes on weekdays.

Access

Access to the subject site will be via Trawick Road and Piedmont Drive.

3. Other Projects in the Area

The City of Raleigh 2017 Transportation Bond includes improvements to Trawick and Marsh Creek Roads, between Capital Boulevard and New Hope Church Road, approximately 0.6 mile to the north of the site.

4. TIA Determination

Approval of case Z-26-18 may result in marginal trip generation, which does not meet triggers for a TIA. There are no site contextual conflicts that trigger the TIA requirement. Thus, a traffic study is not required for case Z-26-18.

Z-26-18 Existing Land Use	Daily	AM	PM
Single Family	9	1	1
Z-26-18 Current Zoning Entitlements	Daily	AM	PM
Single Family	198	16	21
Z-26-18 Proposed Zoning Maximums	Daily	AM	PM
Townhouses	271	17	21
Z-26-18 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	73	1	0

Impact Identified: Offered conditions may be in conflict with UDO sections related to access.

Transit

Z-26-18, located at 2025 Trawick Road, is not located on an existing or planned transit route and therefore would not be subject to UDO Section 8.11 Transit Infrastructure, however there is existing transit service on Skycrest Road approximately 500 feet to the north of the site. The #15L on Skycrest provides connecting service to the #1 Capital Blvd and the #15 New Bern routes, both of which run every 15 minutes all day.

Unless the ongoing Wake Transit Bus Operations Plan is adopted with new service on Trawick Road the subject is not subject to 8.11. 8.11 Requires sites with frontage on an existing or planned transit route that will generate more than 500 average weekday vehicle trips to provide a 15' x 20' transit easement, shelter, seating, flatwork and other amenities listed in 8.11.

Impact Identified: None.

Hydrology

<i>Floodplain</i>	No FEMA Floodplain present
<i>Drainage Basin</i>	Marsh Creek
<i>Stormwater Management</i>	Subject to stormwater regulations under Article 9 of UDO.
<i>Overlay District</i>	none

Impact Identified: None.

Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	13,125 gpd	23,125 gpd
<i>Waste Water</i>	13,125 gpd	23,125 gpd

Impact Identified:

1. The proposed rezoning would add approximately 23,125 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

Parks and Recreation

1. This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.
2. Nearest existing park access is provided by Hill Street Park (1.0 miles) and Marsh Creek Park (1.4 miles).
3. Nearest existing greenway trail access is provided by Crabtree Creek Greenway Trail (1.4 miles).
4. Park access level of service in this area is considered to be average.
5. This area is not considered a priority for park land acquisition.

Impact Identified: None.

Urban Forestry

The proposed rezoning does not affect the application of UDO 9.1 (Tree Conservation) on the property.

Impact Identified: None.

Designated 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.

Impacts Summary

The request is not expected to have significant impacts on the provision of City services and facilities in the area.

Mitigation of Impacts

No mitigation is recommended.

CONCLUSION

The request is to rezone a 4.33-acre property that is currently mostly wooded and contains one single-family home. The zoning is proposed to be changed from Residential-6 to Residential-10 with conditions that would limit the height of buildings, limit vinyl, provide buffer areas and amenity areas, and require design elements to imitate detached building types. Development enabled by the request would not cause significant impacts on City infrastructure and facilities.

The Low Density Residential designation for the site does not support the density and building types allowed by the requested zoning. The case is also inconsistent with one policie relating to compatibility with existing character. However, the proposal is consistent with a number of policies having to do with infrastructure efficiency and housing variety.

Overall, the case is consistent with the Comprehensive Plan due to the consistency with policies calling for housing variety, infrastructure sufficiency, and appropriate infill. Offered conditions increase the compatibility of new development with the surrounding development pattern.

CASE TIMELINE

<i>Date</i>	<i>Revision [change to requested district, revised conditions, etc.]</i>	<i>Notes</i>
9/12/2018	Applicaton complete	
10/12/2018	Revised conditions received	
10/30/2018	Revised conditions received	

APPENDIX

Surrounding Area Land Use/ Zoning Summary

	<i>SUBJECT PROPERTY</i>	<i>NORTH</i>	<i>SOUTH</i>	<i>EAST</i>	<i>WEST</i>
Existing Zoning	R-6	R-6	R-6	NX-3-CU, OX-3, R-6	R-6
Additional Overlay	None	None	None	None	None
Future Land Use	Low Density Residential	Low Density Residential	Low Density Residential	Neighborhood Mixed Use, Low Density Residential	Low Density Residential
Current Land Use	Single family	Single family	Single family	Vehicle Sales, Office, Church, Single family	Single family
Urban Form (if applicable)	None	None	None	None	None

Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
Zoning	R-6	R-10-CU
Total Acreage	4.33	4.33
Setbacks:		
Front:	10'	10'-55' (Townhouse build-to)
Side:	5'	0' or 6'
Rear:	20'	20'
Residential Density:	5.77	9.93
Max. # of Residential Units	25	43
Max. Gross Building SF (if applicable)	N/A	N/A
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	N/A	N/A

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

Z-25-18 Trips Generated

Z-25-18 Existing Land Use Single Family	Daily Trips (vpd)	AM Peak Hour Trips (vph)	PM Peak Hour Trips (vph)
	9	1	1
Z-25-18 Current Zoning Entitlements Single Family	Daily Trips (vpd)	AM Peak Hour Trips (vph)	PM Peak Hour Trips (vph)
	198	16	21
Z-25-18 Proposed Zoning Maximums Townhouses	Daily Trips (vpd)	AM Peak Hour Trips (vph)	PM Peak Hour Trips (vph)
	271	17	21
Z-25-18 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily Trips (vpd)	AM Peak Hour Trips (vph)	PM Peak Hour Trips (vph)
	73	1	0
AM Peak Hour Peak Direction Trips (vph)	Percent of AM Trips in Peak Direction	PM Peak Direction Trips (vph)	Percent of PM Trips in Peak Direction
1	98%	0	37%

Z-25-18 Traffic Study Worksheet

7.1.3.B Trip Generation	Meets Conditions? (Y/N)	
A Peak Hour Trips ≥ 150 veh/hr	No	There is marginal trip generation anticipated
B Peak Hour Trips ≥ 100 veh/hr if primary access is on a 2-lane street	No	There is marginal trip generation anticipated
C More than 100 veh/hr trips in the peak direction	No	There is marginal trip generation anticipated
D Daily Trips ≥ 3,000 veh/day	No	There is marginal trip generation anticipated
E Enrollment increases at public or private schools	NA	Not Applicable
7.1.3.C Site Context	Meets Conditions? (Y/N)	
A Affects a location with a high crash history [Severity Index ≥ 8.4 or a fatal crash within the past three years]	No	There have been fatal or disabling crashes at Trawick and New Bern
B Takes place at a highly congested location [Volume-to-capacity ratio ≥ 1.0 on both major street approaches]	No	
C Creates a fourth leg at an existing signalized intersection	No	
D Exacerbates an already difficult situation such as a RR Crossing, Fire Station Access, School Access, etc.	No	
E Access is to/from a Major Street as defined by the City's Street Plan Map [Major street - boulevard or avenue with 4 or more lanes]	No	
F Proposed access is within 1,000 feet of an interchange	No	
G Involves an existing or proposed median crossover	No	
H Involves an active roadway construction project	No	
I Involves a break in controlled access along a corridor	No	
7.1.3.D Miscellaneous Applications	Meets Conditions? (Y/N)	
A Planned Development Districts	No	
B In response to Raleigh Planning Commission or Raleigh City Council resolutions	No	None noted as of 10/1/18

Traffic Study Required: **No**
Reason: No Triggers met

Completed By: TH
Date: 10/1/2018

Checked By: JM
Date: 10/2/2018

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING

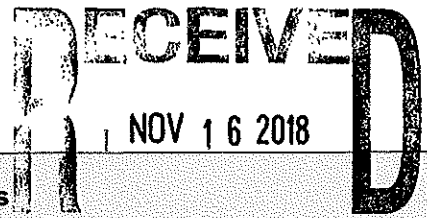


Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2626

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Transaction # SEP 12 2018 PM 3:02 Rezoning Case #
Existing Zoning Base District: R-6	Height:	Frontage: Overlay(s):	
Proposed Zoning Base District: R-10	Height:	Frontage: Overlay(s):	
If the property has been previously rezoned, provide the rezoning case number:			
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:			
545081	557129	Used for rezoning	

GENERAL INFORMATION			
Date:		Date Amended (1)	Date Amended (2)
Property Address: 2025 Trawick Road			
Property PIN: 1724-59-1457		Deed Reference (book/page): DB 14602 PG 1156	
Nearest Intersection: Trawick Road at Piedmont Drive			
Property Size (acres): 4.33	(For PD Application Only) Total Units:		Total Square Feet:
Property Owner/Address: MSM Property Ventures, LLC 106 Cottonwood Ct Pine Knoll Shores, NC 28512		Phone	Fax
		Email	
Project Contact Person/Address: Nil Ghosh – Attorney for Applicant 421 Fayetteville St Suite 530 Raleigh, NC 27601		Phone: 919-590-0362	Fax 919-882-8890
		Email: nghosh@morningstarlawgroup.com	
Owner/Agent Signature <i>Mary Carole A. B.</i>		Email	

A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

**Conditional Use District Zoning Conditions**

BY:

Zoning Case Number

OFFICE USE ONLY

Date Submitted

Transaction #

Existing Zoning:

Proposed Zoning:

Rezoning Case #

E-26-18

NARRATIVE OF ZONING CONDITIONS OFFERED

1. No structure shall exceed a building height of thirty-eight feet (38').
2. Vinyl shall be prohibited except for soffits and architectural accents, but in no case shall vinyl be more than 20% of any façade.
3. Apartment building type shall be prohibited on the subject property.
4. In addition to the minimum required Outdoor Amenity Area, no site plan for new development on the subject property shall be approved without provision for at least 1,000 ft² of additional Outdoor Amenity Area. Such additional area may be integrated with or separate from any required Outdoor Amenity Area and must include at least one of the following: playground, outdoor play equipment, a play court, a play field, or a pool.
5. The existing vegetation within the area between the western property line shared with Lots 120 – 122 (inclusive) and 124 – 129 (inclusive) as depicted in that certain plat recorded in Book of Maps 1987 at Page 899 recorded in the Wake County Register of Deeds and twenty feet (20') therefrom and between the northern property line shared with Lots 61, 62, and 64 as depicted in that certain plat recorded in Book of Maps 1953 at Page 17 in the Wake County Register of Deeds and ten feet (10') therefrom shall remain undisturbed except for utility easements; UDO required site elements; the removal of dead, dying, or hazardous vegetation; and the removal of understory brush and trees less than 3 inches DBH, provide; however, that this area shall be supplemented with additional landscaping to meet or exceed the Type A2 Transitional Protective Yard standards where it otherwise does not.
6. In accordance with UDO §§ 8.3.1.E & 10.2.4.E.2.c, the site shall not take access from Piedmont Drive for vehicular access.
7. There shall be no more than six (6) dwelling units in any single group of townhouses.
8. Each dwelling unit shall have a roof pitched at 3:12 or greater which is horizontally and/or vertically distinct from any adjacent unit so as to avoid the appearance of a single mass.
9. The front façade of any townhouse unit shall be offset by at least one foot (1") from the front façade of any townhouse unit with which it shares a party wall.
10. No building façade shall be closer than twenty five feet (25') from the property line shared with Lots 120 – 122 (inclusive) and 124 – 129 (inclusive) as depicted in that certain plat recorded in Book of Maps 1987 at Page 899 recorded in the Wake County Register of Deeds; nor fifty feet (50') from the northern property line shared with Lots 61, 62, and 64 as depicted in that certain plat recorded in Book of Maps 1953 at Page 17 in the Wake County Register of Deeds.

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature

Mary Carlyle A. Brown Print Name Mary Carlyle A. Brown
FOR MSM Property Ventures LLC



Nil Ghosh | Associate
421 Fayetteville Street, Suite 530
Raleigh, NC 27601
919-590-0362
nghosh@morningstarlawgroup.com
www.morningstarlawgroup.com

October 30, 2018

Mayor Nancy McFarlane and Members of the City Council
City of Raleigh
222 W. Hargett St.
Raleigh, NC 27601

Dear Mayor McFarlane and Members of the City Council:

We represent AD3 Development, LLC ("AD3"), in the rezoning of property at 2025 Trawick Road in the City of Raleigh (the "Property"). Rezoning case Z-26-18 seeks to rezone the Property to R-10-CU. One of the proposed conditions is being offered pursuant to authority in the UDO contained in Sections 8.3.1.E and 10.2.4.E.2.c which allows a conditional use zoning applicant to offer conditions which alter certain circulation requirements in the UDO provided there is additional documentation that such a condition will provide for safe, efficient, and convenient vehicular and pedestrian access within and between developments without adversely affecting traffic.

Specifically, proposed zoning condition 6 reads "In accordance with UDO §§ 8.3.1.E & 10.2.4.E.2.c, the site shall not take access from Piedmont Drive for vehicular access." This condition is meant to eliminate any requirement, and even any opportunity, for the Property to be developed with a vehicular point of access along its Piedmont Drive frontage. In previous meetings and discussions that AD3 has had with neighbors in the adjacent Trawick Downs community, neighbors consistently have expressed a concern with creating a point of access from the Property to Piedmont Drive due to congestion they already experience and the neighborhood's existing school bus stop near the intersection of Piedmont Drive and Trawick Road.

A new point of access along Piedmont Drive at this location presents the possibility of an unsafe arrangement for vehicular traffic due to the Property's proximity to Trawick Road. Placing another intersection near the existing Piedmont Drive intersection with Trawick Road would create a new potential for conflict, especially at peak traffic hours. This could result in excessive queuing of vehicles attempting to egress the Property onto Piedmont Drive because of the queuing which already occurs along Piedmont Drive while vehicles from the Trawick Downs community wait to turn left onto Trawick Road. Even if there were enough room to satisfy minimum corner clearance requirements, a point of access to the Property from Piedmont Drive would unnecessarily create a more dangerous arrangement for vehicular access than exists today or than could otherwise be provided without such a point of access.

It also should be noted that creating a point of access to the Property along Piedmont Drive would not offer any meaningful increase in connectivity or access to the Property, even for residents of the Property. Trawick Road at this location is a two-lane undivided facility which allows for full-access movements along the entire length of the Property's Trawick Road frontage. Piedmont Drive is accessible only from Trawick Road. As a result, one still would need to make a turn from Trawick Road

in order to get to a Piedmont Drive point of access at the Property. Therefore, points of access along Trawick Road to the Property offer better access than points of access to the Property from Piedmont Drive because at least one less turn is needed.

Finally, by eliminating the possibility for vehicular access to and from the Property along Piedmont Drive but preserving the opportunity and requirement for pedestrian access in this location, pedestrian circulation can be provided in an efficient and safe manner. Moreover, because the Property is approximately 4.33 acres and the requested zoning district would allow for a maximum of 10 dwelling units per acre, the maximum number of dwelling units which will be allowed on this Property, 43, does not present a scenario where a second point of access to a different street is necessary for internal circulation and safety. Therefore, proposed condition 6, along with the requested zoning district and other conditions for Z-26-18, provide for safe, efficient, and convenient vehicular and pedestrian access within and between developments without adversely affecting traffic in the vicinity of the Property.

In recognition of the foregoing, and on behalf of AD3, we respectfully ask the City Council to accept proposed zoning condition 6 and to approve rezoning case Z-26-18.

Very truly,



Nil Ghosh | Associate
Morningstar Law Group

REZONING APPLICATION ADDENDUM #1	
Comprehensive Plan Analysis The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.	OFFICE USE ONLY Transaction # 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.	
1. See attached	
2.	
3.	
4.	
PUBLIC BENEFITS Provide brief statements regarding the public benefits derived as a result of the rezoning request.	
1. See attached	
2.	
3.	
4.	

REZONING APPLICATION ADDENDUM #2	
Impact on Historic Resources The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	OFFICE USE ONLY Transaction # 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 rezoning would impact the resource.	
<p>No historic resources exist on the site.</p>	
PROPOSED MITIGATION Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
Empty space for mitigation	

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: Not Applicable Click [here](#) to view the Urban Form Map.

1.	<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>
2.	<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>
3.	<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>
4.	<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>
5.	<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>
6.	<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>
7.	<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>
8.	<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>
9.	<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>
10.	<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>
11.	<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>
12.	<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>
13.	<i>New public spaces should provide seating opportunities.</i>

14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i>
15.	<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>
16.	<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>
17.	<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>
18.	<i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i>
19.	<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>
20.	<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>
21.	<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>
22.	<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>
23.	<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>
24.	<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>
25.	<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>
26.	<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>

STATEMENT OF CONSISTENCY AND PUBLIC BENEFITS FOR 2025 TRAWICK ROAD REZONING

Currently, the subject property is zoned R-6 and is east of the Trawick Downs community, a single-family neighborhood established around 1988. Since then, the City of Raleigh has grown quite a bit and continues to do so. The subject property fronts onto Trawick Road along its eastern border, Piedmont Drive to the south, and a few single family lots to the north. Across Trawick Road from the site is the Raleigh Christian Academy (which is in a residential district), but aside from that, the area generally is very residential in nature.

The requested rezoning is for an R-10 base district, which would allow greater density than the surrounding uses. Nevertheless, the proposed use is consistent with guidance within the Comprehensive Plan for new development, especially considering the character of the area. One of the main thrusts of the Comprehensive Plan is to prevent sprawl and leapfrog development patterns. One concept espoused within the Comprehensive Plan to achieve this is to allow for greater densities on infill sites which allow new development to take advantage of existing, but underutilized, municipal utilities. Greenfield projects often times can be less contentious, but the satellite annexations necessary to make those projects possible lead to patterns of leapfrog development.

On the other hand, new projects within existing municipal service areas avoid this type of sprawl, but can often be a breeding ground for controversy, particularly in the public hearing process. This is due, in part, to the ability of established neighborhoods to better organize against proposed development near their community. Nevertheless, these infill type projects are consistent with Raleigh's Comprehensive Plan and long range planning goals, like Policy LU 3.2 – Location of Growth – because they put growth within the existing City limits. Recognizing that infill sites only become exceedingly difficult to develop as time passes, Policy LU 8.11 – Development of Vacant Sites – encourages giving special consideration to difficult infill projects that otherwise are sensible and consistent with the Comprehensive Plan.

When viewed within the context of this area, it is clear that the proposed rezoning is consistent with Policy LU 2.1 – Placemaking. This policy aims to create places that meet the needs of people at all stages of life while striking a balance between creating distinct identities and maintaining or improving local character. When viewed as an auxiliary extension of the Trawick Downs community, the proposed rezoning brings this policy to fruition. By creating a distinct space which also is in keeping with the character of the existing community, the proposed rezoning will increase the availability of different housing types within the context of Trawick Downs. This increases the opportunity for existing residents to transition out of traditional single-family detached housing to lower maintenance attached housing while staying within the same general community.

As an established community, Trawick Downs is the main contributor to the character of this area. Therefore, one of the applicant's central aims has been to protect that character while allowing for a sensible, viable development opportunity. Conditions crafted with the help of nearby residents speak to building materials, amenities, and buffering and help to protect the low density character of Trawick Downs and maintain an appropriate neighborhood scale, consistent with Policy LU 8.5 – Conservation of Single-Family Neighborhoods.

The conditions offered are the direct result of conversations the applicant has had with the Trawick Downs community. Working with the neighboring community helped the applicant craft zoning conditions which strike the right balance between creating a new community and integrating it with the existing character. Consistent with Policy LU 5.1 – Reinforcing the Urban Pattern – the proposed rezoning, as conditioned, successfully weaves a new development opportunity within the existing urban

fabric. For example, the applicant has endeavored to eliminate the possibility of site access along Piedmont Drive, which is the only entrance to Trawick Downs. Consistent with Policy LU 8.10 – Infill Development – this ensures there will not be a stark change to the physical development pattern in the area. The proposed rezoning is respectful of the established character of the area and would facilitate the type of infill development encouraged by Policy H 1.5 – Scattered Site Infill – and throughout the Comprehensive Plan.

This area also is designated as an Economic Development Target Area in the Comprehensive Plan. These areas are at the tipping point between advance and decline. In the last 10 years, there has not been much development in this area. The Tower Shopping Center, just south of the site, is an aging commercial center in need of some revitalization. By increasing the supply of housing stock in this area, the proposed rezoning could encourage new residents, and therefore bring new economic vitality to the region. Ultimately, this may encourage reinvestment in this aging center, consistent with Policy ED 1.1 – Corridor Revitalization.

While the proposed rezoning is consistent with much of the guidance found within the Comprehensive Plan, it misses the mark slightly with respect to the Future Land Use Map. The FLUM designation for this site is Low Density Residential. Interestingly, guidance within the Comprehensive Plan suggests that townhomes actually would be consistent with this FLUM designation, provided they result in some meaningful open space. As conditioned, the proposed rezoning will require an active open space in the form of a pocket park which is intended to be accessible to residents in the new community and within the existing Trawick Downs community. Therefore, the only aspect where the proposed rezoning falls short of the Future Land Use Map is the recommended density of 1 – 6 units per acre.

Aside from the various reasons mentioned above, an increase in density at this location is an important step in managing the City's growth. Managing growth requires a move away from the monoculture of large-lot, single-family subdivisions to a more land-efficient model that accommodates a variety of housing styles, including smaller infill units. Achieving economic prosperity and equity cannot occur without equal access to housing and new affordable housing opportunities. Townhomes offer market rate affordability and help to fulfill the housing needs of what has been coined the "missing middle" section of the population. The proposed rezoning would encourage reinvestment on a single-family property that fronts a fairly significant thoroughfare. The project site is an ideal candidate for the proposed change in use because it will allow for a higher density development to utilize the lot and its prime access to a well-travelled road. This important development opportunity could be lost to divestment if the property remains zoned for traditional single-family homes. Therefore, on balance, the proposed rezoning is consistent with the Comprehensive Plan.

REZONING OF PROPERTY CONSISTING OF +/- 4.33 ACRES
LOCATED WEST OF TRAWICK ROAD AND NORTH OF PIEDMONT DRIVE, IN THE CITY OF
RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS
ON JULY 19, 2018

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Thursday, July 19, 2018, at 6:15 p.m. The property considered for this potential rezoning is made up of one (1) parcel totaling approximately 4.33 acres, located west of Trawick Road and north of Piedmont Drive, in the City of Raleigh and having Wake County Tax identification Number 1724-59-1457. This meeting was held in the main auditorium of Beacon Baptist Church located at 2110 Trawick Road in Raleigh, NC. All owners of property within the required notification area were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.

EXHIBIT A

NEIGHBORHOOD MEETING NOTICE



July 3, 2018

Re: Prospective Rezoning at 2025 Trawick Road

Dear Neighbors:

You are cordially invited to attend a meeting on Thursday, July 19, 2018 to discuss the proposed rezoning at 2025 Trawick Road, at the intersection of Piedmont Drive and Trawick Road. The meeting will be held in the main auditorium at Beacon Baptist Church located at 2110 Trawick Road and will begin at 6:15 PM.

This proposed meeting is a standard component of the City of Raleigh rezoning process, which requires that a neighborhood meeting take place with the property owners within 500 feet of the site requested for rezoning. The intent of such a meeting is for the development team that is proposing the rezoning to understand and hopefully accommodate prospective neighbor viewpoints and/or concerns about the proposed rezoning prior to finalizing their plans and applying to the City for the rezoning.

The site at 2025 Trawick Road is currently zoned R-6 (6 units per acre maximum) and is proposed to be conditionally rezoned to R-10 (10 units per acre maximum). The proposed plan calls for construction of 42 townhomes. Our development team is voluntarily proposing a height limit on the townhomes of 38' (45' is max. allowed by City) and that the townhomes be clad in architecturally compatible non-vinyl material such as fiber cement siding.

The development team believes strongly that the site is much better suited for townhome use as compared to single family detached housing given the significant institutional use (school) directly across Trawick Road; the site backing up to a thoroughfare; the site having a power line easement running through it; the site requiring a significant road widening along its entire Trawick frontage; and the site's proximity to I-440 and Wake Medical Center.

The engineer designing the site, Jon Frazier with FLM Engineering, and I are Raleigh natives and graduates of Enloe High School on New Bern Avenue. We care passionately about Raleigh, including and especially East Raleigh developing in the most efficient, sustainable, and attractive manner possible in order to preserve its existing character; address Raleigh's housing shortage; and encourage Raleigh's ongoing evolution that has made it one of the most desirable cities in the country.

If you have any concerns or questions that you'd like to discuss before the meeting I can be reached at 919-696-4976 or walter@abodedb.com.

For more information about rezoning, you may visit www.raleighnc.gov or contact the Raleigh City Planning Department at (919) 996-2682 or rezoning@raleighnc.gov.

Thank you very much for your consideration and hope to see you at the meeting!

Best Regards,

Walter Heath
Managing Partner, AD3 Development
Owner, Abode Design-Build LLC

EXHIBIT B

LIST OF PROPERTY OWNERS TO WHOM NOTICES WERE SENT

ALAWAR, SAMAH Y ALAWAR, HODA
S
2016 TRAWICK RD
RALEIGH NC 27604-3885

ALSTON, GLORIA R ALSTON,
ALFONZO
2321 CARTHAGE CIR
RALEIGH NC 27604-3870

ARREAGA, JORGE LOPEZ
3512 DOGWOOD DR
RALEIGH NC 27604-3986

AYERS, BRYAN D AYERS, LILLIE R
3500 DOGWOOD DR
RALEIGH NC 27604-3986

BAGWELL, JOSEPH BAGWELL,
PAIGE
11001 COKESBURY LN
RALEIGH NC 27614-6738

BARNES, CHARLIE JR BARNES,
PORTIA W
3513 LYTHAM PL
RALEIGH NC 27604-3879

BIANCO, AMI L
1908 CARTHAGE CIR
RALEIGH NC 27604-3871

BISHOP, CHRISTINE
2015 TRAWICK RD
RALEIGH NC 27604-3842

BLIZZARD, JEFF C
3501 DOGWOOD DR
RALEIGH NC 27604-3987

BONEY, KELVIN W
2320 CARTHAGE CIR
RALEIGH NC 27604-3869

BONOFILIO, RONALD T
2859 NEW RIDGE RD
ELLISTON VA 24087-3250

BRADLEY, SHIRLEY S
3609 COLEWOOD DR
RALEIGH NC 27604-4043

BRANCH, KENNETH E BRANCH,
STEPHANIE D
2312 CARTHAGE CIR
RALEIGH NC 27604-3869

BROCKINGTON, ANITA MERRITT
8018 SUTTONVIEW DR
CHARLOTTE NC 28269-5237

BROWN, GREGORY D BROWN,
MILDRED M
2225 CARTHAGE CIR
RALEIGH NC 27604-3868

BROWN, MARY CARLYLE ALLEN
PO BOX 1344
MOREHEAD CITY NC 28557-1344

BUSBY, ANNETTE S
4020 MANTUA WAY
RALEIGH NC 27604-1096

BUSTILLO, FRANCISO JAVIER
3432 SKYCREST DR
RALEIGH NC 27604-3918

CARTER, BRENDA J
3505 LYTHAM PL
RALEIGH NC 27604-3879

CHERRY, CARLOS D CHERRY,
ANDREA N
3517 PIEDMONT DR
RALEIGH NC 27604-3882

CUSTODIO, CHRISTEN CUSTODIO,
JUAN
1916 CARTHAGE CIR
RALEIGH NC 27604-3871

CUTLER, FRANKLIN JOE
3520 SKYCREST DR
RALEIGH NC 27604-3920

DIAZ, EDWIN
3521 DOGWOOD DR
RALEIGH NC 27604-3987

DOAN, LAI VAN NGUYEN, PHUONG
THI
3520 LYTHAM PL
RALEIGH NC 27604-3879

DOLBY, DWIGHT B DOLBY,
MARILYN W
3601 PIEDMONT DR
RALEIGH NC 27604-3883

DOUGLAS, RAY J JR DOUGLAS,
EVELYN M
3544 PIEDMONT DR
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DUGGINS, TERESA
3528 PIEDMONT DR
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DUTTA PROTECTION TRUST
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RALEIGH NC 27616-6198

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C
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3600 CHRISTINE CT
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FERGUSON, WANDA
3605 CHRISTINE CT
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FIRST FREE WILL BAPTIST
CHURCH OF RALEIGH NC INC
2110 TRAWICK RD
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FRANKLIN, CLYDE FRANKLIN,
ALICE OAKLEY
3527 PIEDMONT DR
RALEIGH NC 27604-3882

GLAZUNOV, ALEKSEY
3521 PIEDMONT DR
RALEIGH NC 27604-3882

GRANT, WILLIAM C III GRANT,
CHERYL
2209 CARTHAGE CIR
RALEIGH NC 27604-3868

GRANTHAM, AKEL
3525 PIEDMONT DR
RALEIGH NC 27604-3882

HAMILTON, RUDOLPH HAMILTON,
CYNTHIA
2401 CARTHAGE CIR
RALEIGH NC 27604-3895

HARDISON, GARY B HARDISON,
ROSALIND T
2209 CRAMPTON PL
RALEIGH NC 27604-3877

HARGROVE, CALVIN
3524 PIEDMONT DR
RALEIGH NC 27604-3880

HEWITT, VICKI R
3540 PIEDMONT DR
RALEIGH NC 27604-3880

HOLLOMAN, THOMAS HOLLOMAN,
SHIRLEY
3509 DOGWOOD DR
RALEIGH NC 27604-3987

HOLLOWAY, LEROY M
3608 COLEWOOD DR
RALEIGH NC 27604-4042

HOLT, JAMES LONNIE
3612 COLEWOOD DR
RALEIGH NC 27604-4042

HUNT, BRUCE B HUNT, VANESSA G
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JOHNSON, MAHASIN S
3609 CHRISTINE CT
RALEIGH NC 27604-3875

JOHNSON, SONYA DEE
3612 CHRISTINE CT
RALEIGH NC 27604-3875

KALU, NDUKWE BASSEY KALU,
SHANNON D
9024 BROOK GARDEN CT APT 202
RALEIGH NC 27615-5663

KOMYATI, SYDNEY KOMYATI,
JOSEPH
1909 CARTHAGE CIR
RALEIGH NC 27604-3872

LASSITER, EUGENE LASSITER,
JANICE W
2201 ANDOR PL
RALEIGH NC 27604-4001

LAUGHINGHOUSE, G ANGAZA
MAYO, NATHANETTE LACHALLE
3541 PIEDMONT DR
RALEIGH NC 27604-3882

LITTLE, MICHAEL L LITTLE, MARY D
2304 CARTHAGE CIR
RALEIGH NC 27604-3869

LOZADA, SANTOS
6169 BUSHMILLS ST
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LUCK, IRIS HODGE, TRE'SHAWN
2008 TRAWICK RD
RALEIGH NC 27604-3841

MCGRATH, SIMONE F
3508 SKYCREST DR
RALEIGH NC 27604-3920

MOHAMMED, KAREEM MUKHAILEF,
FIRAS
2217 CARTHAGE CIR
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MSM PROPERTY VENTURES LLC
106 COTTONWOOD CT
PINE KNOLL SHORES NC 28512-
6303

MURRAY, WILLIE L MURRAY,
CARRIE E
3529 DOGWOOD DR
RALEIGH NC 27604-3987

NGUYEN, PHUOC DU NGUYEN, LAM
THI
2312 STONY BOTTOM DR
RALEIGH NC 27610-1561

OLIVIER, KARINA E
2301 VICTORY BLVD
STATEN ISLAND NY 10314-6623

OROZCO, JORGE GOMEZ OROZCO,
MARISELA CORONA
3509 LYTHAM PL
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ORTON, JEDREY J ORTON,
JESSICA M
3525 LYTHAM PL
RALEIGH NC 27604-3879

PARHAM, ROBERT A JR PARHAM,
ANDREA L
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PARKER, KAREN DUNN
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PARTIN, WILLIAM D PARTIN,
CAROLYN M
2405 CARTHAGE CIR
RALEIGH NC 27604-3895

PERALTA, CARLOS
2224 CARTHAGE CIR
RALEIGH NC 27604-3867

PIEDMONT TRUST
1105 TRANSPORT DR
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PLECNIK, CHRISTINE
1824 SAN ANSELINE AVE
LONG BEACH CA 90815-3114

POLANCO, FRANKLIN ORTIZ
PEREZ, LUCIA NUNEZ
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RALEIGH CITY OF
PO BOX 590
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RAMER, ALLISON L RAMER,
KATHRYN
3604 CHRISTINE CT
RALEIGH NC 27604-3875

RANA LLC
PO BOX 31952
RALEIGH NC 27622-1952

RASAN, MUHAND
3517 LYTHAM PL
RALEIGH NC 27604-3879

RATZEL, CATHERINE RUTH
3424 DOGWOOD DR
RALEIGH NC 27604-3984

REASON, DANIEL LEE
1920 CARTHAGE CIR
RALEIGH NC 27604-3871

REILLY, JOHN PATRICK
6016 SILKWOOD WAY
RALEIGH NC 27612-6634

RICHARDSON, MALLORY
1900 CARTHAGE CIR
RALEIGH NC 27604-3871

ROBERSON, JONATHAN L
ROBERSON, ANGELA D
1505 COOPER FALLS LN
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RODRIGUEZ, ROGELIO
1912 CARTHAGE CIR
RALEIGH NC 27604-3871

SAFARI ONE ASSET COMPANY, LLC
5001 PLAZA ON THE LK STE 200
AUSTIN TX 78746-1053

SAFE ENDEAVOR PROPERTIES LLC
PO BOX 28964
RALEIGH NC 27611-8964

SAGRIS, ALEXANDROS C SAGRIS,
NIKI
3512 SKYCREST DR
RALEIGH NC 27604-3920

SANDERS, RICKY L SANDERS,
WANDA
3532 PIEDMONT DR
RALEIGH NC 27604-3880

SCOTT, RICKYE C
3529 PIEDMONT DR
RALEIGH NC 27604-3882

SCOTT, ROBERT H SCOTT,
STEPHEN B
2221 CARTHAGE CIR
RALEIGH NC 27604-3868

SHARPSTENE, DAVID F
SHARPSTENE, LYNN C
1913 CARTHAGE CIR
RALEIGH NC 27604-3872

SIMEON, CAMELLA A
2216 CARTHAGE CIR
RALEIGH NC 27604-3867

SINGH, HARMINDER SINGH,
DAVINDER
2409 CARTHAGE CIR
RALEIGH NC 27604-3895

SMITH, EVERETT MAURICE SMITH,
PAMELA THOMPSON
3601 CHRISTINE CT
RALEIGH NC 27604-3875

SNIPES, JOHNSIE M
2308 CARTHAGE CIR
RALEIGH NC 27604-3869

SOMERS, LOUISE W
3520 DOGWOOD DR
RALEIGH NC 27604-3986

STEPHENSON, THOMAS FLOYD
3510 DOGWOOD DR
RALEIGH NC 27604-3986

TRAN, QUANG M TRAN, MAY NHU
3524 LYTHAM PL
RALEIGH NC 27604-3879

WALKER, HELEN K
2014 TRAWICK RD
RALEIGH NC 27604-3841

WALL, JEAN R
2022 TRAWICK RD
RALEIGH NC 27604-3885

WHYMS, VERNICE A
3521 LYTHAM PL
RALEIGH NC 27604-3879

WILLIS, GODFREY E WILLIS, DONNA
L
2305 CARTHAGE CIR
RALEIGH NC 27604-3870

WISER, JAMES AUSTIN
9017 WESLEY CT
APEX NC 27539-8724

EXHIBIT C

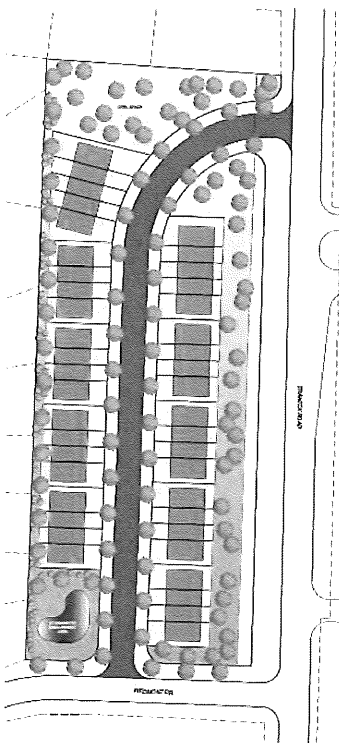
SUMMARY OF DISCUSSION ITEMS

On Thursday, July 19, 2018, at 6:15 p.m., the applicant held a neighborhood meeting for the property owners adjacent to the parcels subject to the proposed rezoning. After a presentation by the applicant, the following items were mentioned:

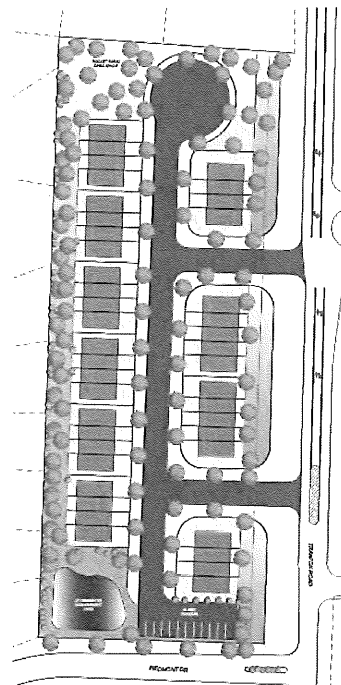
1. Exacerbation of traffic issues near Trawick Road and Piedmont Drive due to road layout
2. Consideration to eliminate access to the site from Piedmont Drive
3. Safety considerations, especially for students entering or exiting school busses given existing volume of traffic at intersection
4. Preference to have for-sale product rather than for-rent
5. Consideration to increase 10' buffer along western property line
6. Concerns about controlling stormwater on-site and potential for mosquitos with on-site retention pond
7. Whether construction traffic could be routed to avoid Piedmont Drive
8. Whether the applicant could provide a community amenity open to Trawick Downs

Following the initial meeting, the applicant met with NCDOT and relevant City staff to explore ways to address the neighbors' concerns. The figure on the left below is the initial layout which the applicant shared with neighbors at the neighborhood meeting. After working to resolve many of the concerns raised by neighbors, the applicant was able to revamp the layout as shown in the figure below on the right. Significantly, the applicant was able to alter the plan to eliminate site access along Piedmont Drive, double the buffer along the western edge of the property, route construction traffic from Trawick Road rather than along Piedmont Drive, and provide a community pocket park open to residents of Trawick Downs.

Initial Plan



Revamped Plan



In an effort to be transparent, the applicant had a follow-up meeting with neighbors on August 14, 2018, to present the revamped layout and discuss any other concerns of the neighbors. In general the neighbors were pleased with the changes to the plan. At this meeting, the following items were discussed:

1. Concern about construction traffic and parking for equipment and workers
 - a. Having eliminated site access along Piedmont Drive, the applicant plans to route construction traffic along Trawick Road. In an attempt to further prevent construction traffic along Piedmont, the applicant will endeavor to place temporary fencing along the site's Piedmont Drive frontage throughout construction.
2. Concerns for work-site safety, especially with children in the area
 - a. The above mentioned temporary fencing will double as a means to (hopefully) prevent trespassing.
3. Continued concern for mosquitos originating from retention pond
 - a. Because dry ponds only have nominal water quality treatment benefits the detention pond will likely be a wet pond or constructed wetland in order to treat water quality to the levels required by state and local regulatory agencies. The applicant will endeavor to address potential mosquito nuisance issues using water and vegetation management strategies that will be outlined in the stormwater operations and maintenance manual. These techniques may potentially include pond or wetland aeration and sprinkler systems; flooding and drainage regimes; and/or periodic vegetation thinning to reduce larval densities and assist mosquito predators
4. Timing of pond installation
 - a. The applicant explained that the pond will be one of the first items installed as it first will serve as a required erosion control measure for construction. Once construction is complete, the pond will be converted to a permanent retention pond or constructed wetland for the site.
5. Whether existing overhead powerlines would be buried
 - a. The applicant opined that the existing overhead electrical transmission lines would likely not be buried, but that new service lines for the site would most likely be provided underground.
6. Placement of telecommunications and power utilities for the project
 - a. The applicant is not aware of any need for offsite utility placement at this time.
7. Whether we could remove the fox den that is on-site
 - a. The applicant was unaware of the existing fox den, but will remove it as the site is developed.
8. Concern over parking arrangement for proposed community, especially for guest parking
 - a. The applicant explained that the site will feature ample on-site, dedicated guest parking, and that each unit will have its own parking spaces.
9. What the units will look like
 - a. The applicant expressed that the townhomes would not be clad with vinyl siding and would be no taller than 38' in height.
10. Estimated price range
 - a. The applicant estimated that the price range for these homes would start within the \$225K to \$275K range, but warned that ultimately market conditions will dictate pricing.

EXHIBIT D**INITIAL NEIGHBORHOOD MEETING ATTENDEES**

Name	Address	Email
Nathanette Mayo	3541 Piedmont Drive	nlmayo5@yahoo.com
Angaza Laughinghouse	3541 Piedmont Drive	fruitoflaborwcc@netscape.com
Stephen Scott	2221 Carthage Circle	stephen_b_scott@yahoo.com
Godfrey E. Willis	2305 Carthage Circle	wilthril.158@yahoo.com
Bruce & Vanessa Hunt	2306 Carthage Circle	msvanschildcare@att.net
Vernice A. Whyms	3521 Lytham Place	vawhyms@aol.com
Tanya Simeon	3508 Lytham Place	tsimeon@aol.com
Camella Simeon	2216 Carthage Circle	casimeon523@gmail.com
Jon & Angela Roberson		jonroberson2@gmail.com
Michael & Mary Little	2304 Carthage Circle	milittle@bellsouth.net
Alice Franklin	3537 Piedmont Drive	
Harrington	2015 Trawick Road	smhinnc@netscape.net
Ricky Garner	2110 Trawick Road	rickygarner@beaconbaptist.com
Austin Wiser	2309 Carthage Circle	wiseraustin92@gmail.com
Troy Adams	2212 Dobbin Place	slimroadglide@gmail.com
Kenneth Clark	2200 Dobbin Place	parkave86@msn.com
Stephanie Hunt	2213 Carthage Circle	jazzywuz@bellsouth.net
Donna Willis	2305 Carthage Circle	dlwillis59@yahoo.com
Karen Parker	2204 Crampton Place	ncbusinesslady@mindspring.com
Cheryl Grant	2204 Carthage Circle	wcgrant68@aol.com
Lester Evans	2200 Carthage Circle	
Mary Nell Hasting	1924 Carthage Circle	
Debra Price Reason	1920 Carthage Circle	
Sonya D. Johnson	3612 Christine Court	sonyajohnson9210@gmail.com

SECOND NEIGHBORHOOD MEETING ATTENDEES

Name	Address	Email
Camella Simeon	2216 Carthage Circle	casimeon523@gmail.com
Tanya Simeon	3508 Lytham Place	tsimeon@aol.com
Stephanie & Ervin Grandy	1808 Rugby Court	shgrandy.grandy45@gmail.com
Michael & Mary Little	2304 Carthage Circle	milittle@bellsouth.net
Vernice A. Whyms	3521 Lytham Place	vawhyms@aol.com
Karen Parker	2204 Crampton Place	ncbusinesslady@mindspring.com
Mildred Brown	2225 Carthage Circle	mildredmcb@aol.com
Sonya D. Johnson	3612 Christine Court	sonyajohnson9210@gmail.com
Angaza Laughinghouse	3541 Piedmont Drive	fruitoflaborwcc@netscape.com

REZONING APPLICATION SUBMITTAL REQUIREMENTS

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 the 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 checked="" type="checkbox"/>		
2. Rezoning application review fee (see Fee Schedule for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
3. Completed application; Include electronic version via cd or flash drive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
4. Two sets of stamped envelopes addressed to all property owners within 100 feet of property to be rezoned	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
5. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
6. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
7. Trip Generation Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
8. Traffic Impact Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
9. Completed and signed zoning conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
10. Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
11. Completed Response to the Urban Design Guidelines	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
12. For applications filed by a third party, proof of actual notice to the property owner	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
13. Master Plan (for properties requesting Planned Development or Campus District)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>