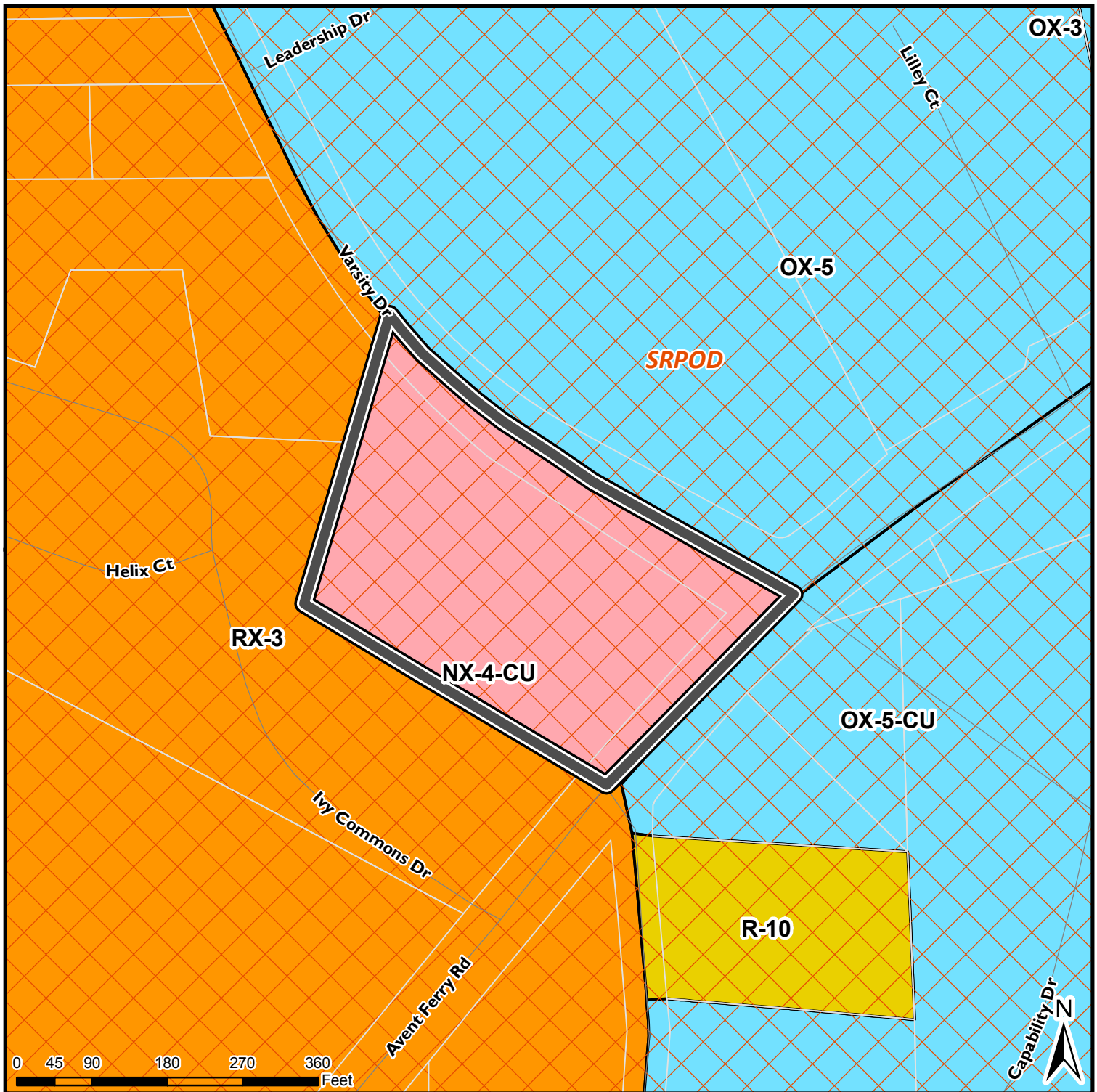


Existing Zoning Map

Z-30-2016



**Submittal
Date**

9/27/2016

Request:

**3.00 acres from
NX-4-CU w/SRPOD
to RX-5-GR-CU
w/ -SRPOD**

VICINITY MAP



Map Date: 9/28/2016



Certified Recommendation

Raleigh Planning Commission

CR#

Case Information: Z-30-16 - Varsity Drive

<i>Location</i>	Varsity Drive, at its intersection with Avent Ferry Road Address: 1530 Varsity Drive PIN: 0793472384
<i>Request</i>	Rezone property from Neighborhood Mixed Use–4 Stories–Conditional Use with Special Residential Parking Overlay District (NX-4-CU w/ SRPOD) to Residential Mixed Use–5 Stories–Green Frontage-Conditional Use with Special Residential Parking Overlay District (RX-5-GR-CU w/ SRPOD)
<i>Area of Request</i>	3.0 acres
<i>Property Owner</i>	Dobs, Inc./ 3939 Glenwood Avenue, Suite 166/ Raleigh, NC 27612
<i>Applicant</i>	Steve Gurganus, Land Planner/ Womble Carlyle Sandridge & Rice/ PO Box 831/ Raleigh, NC 27602
<i>Citizens Advisory Council (CAC)</i>	West—Co-Chairs: Benson Kirkman, benson.kirkman@att.net Collin Bober, wake.collin.bober@gmail.com
<i>PC Recommendation Deadline</i>	February 6, 2017

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>	Neighborhood Mixed Use
<i>URBAN FORM</i>	Center: (n/a) Corridor: Transit Emphasis (Avent Ferry Road) Within ½-Mile Transit Buffer: (n/a)
<i>CONSISTENT Policies</i>	Policy LU 1.2 - Future Land Use Map and Zoning Consistency. Policy LU 1.3 - Conditional Use District Consistency. Policy LU 6.4 - Bus Stop Dedication; Policy T 4.8 - Bus Waiting Areas; Policy T 4.15 Policy H 1.8 – Zoning For Housing Policy UD 1.10 – Frontage Policy UD 7.3 - Design Guidelines
<i>INCONSISTENT Policies</i>	None

Summary of Proposed Conditions

1. The following uses would be prohibited: Cottage Court, Group Living, Emergency Shelter Type B, Special Care Facility, School, Telecommunication Tower, Outdoor Sports or Entertainment Facility, Bed and Breakfast, Hospitality House, and Remote Parking Lot.
2. Commercial uses would be limited to 3,000 square feet.
3. Units would be limited to no more than 210 units with no more than 3 bedrooms each.
4. Height would be limited to five stories/62 feet.
5. The building would step up approximately five feet from east to west at one location along Varsity Drive.
6. One hundred percent of both the Varsity Drive and Avent Ferry Road facades would be constructed within the build-to requirement.
7. Parking would be provided in a screened parking structure. Residential use would wrap the parking structure along Varsity Drive and Avent Ferry Road.
8. The building will incorporate changes in colors and materials and will include a stepped-back façade along a portion of the Avent Ferry Road side of the building at some point above the ground floor.
9. Metal shade structures and louvers would be included.
10. Vinyl siding will not be used. At least two-thirds of the building façades along Varsity and Avent Ferry will be masonry, with the remainder fiber cement.
11. The property will include an Outdoor Amenity Area of at least 2,500 square feet at the corner of Varsity Drive and Avent Ferry Road.
12. Landscaped areas will be irrigated.
13. The building will be set back at least 35' from side and rear property lines.
14. Existing trees within 32' of the southern and western property lines will be undisturbed regardless of whether they are part of a Tree Conservation Area.
15. The applicant will pay for bus shelters and provide easements on both Avent Ferry and Varsity. The Avent Ferry easement will be 50 percent larger than the typical 15'x20' easement.
16. The Avent Ferry Road driveway on the south end of the property will be right-in, right-out.

Public Meetings

<i>Neighbor Meeting</i>	<i>CAC (West)</i>	<i>Planning Commission</i>	<i>City Council</i>	<i>Public Hearing</i>
7/19/16	8/23/16, 9/26/16, 10/18/16: Y- 7, N- 1	11/8/16		

Attachments

1. Staff report
2. Traffic Study Worksheet
3. Existing zoning conditions

Planning Commission Recommendation

<i>Recommendation</i>	
<i>Findings & Reasons</i>	
<i>Motion and Vote</i>	

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.

_____ Planning Director	_____ Date	_____ Planning Commission Chairperson	_____ Date
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Staff Coordinator: Jason Hardin: (919) 996-2657; Jason.Hardin@raleighnc.gov



Zoning Staff Report – Case Z-30-16

Conditional Use District

Case Summary

Overview

The 3.0-acre site is in southwest Raleigh, next to North Carolina State University's South and Centennial campuses. It is located in the southwestern quadrant of the intersection of Varsity Drive and Avent Ferry Road, across Avent Ferry Road from an entrance to Centennial Campus. The site is currently occupied by several one- and two-story multi-family buildings constructed in 1964 and 1985.

The site is in an area dominated by apartment buildings and the University. Apartment development wraps around the site on the south and west. To the north is the NCSU Varsity Research Building, and to the east is the entrance to NCSU Centennial Campus.

The site is designated for Neighborhood Mixed Use on the Future Land Use Map. Lands to the west and south are designated for Medium Density Residential, and the University properties to the north and east are designated Institutional.

Avent Ferry Road is designated a Transit Emphasis Corridor on the Urban Form Map. The site is less than 100 meters from the Mixed-Use Center that extends south from Western Boulevard.

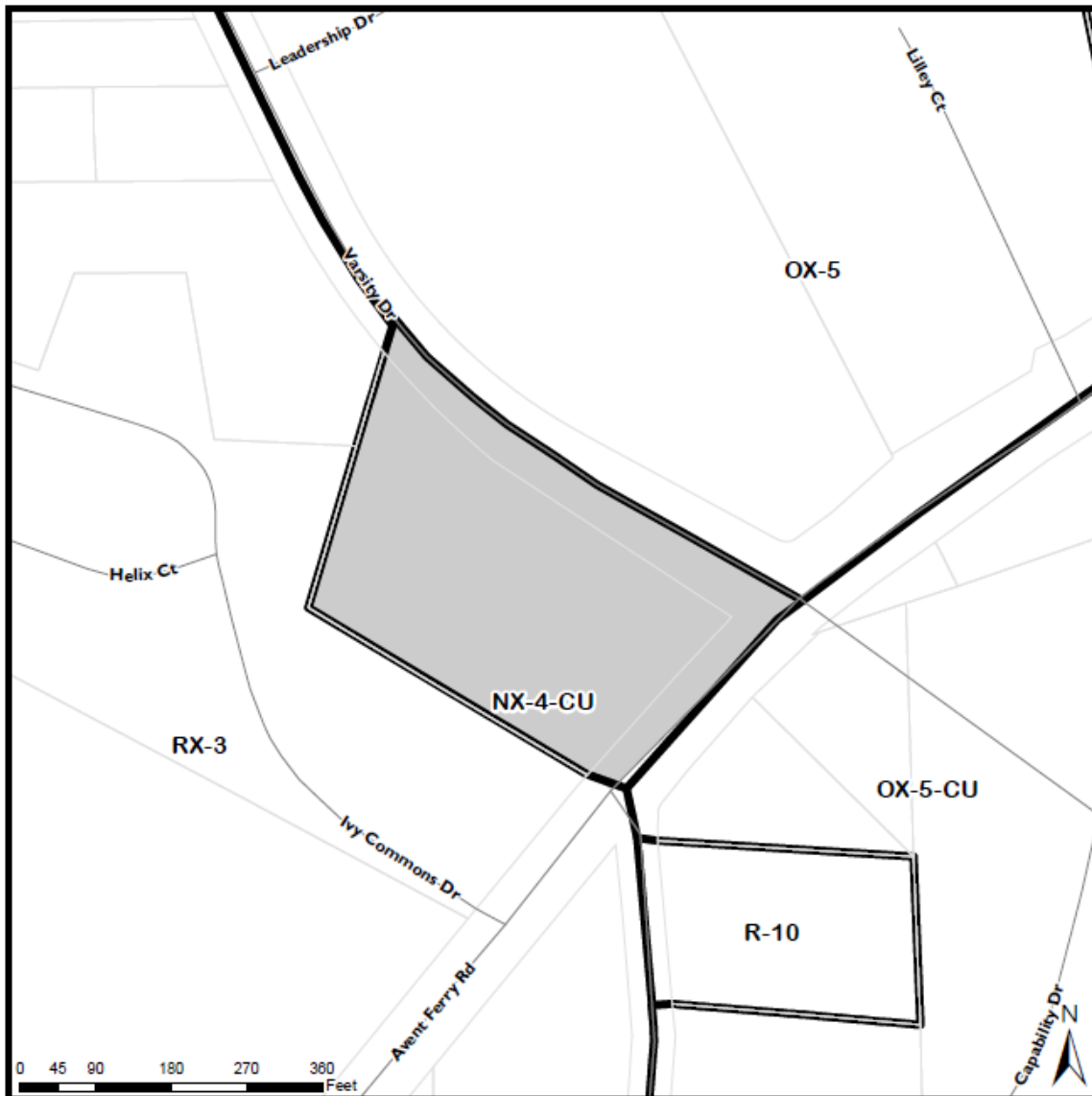
The site is currently zoned Neighborhood Mixed Use-Four Stories-Conditional Use. Existing zoning conditions prohibit a number of uses (particularly shopping centers), and limit height to 50' along Avent Ferry Road and 60' elsewhere. The requested zoning is Residential Mixed Use-Five Stories-Green Frontage-Conditional Use, with height limited to 62'. Properties to the south and west are zoned Residential Mixed Use-Three Stories. The University properties to the north and east are zoned Office Mixed Use-Five Stories.

Outstanding Issues

<i>Outstanding Issues</i>	<i>Suggested Mitigation</i>
<ol style="list-style-type: none">1. Some proposed conditions need more specificity (conditions 5, 6, 8).2. Sewer and fire flow matters may need to be addressed upon development.	<ol style="list-style-type: none">1. Provide a range, specific number, or other more objective standard for the proposed conditions.2. Address sewer and fire flow capacities at the site plan stage.

Existing Zoning Map

Z-30-2016



Submittal
Date

9/27/2016

Request:

3.00 acres from
NX-4-CU w/SRPOD
to RX-5-GR-CU
w/ -SRPOD



Map Date: 9/28/2016

Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
<i>Existing Zoning</i>	NX-4-CU	OX-5	RX-3	OX-5-CU	RX-3
<i>Additional Overlay</i>	SRPOD	SRPOD	SRPOD	SRPOD	SRPOD
<i>Future Land Use</i>	Neighborhood Mixed Use	Institutional	Medium Density Residential	Institutional	Medium Density Residential
<i>Current Land Use</i>	Residential (apartments)	Office (N.C. State Univ.)	Residential (apartments)	Vacant	Residential (apartments)
<i>Urban Form (if applicable)</i>	Transit Emphasis Corridor	Transit Emphasis Corridor	Transit Emphasis Corridor	Transit Emphasis Corridor	-

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
<i>Residential Density:</i>	68.5 units/acre	76.9 units/acre
<i>Setback/build-to:</i>		
<i>Front:</i>	10' setback on Avent Ferry; 5' on Varsity Drive	20' build-to
<i>Side:</i>	6' setback	35' setback
<i>Rear:</i>	6' setback	35' setback

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning*
<i>Total Acreage</i>	3.0	3.0
<i>Zoning</i>	NX-4-CU w/ SRPOD	RX-5-GR-CU w/ SRPOD
<i>Max. Gross Building SF (if applicable)</i>	242,284	279,380
<i>Max. # of Residential Units</i>	187	210
<i>Max. Gross Office SF</i>	211,015	3,020
<i>Max. Gross Retail SF</i>	10,016	3,995
<i>Max. Gross Industrial SF</i>	(n/a)	(n/a)
<i>Potential F.A.R.</i>	2.04	2.35

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

The proposed rezoning is:

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

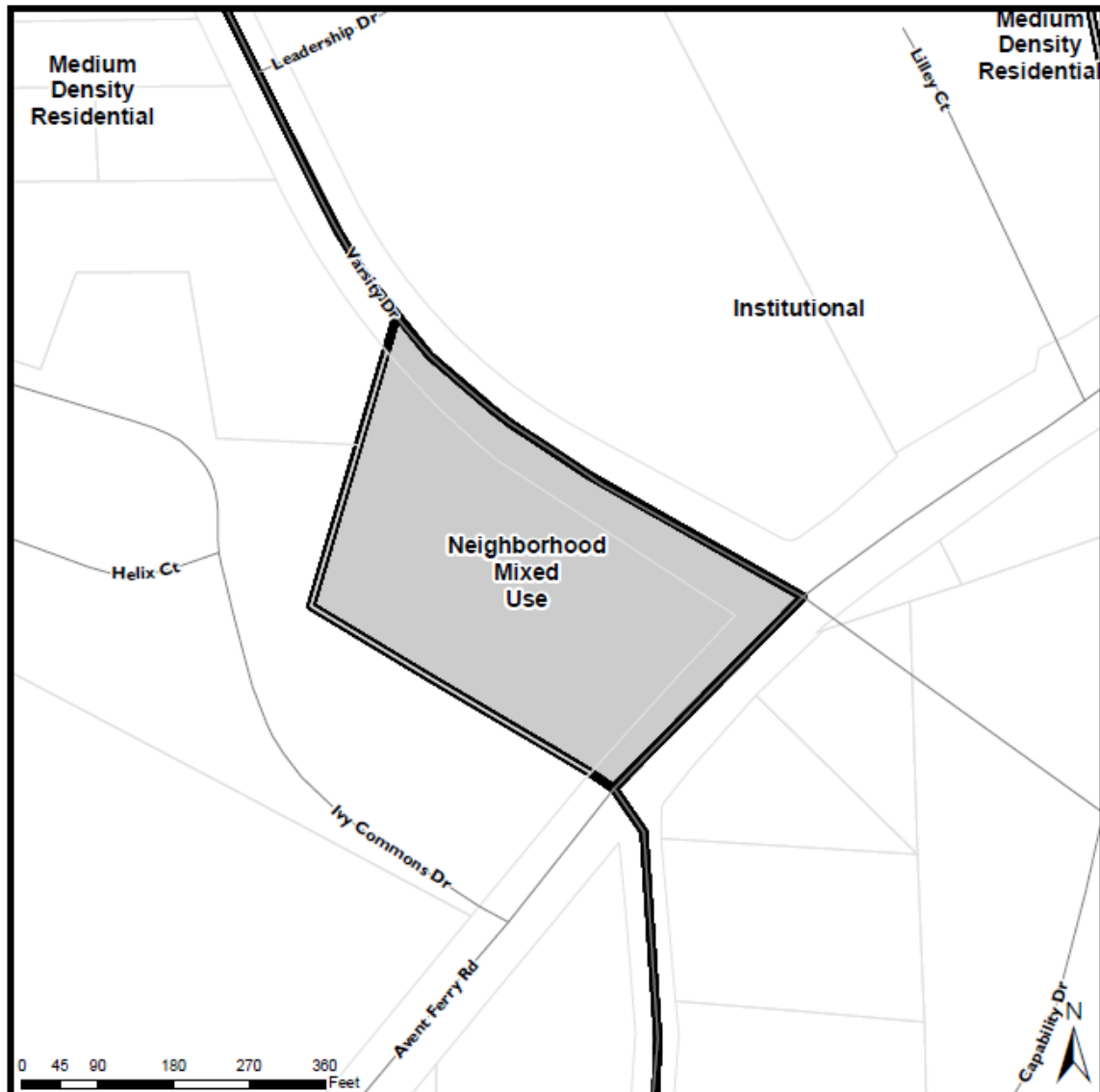
☐ **Incompatible.**

Analysis of Incompatibility:

Surrounding properties are either apartments (to the south and west) or university buildings. The proposal, which would permit apartments and a relatively small amount of retail (3,000 square feet) is consistent with the area.

Future Land Use Map

Z-30-2016



Submittal Date

9/27/2016

Request:

3.00 acres from
NX-4-CU w/SRPOD
to RX-5-GR-CU
w/ -SRPOD

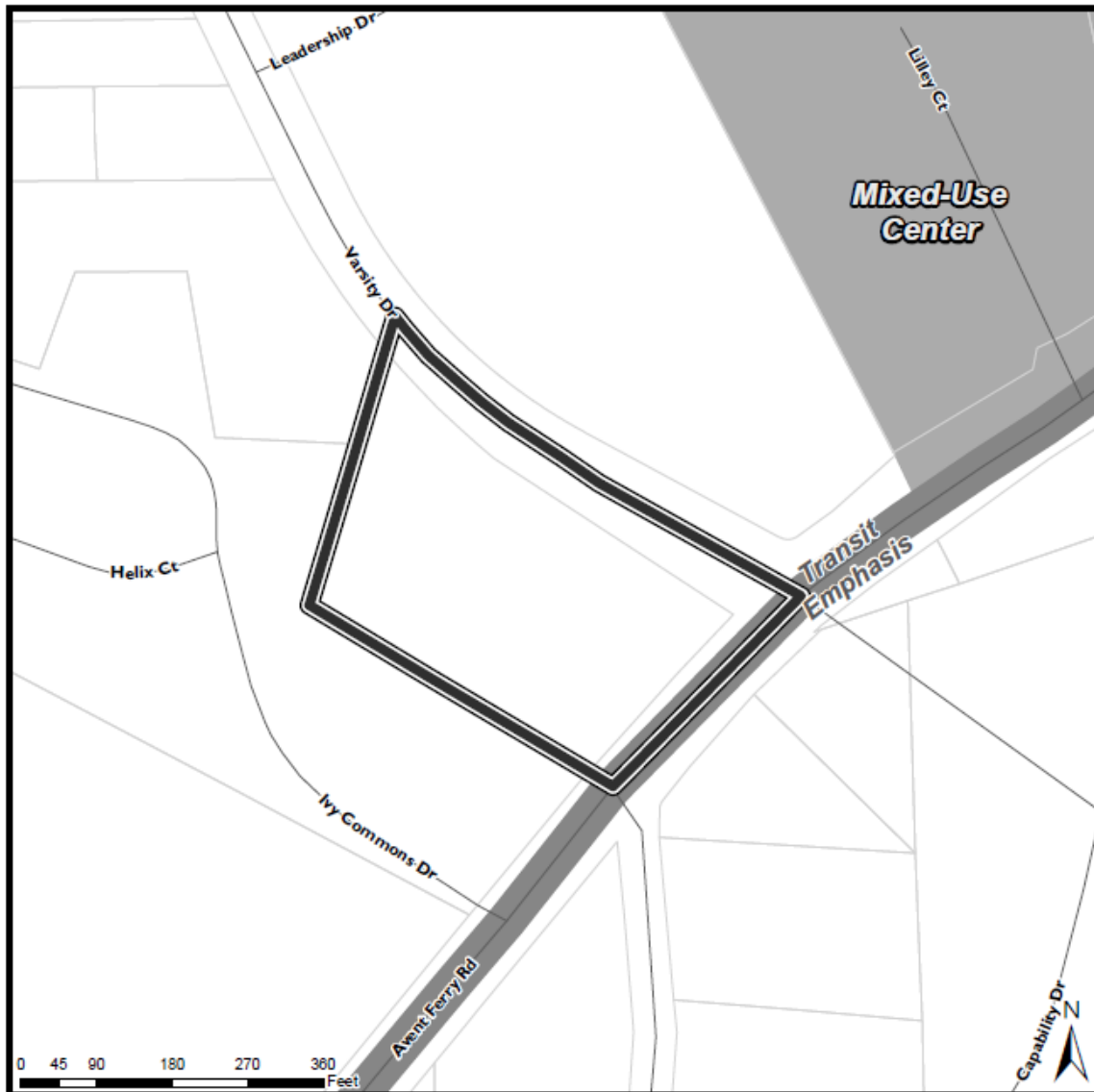
VICINITY MAP



Map Date: 9/28/2016

Urban Form Map

Z-30-2016



Submittal
Date

9/27/2016

Request:

3.00 acres from
NX-4-CU w/SRPOD
to **RX-5-GR-CU**
w/ -SRPOD

VICINITY MAP



Map Date: 9/28/2016

2. Comprehensive Plan Consistency Analysis

2.1 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?
- B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
- 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?
- D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

A. The proposal is consistent with the Comprehensive Plan. It supports several policies, including those encouraging the production of more housing, those encouraging the provision of transit amenities and greater density in areas where transit exists, and the Urban Design Guidelines.
B. The use is consistent with the Future Land Use Map.
C. This question is not applicable, as the use is consistent with the Future Land Use Map.
D. Infrastructure and services are adequate to serve the development, as noted in the impact section of this report.

2.2 Future Land Use

Future Land Use designation:

The rezoning request is:

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

☐ **Inconsistent**

Analysis of Inconsistency:

The request for Residential Mixed Use zoning is consistent with the Future Land Use Map designation of Neighborhood Mixed Use.

2.3 Urban Form

Urban Form designation:

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

The rezoning request is:

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

☐ **Inconsistent**

Analysis:

The property is adjacent to a Transit Emphasis Corridor. While not within a Center, it is within 100 meters of a mixed-use center. The proposal is consistent with the recommendations of the Plan, which envisions greater heights along Transit Emphasis Corridors.

2.4 Policy Guidance

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

Policy LU 1.2 - Future Land Use Map and Zoning Consistency. The request is consistent with the FLUM.

Policy LU 1.3 - Conditional Use District Consistency. The proposed conditions are generally consistent with the FLUM.

Policy LU 6.4 - Bus Stop Dedication; Policy T 4.8 - Bus Waiting Areas; Policy T 4.15. The proposal involves paying for bus shelters and dedicating a larger-than-standard easement along Avenel Ferry Road.

Policy H 1.8 – Zoning For Housing. By enabling more housing units, the proposal assists in keeping the market well-supplied with housing.

Policy UD 1.10 – Frontage. The proposed Green frontage creates a walkable urban form along a Transit Emphasis Corridor.

Policy UD 7.3 - Design Guidelines. The proposal is consistent with the guidelines, particularly in that the building, not parking, fronts the adjacent streets.

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

None

2.5 Area Plan Policy Guidance

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

Not applicable

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- The proposal would locate student-oriented housing close to the University.
- The proposal would locate new housing along a heavily-used transit corridor.

3.2 Detriments of the Proposed Rezoning

- None

• 4. Impact Analysis

4.1 Transportation

The site is located in the southwest quadrant of Avent Ferry Road and Varsity Drive. Avent Ferry Road (SR 1321) is maintained by the NCDOT; Varsity Drive is maintained by the City. This segment of Varsity Drive currently has a two-lane cross section with curbs and sidewalks on both sides. Avent Ferry Road is classified as a major street in the UDO Street Plan Map (Avenue, 4-Lane, Divided). Varsity Drive is a mixed-use street (Avenue, 2-Lane, Divided).

There are no City of Raleigh CIP projects or state STIP projects planned for either street in the vicinity of the Z-30-2016 site. Offers of cross access to adjacent parcels shall be made in accordance with the Raleigh UDO section 8.3.5.D. There are no public street stubs abutting the boundaries of the Z-30-2016 parcel. Site access will be provided via Varsity Drive. An existing site driveway on Avent Ferry Road appears to lie on the adjoining parcel to the west.

In accordance with UDO section 8.3.2, the maximum block perimeter for RX-5 zoning is 2,500 feet. The block perimeter for Z-30-2016, as defined by public rights-of-way for Varsity Drive, Crest Road and Avent Ferry Road is 5,130 feet.

The existing land use is an apartment complex that was built in 1964. The site is currently zoned NX-4-CU; current zoning allows for 100,000 sf to 200,000 sf of Office use. Approval of case Z-30-2016 would significantly decrease the amount of Office use permitted and would result in a net decrease of daily and peak hour trips. A traffic impact analysis report not needed for Z-30-2016.

Impact Identified: Block perimeter exceeds UDO Standard.

4.2 Transit

The offer of transit easements and shelters is acceptable and supports policies LU 4.6, LU 4.7, LU 6.4, T 4.8, and T 4.15. These stops are heavily utilized.

Impact Identified: Greater demand for transit in the area. This is addressed by the provision of transit easements, including a larger-than-typical easement on Avent Ferry Road; by a contribution toward the construction of bus shelters; and by the provision of electricity to the shelters.

4.3 Hydrology

<i>Floodplain</i>	No FEMA Floodplain present.
<i>Drainage Basin</i>	Walnut
<i>Stormwater Management</i>	Subject to Part 10, Chapter 9
<i>Overlay District</i>	None

Impact Identified: No major impacts identified.

4.4 Public Utilities

	<i>Maximum Demand (current use)</i>	<i>Maximum Demand (current zoning)</i>	<i>Maximum Demand (proposed zoning)</i>
Water	10,585 gpd (WM data)	46,750 gpd	53,220 gpd
<i>Waste Water</i>	10,585 gpd (WM data)	46,750 gpd	53,220 gpd

The proposed rezoning would add approximately 42,635 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

Impact Identified: 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.

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

4.5 Parks and Recreation

1. There are no greenway trails, connectors, or corridors within or adjacent to this site. Closest trail access is 0.7 miles distance, Walnut Creek Trail.
2. Recreation services are provided by Kentwood Park, 1.1 miles distance.

Impact Identified: None

4.6 Urban Forestry

This site proposed to be rezoned is greater than 2 acres and is subject to UDO 9.1 Tree Conservation. Until a tree survey and a tree cover report is completed it is premature to determine if this site has tree conservation areas that meet code required 10% or a lesser percentage. The distance from the west and south property lines is dependent on meeting code compliance.

Impact Identified: Per UDO Sec. 9.1.3.A.2, any eligible tree conservation priority in conflict with a build-to requirement (Green Frontage) is not required to be protected. The Green Frontage proposed would supersede a secondary tree conservation area: UDO 9.1.4.B.1.c. - The critical root zone of any tree 10 inches or greater in DBH that is located within 50 feet of a Thoroughfare.

The 32-foot undisturbed buffer in Condition 14 is potentially in conflict with a secondary tree conservation area: UDO 9.1.4.B.1.a. - A minimum 65-foot wide perimeter buffer when the adjoining or adjacent property is not a Thoroughfare or is not vacant. An alternative may be pursued under 9.1.4.B.4.

4.7 Designated Historic Resources

Impact Identified: None

4.8 Community Development

This site is not located within a redevelopment plan area.

Impact Identified: None.

4.9 Impacts Summary

Sewer and fire flow matters may need to be addressed upon development. Demand for transit services will increase.

The Green Frontage would supersede a secondary tree conservation area.

4.1 Mitigation of Impacts

Address sewer and fire flow capacities at the site plan stage.

The proposed conditions address the transit impact.

The Green Frontage means Tree Conservation Area standards will need to be met elsewhere.

5. Conclusions

The proposal is consistent with the Comprehensive Plan and the Future Land Use Map. Adding housing along a relatively high-frequency transit corridor and adjacent to NCSU supports Plan goals, and the inclusion of a Green frontage supports the Plan's Urban Design Guidelines.

A few minor issues remain, chiefly the need for additional specificity on some of the proposed conditions.

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="radio"/> General Use <input checked="" type="radio"/> Conditional Use <input type="radio"/> Master Plan			OFFICE USE ONLY Transaction #
Existing Zoning Classification <u>NX-4-CU SRPOD</u>			
Proposed Zoning Classification Base District <u>RX-5 CU SRPOD</u> Height <u>55 stories</u> <u>62 Feet</u> Frontage -GREEN			
If the property has been previously rezoned, provide the rezoning case number: Z-7-06			
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:			
464448			

GENERAL INFORMATION			
Property Address 1530 Varsity Drive			Date 20 September 2016
Property PIN 0793472384		Deed Reference (book/page) Book 6661, Page 628	
Nearest Intersection Varsity Drive at Avent Ferry Road			Property Size (acres) <u>3.0</u> <u>2.862</u>
Property Owner/Address DOBS INC 3939 GLENWOOD AVE STE 166 RALEIGH NC 27612-4739		Phone (919) 787-0025	Fax N/A
		Email N/A	
Project Contact Person/Address Steve Gurganus, Land Planner Womble Carlyle Sandridge & Rice PO Box 831 Raleigh, NC 27602		Phone 919-755-2141	Fax 919-755-6041
		Email sgurganus@wcsr.com	
Owner/Agent Signature <u><i>Judy C Coggins</i></u>		Email	

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

REZONING APPLICATION ADDENDUM

Comprehensive Plan Analysis

OFFICE USE ONLY

Transaction #

Rezoning Case #

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.

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. The proposed rezoning for Residential Mixed Use is consistent with the Neighborhood Mixed Use future land use designation as defined in the current 2030 Plan, and as shown on the IMAPS Future Land Use layer (LU 1.2). The requested height and stories are consistent with both the Plan, and with the walkable and transit centric area between this intersection, Centennial Campus, Mission Valley Shopping Center and the NCSU main campus. Avent Ferry Road is identified as a Transit Emphasis Corridor on the Urban Form Map; the area is served by GoRaleigh, Wolfline, and is proximate to the proposed Bus Rapid Transit (BRT) Western Boulevard spine. The conditional use rezoning to Residential Mixed Use will result in complementary development at the understated gateway entrance of the internationally renowned research institution, North Carolina State University - Centennial Campus. The east side of the NCSU campus is underserved by transit oriented, medium and higher density, residential mixed use development. It will result in increased professional multi-family housing stock for southwest Raleigh. Thoughtfully conditioned and developed, it will also serve as an attractive and striking bookend for land use between the property and the aging commercial development at Gorman Street. None of the attached conditions are inconsistent with the Plan (LU 1.3), as further addressed in the Urban Design Guidelines responses below.
2. The condition use rezoning and proposed development are consistent with City-Wide Growth Policies LU 2.1 Placemaking, LU 2.2 Compact Development, and LU 2.5 Healthy Communities; Land Use and Transportation Coordination Policies LU 4.4 Reducing VMT Through Mixed Use, LU 4.6 Transit Oriented Development, LU 4.7 Capitalizing on Transit Access (though BRT instead of fixed guideway rail), and likely LU 4.9 Corridor Development. This transitional development between current and future Institutional Land Uses to the north, east, and southeast; and the current and future Medium Density Residential land uses are consistent with Land Use Compatibility Policies LU 5.1 Reinforcing the Urban Pattern, LU 5.2 Managing Commercial Development Impacts, LU 5.4 Density Transitions (given the likely future redevelopment of Mission Valley Shopping Center, and the area surrounding it), LU 5.6 Buffering Requirements, and the "Transitions Defined" section of the Plan. The conditional use rezoning and proposed redevelopment are, further, consistent with and supports Mixed Use Development Policies LU 6.1 Composition of Mixed-Use Centers, LU 6.2 Complementary Uses and Urban Vitality, LU 6.3 Mixed-Use and Multi-Modal Transportation, and LU 6.4 Bus Stop Dedication. The conditional use rezoning and proposed redevelopment are also consistent with Policy LU 8.1 Housing Variety within the Neighborhood Conservation, and Development Policies within the Plan; as well as supportive of Land Use and Transportation Coordination Policies T 1.1 Coordination with Land Use Map, T 1.2 Right-of-Way Reservation, T 4.8 Bus Waiting Areas, T 5.3 Bicycle and Pedestrian Mobility, and T 5.10 Building Orientation.
3. This attractive, transit- and pedestrian-friendly mixed use development, will inject new private-sector investment, and complementary development into an aging area, and provide new desirable housing options for professors, research associates, staff, and graduate students at Centennial Campus, NCSU, and throughout the Avent Ferry community. It is consistent with the goals of the Economic Development policies of the 2030 Comprehensive Plan. The quadrants immediately adjacent to the property to the north, east, and southeast are identified as City of Raleigh Economic Development Target Areas on IMAPS and Map ED-1. Specifically this rezoning and redevelopment supports Neighborhood Reinvestment Policies ED 2.4 Attracting Investment to Emerging Neighborhoods, ED 2.5 Blight Abatement; Economic Development and Land Use Policy ED 5.3 Creating Attractive Development Sites (given future road and corridor improvements being discussed for Avent Ferry Road, and the two-lane median divided section proposed for Varsity Drive); and ED 5.10 Jobs-Housing Balance. Given Southwest Raleigh's identify as Raleigh's Creative District, new investment in this area will further support policies supporting Creative Industries such as policy ED 7.4 Creative Workforce Retention.
4. While just beyond the shaded fringe of the Area Plan, the conditional use rezoning and proposed redevelopment are consistent with the vision and intent of the current, but aged, Mission Valley Area Plan. Specifically, the rezoning and redevelopment are consistent with AP-MV 1 Mission Valley Targeted Growth, and AP-MV 3 Avent Ferry-Centennial Streetscapes.

PUBLIC BENEFITS

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

1. This rezoning will result in a more transit and multi-modal oriented, sustainable, built environment. Such development promotes more physical activity, walkability, and better health. Transit and multi-modal oriented development also results in lower future expenditures for future transportation infrastructure.
2. The conditional use rezoning will result in complementary development at the gateway entrance of the internationally renowned research institution, North Carolina State University / Centennial Campus. It will result in increased professional multi-family housing stock for Southwest Raleigh. Thoughtfully conditioned and developed, it will also serve as an attractive and striking bookend for land use between the property and the aging commercial development at Gorman Street.
3. The project will support compact community form. The project will conserve tree buffers adjacent to residential development. Increased density, with modern stormwater runoff engineering, will result in less overall environmental impacts than lower density development patterns. Compact development also results in less overall impervious surface areas (parking lots), less stormwater runoff, less public investment in stormwater infrastructure, and even less energy usage.
4. The rezoning and ultimate development will result in modern and functioning sidewalks, drainage facilities, and other utilities. The rezoning synchronizes transportation and land use plans and vision in a manner that is far superior to the existing development and density presently on the subject property.

URBAN DESIGN GUIDELINES

If the property to be rezoned is shown as a "mixed use center" or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.

1.	<p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>RESPONSE: The leasing center for the property during the initial lease-up period will occupy a maximum of 3,000 interior useable square feet at the northeast corner of the building, which is the first floor corner unit, located at the intersection of two public streets. The leasing center will be designed and engineered to accommodate a mixed-use commercial tenant after lease-up, depending on market-driven demand for such space, and will include plumbing, electrical, and other required amenities for commercial users, including eating establishments. Uses will be compactly arranged and pedestrian friendly for residents, guests, and visitors as applicable.</p>
2.	<p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p>RESPONSE: The project commits to a minimum 35 foot setback, compared to the required six feet, identifies a 32 foot buffer to remain undisturbed along the entirety of the west property line, and undisturbed along approximately one-half of the southern property line adjacent to Ivy Commons. The height is limited to 62 feet, which, in the context of the unique topography of this site, will result in the roofline of the finished structure approximating the height of the three-story multi-living units at the adjacent Ivy Commons. Current zoning limits building height to 50 feet along Avent Ferry Road, and 60 feet for the majority of the site. Thus, this project will only exceed existing entitlement for the majority of the property by two feet, and will be comparable in height to adjacent residential development, and comparable in massing to nearby Institutional development.</p>
3.	<p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>RESPONSE: The existing road network will serve the development. Topographic constraints and notable grade changes between this property and adjacent medium density residential properties, which are served by private drives and lanes, do not easily facilitate additional road connectivity to this residential mixed use development. Educators, researchers, staff and graduate students at Centennial Campus will nevertheless find the development easily accessible a short walk or bike ride from campus.</p>
4.	<p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p>RESPONSE: No new streets are planned as part of this development. Topographic constraints and notable grade changes between this property and adjacent medium density residential properties, which are served by private drives and lanes, do not easily facilitate future street connectivity to this residential mixed use development. The project is a pleasant walk, or easy bike ride from Centennial and even Main Campus along Varsity Drive or Avent Ferry Road.</p>
5.	<p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>RESPONSE: This street frontage on Avent Ferry Road of this less than three acre property measures approximately 272 feet, and Varsity Drive approximately 522 feet, will fall notably below a length of 660 feet. The existing driveway off of Avent Ferry Road will be retained, and shall include pedestrian accommodation and sidewalk amenity.</p>

	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p>
6.	<p>RESPONSE: Adjacent streets Avent Ferry Road and Varsity Drive will be fronted by buildings, and incorporate 20 foot build-to's and Green (-GR) frontage. Architectural features, tasteful and aesthetic outdoor lighting, and an Outdoor Amenity Area immediately adjacent to the sidewalks at the Avent Ferry Road and Varsity Drive intersection will create visual and aesthetic interest for pedestrians, and result in pedestrian activity along both building faces. Service and loading areas, and a primary garage entrance, will be at the rear of the property.</p>
7.	<p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i></p> <p>RESPONSE: The building will be located close to the multi-modal Avent Ferry Road and Varsity Drive streets. The development will be located approximately 20 feet behind the sidewalk and planting strip. There is on-street parking along the longer street frontage on Varsity Drive. Parking will be provided in an off-street structured parking deck, which will be wrapped by the building on the front and sides, and accessible from Varsity Drive and from Avent Ferry Road (with developer proposed Right-In/Right-Out ingress/egress and proposed "left-over" future median access from Avent Ferry Road).</p>
8.	<p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p>RESPONSE: The building will be placed at the corner, 20 feet from the sidewalks. Parking is provided in a structured parking deck accessible from both streets. The service area is proposed to be at the rear of building.</p>
9.	<p><i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i></p> <p>RESPONSE: Two exterior courtyards urban open spaces are proposed for the residential mixed use building. Both will be wrapped by the residential structure. The larger of the two will be visible from the leasing area/commercial space. A 2,500 square feet Outdoor Amenity Area is proposed for the northeast corner of the site, behind the sidewalk, between the intersection and building. The Outdoor Amenity Area will be a visual focal point, and become a center of activity, as well as respite, for residents and guests -- and potentially for customers of a commercial tenant in the corner leasing center after lease-up, if market demand supports such use.</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p>RESPONSE: There will be direct access into the leasing center at the corner of the property, as well as direct access into the building on Varsity Drive. The interior courtyards will be accessible to residents and guests. Windows in the leasing center will allow visual permeability into the adjacent courtyard, allowing passerby to see directly into the space.</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p>RESPONSE: The primary use of the property will be medium to high density residential, which will surround the exterior courtyards. The Outdoor Amenity Area will be an open area, accessible from the building and sidewalk and will result in pedestrian activity and traffic.</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p>RESPONSE: The at-grade Outdoor Amenity Area will be framed by the exterior corner of the building, with steps and raised planters creating the sense of a sunken outdoor patio or "room". The two exterior courtyards will be wrapped by residential sections of the building and result in outdoor "rooms."</p>
13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>RESPONSE: The raised planters in the Outdoor Amenity Area will be sufficiently wide enough for sitting. The exterior courtyards will include planters, benches, or other seating.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>RESPONSE: There will be no surface parking lots that will dominate the frontage, interrupt pedestrian routes, or negatively impact surrounding developments. Parking will be provided in a screened, structured parking deck.</p>

15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p>RESPONSE: Parking will be provided in a structured parking deck that will not be visible from the public Right-of-Way, except for two-way parking ingress/egress on the Varsity Drive frontage.</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p>RESPONSE: Parking will be provided in a structured parking deck that will be wrapped on the front and sides of the residential part of the building so as to appear fully integrated with the primary residential building. The rear area will be screened, and include a colored concrete façade complementary to the residential portion of the development to minimize negative visual effects.</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p>RESPONSE: The site is served by GoRaleigh and Wolfline bus transit service, and will include two dedicated easements on-site for bus transit, and to provide a viable alternative to automobile transportation. An inbound bus stop is also located diagonally directly across the street on Avent Ferry Road.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>RESPONSE: The site is served by sidewalks on both street frontages, and the intersection is signalized to provide convenient, comfortable pedestrian access to employment, entertainment, and transit.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>RESPONSE: To respect natural resources, and provide visual buffers, the slope and tree buffer along the west property line will remain a 32 foot undisturbed buffer. Approximately one half of the western part of the buffer adjacent to the southern property line will remain a 32 foot undisturbed buffer.</p>
20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p>RESPONSE: No new streets will be constructed as part of the project. New pedestrian pathway (sidewalk) will be included along the existing driveway, which is being retained, that will provides access to and from the Avent Ferry Road to the building entrance. Sidewalks will be reconstructed and improved along both Avent Ferry Road and Varsity Drive, and will serve the corner and Varsity Drive building entrances.</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p>RESPONSE: A minimum 6 foot wide sidewalk will front Avent Ferry Road and Varsity Drive. The approximate 2,500 square feet Outdoor Amenity Area adjacent to the public sidewalk will be paved (not including raised planters). Sidewalks serve both sides of Varsity Drive and Avent Ferry Road.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>RESPONSE: Street trees will be included in the Green (-GR) frontage, which will include a 20 feet wide setback. The Green Frontage will include additional trees and landscaping, or additional pedestrian sidewalk, and serve as a visual buffer between the street and the building.</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p>RESPONSE: The building, its architectural elements, and the Green Frontage with trees spaced approximately 20 feet on center (average), will define the street spatially.</p>

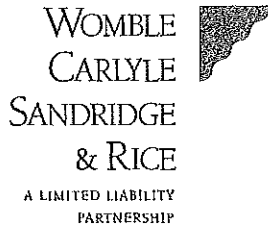
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p>RESPONSE: The entrances to the building on the public street, Varsity Drive, will be architecturally and functionally on the front façade, and will be clearly marked and illuminated to convey their prominence.</p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p>RESPONSE: The masonry of the ground level floor will emphasize a strong building base. The building will include both masonry and metal canopies as part of the vertical and horizontal articulation -- as well as signage and ornamentation -- that will add to pedestrian interest along the sidewalks. In addition to the Outdoor Amenity Area, the leasing center, which may be repurposed after lease-up into commercial space based on market demand, will be prominently located at the corner of the building near the intersection, and will be visually permeable to provide additional pedestrian interest.</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p>RESPONSE: The approximately 2,500 square feet Outdoor Amenity Area will complement pedestrian movement and casual social interaction along the sidewalks.</p>

Conditional Use District Zoning Conditions		
Zoning Case Number Z-30-2016		OFFICE USE ONLY Transaction #
Date Submitted November 11, 2016		
Existing Zoning NX-4-CU SRPOD	Proposed Zoning RX-5 CU SRPOD	
NARRATIVE OF ZONING CONDITIONS OFFERED		
<p>1. The following uses shall be prohibited: Cottage Court ; GROUP LIVING: Boardinghouse, Congregate Care Dormitory, fraternity, sorority; Life Care Community, Rest Home; Emergency Shelter Type B; Special Care Facility; School, public or private; Telecommunication Tower; Outdoor Sports or Entertainment Facility; Bed and Breakfast; Hospitality House; and Remote Parking Lot.</p>		
<p>2. The rezoned land shall contain a five and one-half story parking structure, surrounded by residential units on three sides. Only the south side of the parking structure deck shall be visible, and only from the a portion of the south property line (Ivy Commons Condominiums, 1515 Crest Rd, Property Owner Barrow-Safrit, Inc. -- Book 03674, Page 0106). No more than 210 dwelling units shall be included in the building, and no individual units shall contain more than three bedrooms (3BR). Openings in the structured parking deck facing the adjacent property to the south (Ivy Commons Condominiums, 1515 Crest Rd, Property Owner Barrow-Safrit, Inc. -- Book 03674, Page 0106) shall be screened; and the lighting designed to prevent glare off-site.</p>		
<p>3. The maximum building height shall be five (5) stories and 62 feet, as measured under the rules of measurement in UDO Article 1.2, Measurement, Exceptions, and General Rules of Applicability. One level of structured parking, or a portion thereof, may be constructed below grade to maximize parking spaces and minimize height; however, the building shall not contain a habitable basement.</p>		
<p>4. The west side of the building shall step up between four (4) feet and seven (7) feet, at one location along the Varsity Drive façade, to correspond with a change in the natural grade of Varsity Drive.</p>		
<p>5. The building width in the Green Frontage (-GR) shall exceed the primary street minimum build-to width requirement of 50% in the Green Frontage (-GR), with 100% of building width fulfilling the primary build-to. The building width in the Green Frontage (-GR) shall exceed the side street minimum build-to width requirement of 35% in the Green Frontage, with 100% of building width fulfilling the side build-to requirement.</p>		
<p>6. Building façades facing public rights-of-way shall include projecting brick frames that surround the majority of the second through fourth floors; the projecting frames to have lighter color masonry cladding to contrast darker masonry at the building base. The majority of the fifth floor facades facing public rights-of-way shall be clad with darker fiber cement panels to accentuate the change in plane between the fourth and fifth levels.</p>		
<p>7. The building facades fronting public rights-of-way shall include aluminum shade structures and louvers on the exterior of the third and fourth floors.</p>		

8. Not less than two-thirds of the surface area of the building facades facing public rights-of-way shall be masonry and the remaining portion of the facade facing public rights-of-way shall be fiber cement, including fiber cement panels with recessed metal reveals. Not less than one-third of the building façade not facing public rights-of-way shall be masonry, and the remaining portion being fiber cement, including fiber cement panels with recessed metal reveals. The south face of the parking structure shall be constructed of colored cement. Neither vinyl siding (notwithstanding potential vinyl window components), nor EIFS, shall be used in any building façade.
9. As part of the Outdoor Amenity Area requirements, the property shall include Outdoor Amenity Area contiguous to the public sidewalk near the Avent Ferry and Varsity Drive intersection of not less than 2,500 square feet in area.
10. Landscaped areas on the subject property within the –GR (Green) frontage building setback, including public right-of-way area along Varsity Drive that may occur between the sidewalk and the Green (-GR) frontage building setback, as well as within the Outdoor Amenity Area contiguous to the public sidewalk near the Avent Ferry and Varsity Drive intersection, shall be irrigated.
11. The building shall be setback not less than 35 feet from the south property line (Ivy Commons Condominiums, 1515 Crest Rd, Property Owner Barrow-Safrit, Inc. -- Book 03674, Page 0106), and the west property line (Courtyard Apartments, Property Owner Schrader Properties LLC, 1527 Crest Rd, Book 08732, Page 0358).
12. From the point where the existing shared driveway off of Avent Ferry Road crosses the property line, beginning between 50 feet and 100 feet west of the east property line along Avent Ferry Road, a fence of not less than 6.5 feet in height shall be installed on the subject property along and adjacent to the south property line (Ivy Commons Condominiums, 1515 Crest Rd, Property Owner Barrow-Safrit, Inc. -- Book 03674, Page 0106), and extending between 175 feet and 225 from the east property line along Avent Ferry Road. For areas along the property lines not adjacent to public right of way that do not qualify for secondary tree conservation (including alternative means of compliance), a 32 foot wide Zone A, Type 2 Protective Yard shall be included, beginning between 150 feet and 225 feet from the east property line along Avent Ferry Road, along the south property line (Ivy Commons Condominiums, 1515 Crest Rd, Property Owner Barrow-Safrit, Inc. -- Book 03674, Page 0106), extending to the west property line (Courtyard Apartments, Property Owner Schrader Properties LLC, 1527 Crest Rd, Book 08732, Page 0358), and along the entirety of the west property line.
13. At the time of initial building permit issuance or recordation of a subdivision plat, whichever event first occurs, this development shall incorporate transit easements and shelters along both Avent Ferry Road and Varsity Drives. The location shall be determined in reviews by the City of Raleigh and the North Carolina Department of Transportation (NCDOT), and in coordination with NCSU Wolfline Transportation if required. The Varsity Drive transit easement size shall be 15 feet by 20 feet; the Avent Ferry Road easement shall be approximately 50 percent larger or such lesser dimension as shall be specified by the City. At the time of initial building permit issuance or recordation of a subdivision plat, whichever event first occurs, the applicant shall submit a contribution for the cost of construction in lieu of constructing the shelters. Applicant shall incorporate conduit in the project to supply electricity to transit shelters.
14. Subject to City of Raleigh and NCDOT engineering review and approval, the existing Avent Ferry Road driveway shall be signed and marked as a “right-in; right-out” ingress/egress.

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 _____ Print Name



555 Fayetteville Street
Suite 1100
Raleigh, NC 27601

Telephone: (919) 755-2100
Fax: (919) 755-2150
www.wcsr.com

Stephen John Gurganus
Direct Dial: (919) 755-2141
Direct Fax: (919) 755-6041
E-mail: sgurganus@wcsr.com

July 6, 2016

**Re: Neighborhood meeting for proposed rezoning of 1530 Varsity Drive,
Carolyn Apartments, PIN 0793472384**

Dear Neighboring Property Owner,

We would like to invite you to a neighborhood meeting to discuss the proposed rezoning of 1530 Varsity Drive, located at the corner of Varsity Drive, and Avent Ferry Road, across from the NCSU Centennial Campus. We want to explain the project, and show you what it will look like. We very much want your input and comments about the proposed project.

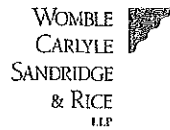
The meeting will be held from 6:30-7:30pm, Tuesday, July 19, at the Powell Drive Park meeting room, located at 740 Powell Drive, Raleigh, NC 27606.

Our client, Capital Growth Buchalter, proposes to rezone the property from Neighborhood Mixed Use, four stories, conditional use (NX-4-CU) with Special Residential Parking Overlay District (SRPOD), to Residential Mixed Use, five stories, conditional use with Special Residential Parking Overlay District (RX-5-CU w/SRPOD). The height would marginally exceed the height allowed under the current conditional use zoning. Capital Growth Buchalter, with over 60 years of experience, has a long and successful history in both retail and multifamily development.

This residential community will cater to professors, researchers, business professionals, and graduate students working at Centennial Campus, NCSU, and throughout Raleigh and the Research Triangle area. It will not contain any four bedroom units.

Unlike the previous rezoning application for a similar project, this project will be lower density, lower height, with more parking per occupant, and will be designed to be an attractive and even striking addition to the Avent Ferry Road and Varsity Drive corridors. It will also contain more trees and landscaping than the previously proposed project.

We have notified the West Citizens Advisory Council of our client's proposed rezoning and project.



We look forward to seeing you Tuesday evening, July 19. Please contact me if you have any questions.

Sincerely,

A handwritten signature in cursive script, which appears to read "Stephen J. Gurganus".

Stephen J. (Steve) Gurganus, AICP
Land Use Consultant, Womble Carlyle

0793472384
DOBS INC
3939 GLENWOOD AVE STE 166
RALEIGH NC 27612-4739

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
TEMPLE, BETTY JO
704 SHOULARS RD
RICH SQUARE NC 27869-9415

0793378387
BOST, LARRY G BOST, SHARON V
4100 HIGHWAY 200
CONCORD NC 28025-8164

0793378387
SEIFCO INC
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
SEIFCO INC
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
APPLE, JERRY D
4920 RUSSWOOD RD
BROWNS SUMMIT NC 27214-9717

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
SHEPARD SAFRIT
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
SHEPARD SAFRIT
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
SHEPARD SAFRIT
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
DEPAUL, ANDRE A DEPAUL, SAMANTHA
1053 WOODLAND CHURCH RD
WAKE FOREST NC 27587-7560

0793378387
LANGDON, ROBERT E II LANGDON, JAN L
359 LAKE EVA MARIE DR
RALEIGH NC 27603-7413

0793378387
LUCAS, KENNETH A
7424 CHAPEL HILL RD
RALEIGH NC 27607-5079

0793378387
DEPAUL, ANDRE A DEPAUL, SAMANTHA
1053 WOODLAND CHURCH RD
WAKE FOREST NC 27587-7560

0793378387
JAMES, GEORGE M JAMES, JENNIFER N
1702 INDIAN RIDGE DR
WOODSTOCK GA 30189-6855

0793378387
MCGEE, THOMAS KEYES JR
3522 IVY COMMONS DR APT 201
RALEIGH NC 27606-3077

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
WONG, LUI Y
100 BIG ROCK CT
CARY NC 27513-2812

0793378387
JONKHEER, DOUGLAS M
1455 BERKELEY LN NE
ATLANTA GA 30329-3303

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
HUNT, CARLA S
3605 HELIX CT APT 101
RALEIGH NC 27606-3082

0793378387
SEIFCO INC
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
BEARD, WILLIAM C BEARD, DOROTHY D
2524 FORDHAM DR
FAYETTEVILLE NC 28304-3642

0793378387
SEIFCO INC
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
HAYES, CLYDE DUKE PACE, KENNETH M
3527 IVY COMMONS DR APT 301
RALEIGH NC 27606-4915

0793378387
BROWN, BARBARA EILEEN
7312 SWEET BAY LN
RALEIGH NC 27615-6225

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
LUBKER, ADAM
2708 TRYON PINES DR
RALEIGH NC 27603-6202

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
DUTTMAN, DANA WILLIAM DUTTMAN, LISA
621 ARISTA LN
WENDELL NC 27591-7651

0793378387
SEIFCO INC
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
STODDARD, CARLA E
5708 TIMBER LN
RALEIGH NC 27606-9485

0793378387
SMITH, RICHARD D SR SMITH, JEAN P
3000 SYLVANIA DR
RALEIGH NC 27607-3030

0793378387
BROWN, ROBERT M BROWN, MARIE N
110 CYPRESS BAY
WASHINGTON NC 27889-9272

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
JONKHEER, DOUGLAS M
1455 BERKELEY LN NE
ATLANTA GA 30329-3303

0793378387
SEIFCO INC
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
SEIFCO INC
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
MCLAMB, DAVID C MCLAMB, FAYE B
6812 ELEVATION RD
BENSON NC 27504-8179

0793378387
ALEXANDER, ROBERT A ALEXANDER,
JAMES E
PO BOX 367
WILLOW SPRING NC 27592-0367

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
BROWN, BARBARA EILEEN
7312 SWEET BAY LN
RALEIGH NC 27615-6225

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
COUSINS, BRENT L COUSINS, CYNTHIA B
1308 HUNTWOOD LN
CARY NC 27511-5622

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
LUCAS, KENNETH A
6859 CORNWALLIS RD
GARNER NC 27529-8252

0793378387
EZEDIN, RAMI
3117 PURLAND DR
RALEIGH NC 27603-5113

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
SHEPARD SAFRIT
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
SHEPARD SAFRIT
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
FIRST STATE
PO BOX 1833
SUFFOLK VA 23439-1833

0793378387
SHEPARD SAFRIT
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
SHEPARD SAFRIT
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
CLINE, TERRY A CLINE, DEBRA S
6701 DANIEL PIERCE DR
GREENSBORO NC 27410-4080

0793378387
BARROW SAFRIT INC
PO BOX 18465
RALEIGH NC 27619-8465

0793378387
LELON CALVIN ALEXANDER CREDIT
SHELTER TRUST
308 TROON VILLAGE LN
CARY NC 27511-6718

0793378387
LELON CALVIN ALEXANDER CREDIT
SHELTER TRUST
308 TROON VILLAGE LN
CARY NC 27511-6718

0793378387
BLACK, LARRY J BLACK, FLORENCE W
4945 S RIVER SCHOOL RD
WADE NC 28395-8511

0793378387
SAFRIT, MARY C
2325 RIDGE RD
RALEIGH NC 27612-5112

0793378387
SAFRIT, MARY C
2325 RIDGE RD
RALEIGH NC 27612-5112

0793378387
GREEN, JOSEPH A TRUSTEE GREEN,
MARY MOORE TRUSTEE
3425 SHEEP PASTURE RD
SPRING HOPE NC 27882-8026

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

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ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

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120 WOODBURN RD
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ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
HUTTON, ELIZABETH DICKS
C/O NORA H SHEPARD
2427 GLENWOOD AVE
RALEIGH NC 27608-1331

0793378387
PATAFIO INVESTMENTS 3603-101 LLC
7926 JONES BRANCH DR STE 930
MC LEAN VA 22102-3303

0793378387
PATAFIO INVESTMENTS 3523-101 LLC
7926 JONES BRANCH DR STE 930
MC LEAN VA 22102-3303

0793378387
PATAFIO INVESTMENTS 3603 201 LLC
7926 JONES BRANCH DR STE 930
MC LEAN VA 22102-3303

0793378387
HUTTON, ELIZABETH DICKS
C/O NORA H SHEPARD
2427 GLENWOOD AVE
RALEIGH NC 27608-1331

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HUTTON, ELIZABETH DICKS
C/O NORA H SHEPARD
2427 GLENWOOD AVE
RALEIGH NC 27608-1331

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HUTTON, ELIZABETH DICKS
NORA H SHEPARD
2427 GLENWOOD AVE
RALEIGH NC 27608-1331

0793378387
VANEYK, ARIE VANEYK, BERNIE
3513 IVY COMMONS DR APT 101
RALEIGH NC 27606-3025

0793378387
HUTTON, ELIZABETH HICKS
C/O NORA H SHEPARD
2427 GLENWOOD AVE
RALEIGH NC 27608-1331

0793378387
LUCAS, KENNETH A LUCAS, DAWN S
7424 CHAPEL HILL RD # 301
RALEIGH NC 27607-5079

0793378387
NGUYEN, PETER LUU, LYNN K
202 BELLADONNA CIR
ROLESVILLE NC 27571-9312

0793378387
GARNER BOROVINA PROPERTIES LLC
3056 MONTE SERENO DR
SANTA FE NM 87506-0187

0793378387
GARNER BOROVINA PROPERTIES LLC
3056 MONTE SERENO DR
SANTA FE NM 87506-0187

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GARNER BOROVINA PROPERTIES LLC
3056 MONTE SERENO DR
SANTA FE NM 87506-0187

0793378387
GARNER BOROVINA PROPERTIES LLC
3056 MONTE SERENO DR
SANTA FE NM 87506-0187

0793378387
ALEXANDER, ROBERT A CARTER, JAMES
E JR
PO BOX 367
WILLOW SPRING NC 27592-0367

0793378387
NGUYEN, PETER X LUU, LYNN K
202 BELLADONNA CIR
ROLESVILLE NC 27571-9312

0793378387
HINKLE, BRIAN D HINKLE, DEIDRE L
2528 MAXTON CREST DR
APEX NC 27539-7479

0793378387
NGUYEN, PETER X LUU, LYNN K
202 BELLADONNA CIR
ROLESVILLE NC 27571-9312

0793378387
RIBEILL, MARIE CLAIRE
3601 302 HELIX CT
RALEIGH NC 27606-4913

0793378387
JARVIS OAKS
318 CUTLER ST
RALEIGH NC 27603-1920

0793378387
DOG-LEG OAK LLC
318 CUTLER ST
RALEIGH NC 27603-1920

0793378387
DOG-LEG OAK
318 CUTLER ST
RALEIGH NC 27603-1920

0793378387
ROCKLAND CENTRE LLC
107 ROCKLAND CIR
CARY NC 27519-6185

0793378387
GARNER BOROVINA PROPERTIES LLC
3056 MONTE SERENO DR
SANTA FE NM 87506-0187

0793378387
HERRING LIVING TRUST /BY TR
402 TWAIN DR
ASHEBORO NC 27203-4523

0793378387
NORASARK LLC
PO BOX 6665
RALEIGH NC 27628-6665

0793378387
ROBERTS, SURRY P
120 WOODBURN RD
RALEIGH NC 27605-1617

0793378387
AVERETT, TRACY EVANS
1221 CAPABILITY DR APT 100
RALEIGH NC 27606-3799

0793378387
SETTLE-SHONTZ LLC
460 SHERIFF WATSON RD
SANFORD NC 27332-6758

0793378387
NORASARK LLC
PO BOX 6665
RALEIGH NC 27628-6665

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NORASARK LLC
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AYTHYA LLC
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AYTHYA LLC
PO BOX 6665
RALEIGH NC 27628-6665

0793378387
PITTMAN, A D
10824 SANDY OAK LN APT 138
RALEIGH NC 27614-8386

0793378387
GRAHAM, CAROLYN
609 COOLIDGE ST
YADKINVILLE NC 27055-7748

0793378387
HINKLE, BRIAN D HINKLE, DEIDRE L
2528 MAXTON CREST DR
APEX NC 27539-7479

0793378387
GARNER BOROVINA PROPERTIES
3056 MONTE SERENO DR
SANTA FE NM 87506-0187

0793378387
ROCKLAND CENTRE LLC
107 ROCKLAND CIR
CARY NC 27519-6185

0793378387
LANGDON, ROBERT E II LANGDON, JAN L
356 LAKE EVA MARIE DR
RALEIGH NC 27603-7412

0793378387
KAT PROPERTY HOLDINGS LLC
202 ANNANDALE DR
CARY NC 27511-6504

0793378387
KAT PROPERTY HOLDINGS LLC
202 ANNANDALE DR
CARY NC 27511-6504

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KAT PROPERTY HOLDINGS LLC
202 ANNANDALE DR
CARY NC 27511-6504

0793378387
KAT PROPERTY HOLDINGS LLC
202 ANNANDALE DR
CARY NC 27511-6504

0793378387
BOST, LARRY G BOST, SHARON V
4100 HIGHWAY 200
CONCORD NC 28025-8164

0793378387
ESLAMIRABADI, MEHRNOOSH
3531 IVY COMMONS DR APT 201
RALEIGH NC 27606-4919

0793378387
CHANG, SHINKUANG CHANG, CHIN HO
3527 IVY COMMONS DR APT 101
RALEIGH NC 27606-4915

0793378387
BRYANT, ROGER WAYNE BRYANT, BETH
ANN
3537 IVY COMMONS DR APT 202
RALEIGH NC 27606-3085

0793378387
LLOYD, JAMES C SR TRUSTEE LLOYD,
NANCY D TRUSTEE
4905 HILL PL
RALEIGH NC 27613-1000

0793378728
SCHRADER PROPERTIES LLC
5682 FARINGDON PL STE 1
RALEIGH NC 27609-3931

0793463739
NORTH CAROLINA STATE OF
C/O STATE PROPERTY OFFICE
1321 MAIL SERVICE CTR
RALEIGH NC 27699-1300

0793466933
NORTH CAROLINA STATE OF
STATE PROPERTY OFFICE
1321 MAIL SERVICE CTR
RALEIGH NC 27699-1300

0793476019
NORTH CAROLINA STATE OF
STATE PROPERTY OFFICE
116 W JONES ST
RALEIGH NC 27603-1300

0793477212
NORTH CAROLINA STATE OF
STATE PROPERTY OFFICE
116 W JONES ST
RALEIGH NC 27603-1300

0794507874
NORTH CAROLINA STATE OF
HOLLADY HALL-ROOM A
CAMPUS PO BOX 7008
RALEIGH NC 27695-7001

0794507874
ETA UPSILON HOUSE CORP OF KAPPA
DELTA SORORITY
HAMILTON FINANCIAL
3710 UNIVERSITY DR STE 330
DURHAM NC 27707-6204

0794507874
BETA TAU CHAPTER OF SIGMA NU
FRATERNITY HOUSE CORP...
C/O HOWARD PICKETT
1021 GOODWORTH DR
APEX NC 27539-3869

0794507874
USDA PLANT RESEARCH
HOLLADAY HALL - ROOM A
CAMPUS PO BOX 7008
RALEIGH NC 27695-7001

0794507874
UNITED STATES OF AMERICA
310 NEW BERN AVE
RALEIGH NC 27601-1441

0794507874
WAKE COUNTY
WAKE COUNTY ATTORNEY'S OFFICE
PO BOX 550
RALEIGH NC 27602-0550

0794507874
NCSU
HALLADAY HALL - ROOM A
PO BOX 7008
RALEIGH NC 27695-7001

0794507874
NORTH CAROLINA STATE OF
HOLLADY HALL-ROOM A
CAMPUS PO BOX 7008
RALEIGH NC 27695-7001

0794507874
NORTH CAROLINA STATE OF
HOLLADAY HALL - ROOM A
PO BOX 7008
RALEIGH NC 27695-7001

0794507874
NORTH CAROLINA STATE OF
HALLADAY HALL-ROOM A
PO BOX 7008
RALEIGH NC 27695-7001

ATTENDEES

(plus see attached sign-in sheet)

1. Thomas Furlow
2. George James / Jennifer James
3. Jan and Robert Langdon
4. Harlan Stafford
5. Jay Taylor
6. Deidre Hinkle
7. Bob Safrit
8. Molly Safrit
9. Chris Kritzman
10. Mohamed Mohsen
11. Hugo Isom
12. Steve Gurganus

1530 VARSITY DRIVE REZONING NEIGHBORHOOD MEETING

JULY 19, 2016

	Name	Adjacent Property Street Address	Mailing Address (if different)	Phone Number	Email Address
1	Thomas Furlow				TFurlow@Denton.com
2	George James/Jennifer James	3605-302 Helix Ct			ginexpressj@comcast.net
3	Jon & Robert Hayden	Ivy Commons			rlangdonClaydon4pa.com
4	Harlan Stafford	513-3711	NCSU		hlstaffo@ncsu.edu
5	Jay Taylor	Various	7424 CH. II Rd 27607	233-8071	jay.taylor@svn.com
6	Deidre Hinkle	Ivy Commons			DeidreDH@hotmail.com
7	Bob Safrut	Ivy Commons OWNER			Robert Safrut@AOL.com
8	Molly Safrut	Ivy Commons OWNER			MollySafrut@bellsouth.net
9	Chris Kristensen	Capital Growth		404-861-8023	Chris@Cgpre.com
10	Mohamed Mosen	N. 1st bottom			
11	Hugo Isen	Capital Growth			Hugo@Cgpre.com
12					
13					
14					
15					
16					
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NEIGHBORHOOD MEETING NOTICE AND REPORT

Neighborhood Meeting Notice: *see attached*

NEIGHBORHOOD MEETING SUMMARY OF ISSUES

Per the requirements of UDO Section 10.2.4(D), and in compliance with the notification requirements of UDO Section 10.2.1(C)1, a neighborhood meeting was held Tuesday, July 19, 2016 at 6:30 pm at Powell Drive Park, located at 740 Powell Drive, Raleigh, NC 27606.

The purpose of the meeting was to discuss the proposed rezoning of 1530 Varsity Drive – Carolyn Apartments -- PIN 0793472384.

Approximately 10 neighbors attended and signed in (see attached sign-in sheet). Approximately four others attended that did not sign in.

Applicant representatives included Chris Kritzman and Hugo Isom from Capital Growth Buchalter, Mohamed Mohsen with Niles Bolton Architects, and Steve Gurganus with Womble Carlyle.

The meeting lasted approximately 90 minutes.

Questions, issues, and discussion related to:

- the actual number of stories, and whether any stories were going to be below grade
- building height, and ability to meet a 62 foot requested height
- the scale and height of the building and parking deck as seen from the properties to the rear of the proposed development
- the appearance and screening of the parking deck
- the height of the deck compared to the height of the residential portion of the building
- the materials of the parking deck
- sidewalks around and behind the building
- access off of Avent Ferry Road
- traffic and traffic safety on Avent Ferry Road, origins and destinations, and Right-in/Right-out ingress/egress for Avent Ferry Road driveway
- topography of the property and retaining walls
- parking and parking ratios, and City of Raleigh parking regulations
- Wolfline and GoRaleigh transit, transit easement and bus shelters, and car- and bike-sharing
- size of corner space; commercial use of corner space, including food and/or beverage service (desired)
- rental rates
- numbers of bedrooms per unit; student housing
- amenities
- security