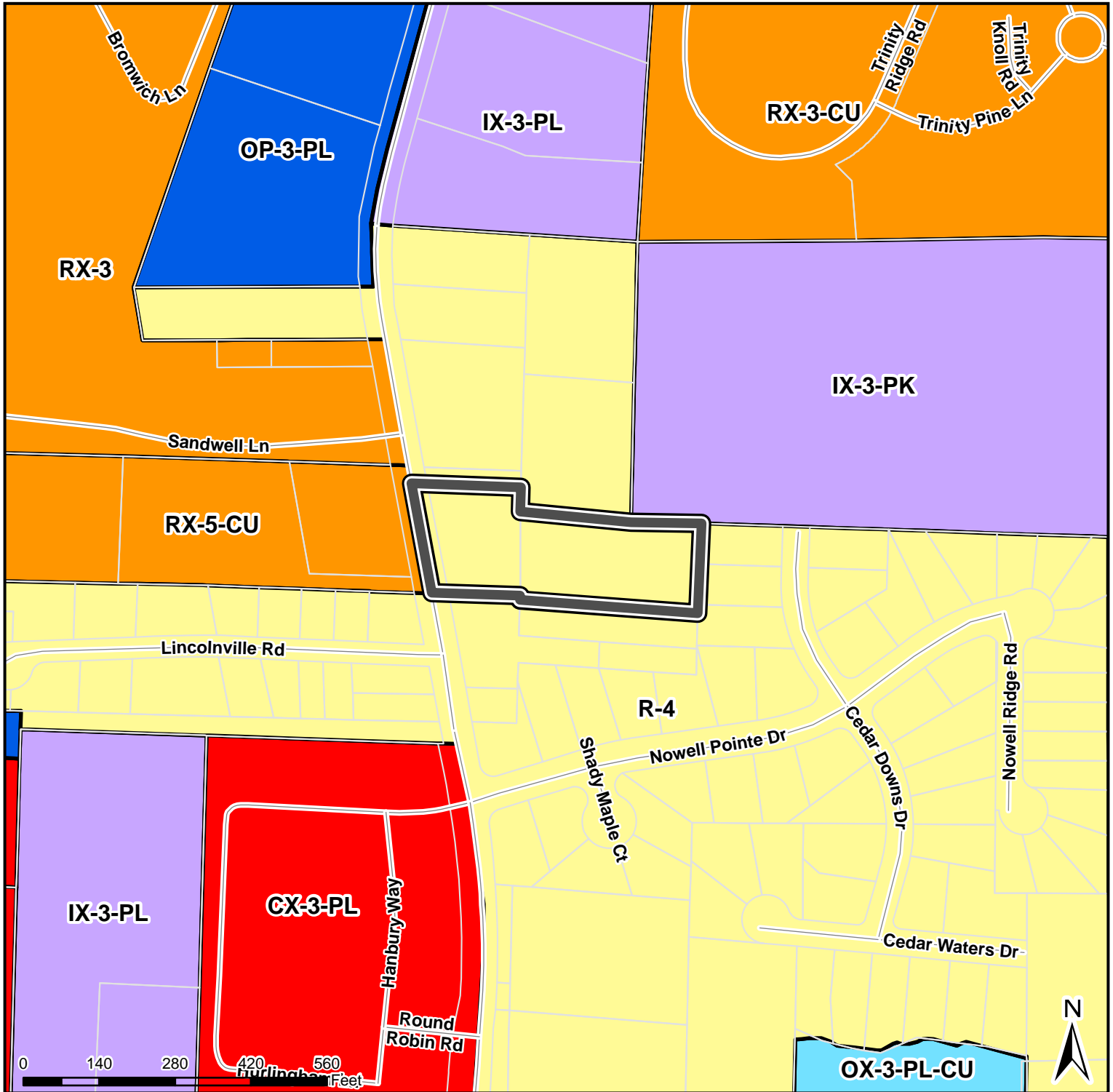
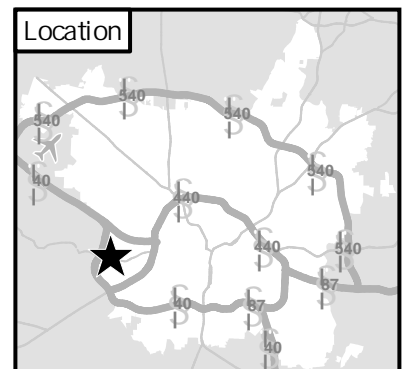


Existing Zoning

Z-39-2023



Property	902 & 916 Nowell Rd
Size	1.9 acres
Existing Zoning	R-4
Requested Zoning	RX-4-PL-CU



Rezoning Application and Checklist

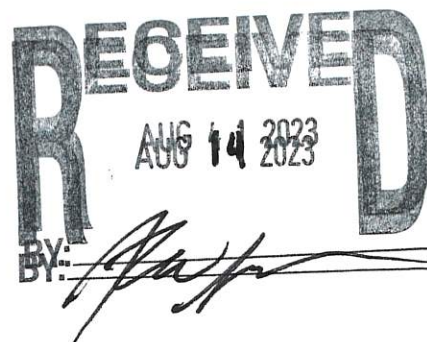
Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500



Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email rezoning@raleighnc.gov.

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
OFFICE USE ONLY Rezoning case # _____			
Existing zoning base district:	R-4	Height:	Frontage:
Proposed zoning base district:	RX-4	Height:	4
		Frontage:	PL
Overlay(s):			
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			


General Information		
Date: AUGUST 8, 2023	Date amended (1):	Date amended (2):
Property address: 902 NOWELL ROAD, 916 NOWELL ROAD		
Property PIN: 0774-83-9647 0774-83-7706		
Deed reference (book/page): DB 015102 PG 01354		
Nearest intersection: NOWELL & LINCOLNVILLE ROAD		Property size (acres): 1.9 AC
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: CORBIN PROPERTIES LLC 2016 MALLARD LN RALEIGH, NC 27609		
Property owner email: PAUL T. HOOPER 313 JELLISON CT. RALEIGH, NC 27615		
Property owner phone:		
Applicant name and address: ANNIS MANGRUM 974 TRINITY ROAD, RALEIGH, NC 27607		
Applicant email: RDM@SUNDANCESIGNATURE.COM		
Applicant phone: 919.816.9993		
Applicant signature(s):		
Additional email(s): BETH@SUNDANCESIGNATURE.COM		



Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning:	Proposed zoning:	

Narrative of Zoning Conditions Offered
<ol style="list-style-type: none"> 1. Only residential uses shall be allowed. 2. All parking shall be located behind the building. 3. The building setback from parcels 0774-93-1557, 0774-93-1664 and 0774-93-1761 shall be 100'. 4. The building setback from primary street shall be 15' minimum.

The property owner(s) hereby offers, consents to, and agrees to abide, if the rezoning request is approved, the conditions written above. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Property Owner(s) Signature: 

Printed Name: Rod Mangrum

Rezoning Application Addendum #1	
<div>Comprehensive Plan Analysis</div> <div>The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.</div>	<div>OFFICE USE ONLY</div> <div>Rezoning case #</div> <div>_____</div>
<div>Statement of Consistency</div> <div>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.</div> <div> <p>The rezoning request is consistent with the 2030 Comprehensive plan in regards to the urban form map and several policies contained in the Plan. The Office, Research Development Land Use Designation, we feel, needs a transition zone between it and the existing residential development. The policies of the Plan that we are consistent with are,</p> <p>LU 2.2 Compact Development</p> <p>LU 8.1 Housing Variety</p> <p>LU 5.6 Buffering</p> <p>Ap-AB24 Transitioning to Residential Neighborhoods</p> </div>	
<div>Public Benefits</div> <div>Provide brief statements explaining how the rezoning request is reasonable and in the public interest.</div> <div> <p>The rezoning request is reasonable and in the public interest because the project seeks to provide a transition zone between the existing low to medium density residential single family subdivision of the Nowell Pointe Subdivision and the impending development of older larger lot residential parcels. The City Growth Center designation, existing higher residential multifamily and newly rezoned property across the road to RX-5 shows the growth the area is experiencing and this proposal with a moderate footprint and unit count transitions the density moving toward the existing neighborhood.</p> </div>	

Rezoning Application Addendum #2	
<div>Impact on Historic Resources</div> <div> <p>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.</p> </div>	<div>OFFICE USE ONLY</div> <div>Rezoning case #</div> <div>_____</div>
<div>Inventory of Historic Resources</div> <div> <p>List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.</p> <p>There are no historic resources located on the property 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.</p> </div>	
<div>Proposed Mitigation</div> <div> <p>Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.</p> <p>No impacts listed</p> </div>	

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: City Growth Center

Click [here](#) to view the Urban Form Map.

1

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.

Response:

The mid-block location of this site along with the presence of medium to low density single family homes/subdivisions does not lend itself to retail uses.

2

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.

Response:

The 2030 Comprehensive Plan suggests that the maximum height be 4 stories for an edge condition in the current Office Research Development category and 3 for medium scale Residential. The newly rezoned property directly across the street has a RX-5 zone so we are stepping down from that site toward the residential lots to the east.

3

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.

Response:

The minimal width of the property does not allow for public streets thru the site but interconnected parking lots may be possible.

4

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.

Response:

There are not public streets planned for this site due to the small site and narrow configuration.

5

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.

Response:

The site is not large enough for block lengths to come into play. The site is less than 2 acres

6

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.

Response:

The proposal is committed to addressing the street with the building and keeping all of the parking behind the building as suggested.

<p>7</p> <p>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.</p> <p>Response:</p> <p>The building will be located within 25 feet of the street in a pedestrian oriented fashion and the parking will be behind the building.</p>	<p>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.</p> <p>Response:</p> <p>The site is not located at an intersection of two streets.</p>
<p>9</p> <p>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.</p> <p>Response:</p> <p>The sites urban open space will be located in accordance with the references above on the north side of the building to take advantage to solar angles and shading of the public spaces.</p>	<p>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.</p> <p>Response:</p> <p>The urban space shall be located adjacent to the public street.</p>
<p>11</p> <p>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.</p> <p>Response:</p> <p>There will be no retail space on this site.</p>	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p>Response:</p>
<p>13</p> <p>New public spaces should provide seating opportunities.</p> <p>Response:</p>	

14	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p>Response: The parking lot shall be located behind the building not to dominate the frontage.</p>
15	<p>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.</p> <p>Response: The parking lot shall not occupy any of the lots frontage.</p>
16	<p>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.</p> <p>Response: There will not be a parking structure on this site.</p>
17	<p>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.</p> <p>Response: The site is within 300 linear feet of an existing bus stop on Nowell Road at the entrance to Nowell Pointe Subdivision.</p>
18	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p>Response: The project will build the required sidewalk in front of the site as required.</p>
19	<p>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.</p> <p>Response: There are no natural resources identified above on this site, steep slopes, watercourses or floodplains.</p>
20	<p>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.</p> <p>Response: There are no public streets planned to this small site but, interconnected parking lots can be achieved to make the site and integral component of the surrounding community.</p>

21	<p>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.</p> <p>Response:</p> <p>The sidewalk section for the street adjacent calls for 5' sidewalks.</p>
22	<p>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.</p> <p>Response:</p> <p>Street trees shall be planted in accordance with Urban Forestry specifications.</p>
23	<p>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.</p> <p>Response:</p> <p>Given the proposed Urban Street proposed, the four floor building along with the street trees will put the streetscape in correct placement for the height to width rations in urban design.</p>
24	<p>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.</p> <p>Response:</p> <p>First floor units shall address Nowell with entrance facing the road.</p>
25	<p>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.</p> <p>Response:</p> <p>The ground floor shall include unit or unified building entry to address the pedestrian experience</p>
26	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p>Response:</p> <p>The ground floor units shall be a conversational distance to the public sidewalk to encourage social interaction.</p>

Rezoning Checklist (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – General Use or Conditional Use Rezoning	Yes	N/A	Yes	No	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Pre-application conference.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Neighborhood meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Rezoning application review fee (see Fee Guide for rates).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Completed application submitted through Permit and Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Completed Comprehensive Plan consistency analysis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Completed response to the urban design guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Trip generation study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Traffic impact analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If applicable, see page 11:					
12. Proof of Power of Attorney or Owner Affidavit.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Proposed conditions signed by property owner(s).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

AFFIDAVIT OF OWNER CONSENT

If the Owner(s) of the subject property is giving authorization for another person to apply for Conditional Zoning on their property, this affidavit must be completed and signed by all record owners of the property. This affidavit also conveys the authority to the Representative to agree, in writing, to conditions placed upon the property.

The persons listed below do hereby appear before a Notary Public and swear or affirm that they are the legal owners of the described property and give further authorization for zoning conditions to;

Rod Mangrum of Annis-Mangrum 974 Trinity Road, Raleigh, NC

(Name of Representative)

(Name of Company)

The property owner(s) acknowledge and hereby gives authorization and permission to the authorized person above to submit to the City of Raleigh an application to rezone the property(properties) listed below.

To submit a Petition for Zoning Map Change to Conditional Zoning to agree to conditions proffered to the City of Raleigh for my (our) property from

R4 to RX-4-PL-CU

(Current Zoning District)

(Proposed Zoning District)

And to offer use and/or standard restrictions as a part of the request for a Conditional Zoning.

Signature of Owner(s):	Date	Wake County PIN	Address	DB/PG
<u>[Signature]</u>	<u>8/8/23</u>	0774-83-7706	916 Nowell Road	7836/011
<u>[Signature]</u>	<u>8/8/23</u>	0774-83-9647	902 Nowell Road	15102/1354

State of

North Carolina

County of

Wake

Sworn to and subscribed before me the 8th day of August, 2023

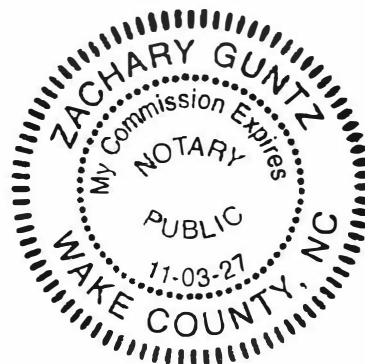
Notary Public in and for the State of North Carolina. My Commission expires: 11-03-2027

[Signature] / Zachary Guntz

Notary Public

Printed

Seal



ATTESTATION TEMPLATE

Attestation Statement

I, the undersigned, do hereby attest that the electronic verification document submitted herewith accurately reflects notification letters, enclosures, envelopes and mailing list for mailing the neighborhood meeting notification letters as required by Chapter 10 of the City of Raleigh UDO, and I do hereby further attest that that I did in fact deposit all of the required neighborhood meeting notification letters with the US. Postal Service on the 09, day of MAY, ~~2020~~²⁰²³. I do hereby attest that this information is true, accurate and complete to the best of my knowledge and I understand that any falsification, omission, or concealment of material fact may be a violation of the UDO subjecting me to administrative, civil, and/or, criminal liability, including, but not limited to, invalidation of the application to which such required neighborhood meeting relates.



Signature of Applicant/Applicant Representative

05.09.2023

Date

ATTENDANCE ROSTER

[illegible]

ATTENDANCE ROSTER

[illegible]

SUMMARY OF ISSUES

A neighborhood meeting was held on May 23, 2023 (date) to discuss a potential rezoning located at Nowell Road (property address). The neighborhood meeting was held at Westover Methodist 300 Powell Drive 19 (location). There were approximately 19 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

1. IS THERE A FENCE AND WHERE IS IT REQUIRED.
2. WHAT IS THE NUMBER OF UNITS PROPOSED
3. WHERE IS THE PARKING GOING TO BE LOCATED.
4. DO WE HAVE ENOUGH PARKING .
5. THERE WILL BE SIDEWALK GAPS TO THE BUS STOP.
6. THIS IS TOO DENSE. RATHER WE BUILD 4 HOUSES.
7. TOO MUCH TRAFFIC NOW.
8. HOW MANY CURRENT UNITS
9. WEST CAC IS STILL MEETING
10. HOW MANY UNITS CAN BE BUILT WITH THE PROPOSED ZONING.
11. ALICIA WILL DETERMINE # OF UNITS THAT COULD BE BUILT.
12. NEIGHBORS WANT EXISTING HOMES SHOWN ON A PLAN.
13. WHAT WILL OUR (NEIGHBORS) VIEWSHED CONSIST OF.
14. CAN WE GATE THE SEWER EASEMENT WHERE IT CROSSES FENCE
15. DIRECTION OF STORMWATER FLOW
16. WILL POWER LINES ON NOWELL BE RELOCATED

SUMMARY OF ISSUES

A neighborhood meeting was held on May 23, 2023 (date) to discuss a potential rezoning located at Nowell Road (property address). The neighborhood meeting was held at Westover Methodist 300 Powell Drive 19 (location). There were approximately 19 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

17. WILL THERE BE BIKE LANES
18. CAN WE BUILD A TRAFFIC CIRCLE ON NOWELL ROAD.
19. TOO DENSE
20. INTERNET ACCESS IS POOR
21. WHAT IS THE BUILDING HEIGHT LIMIT IN RX ZONING DISTRICT
22. WHAT WILL THE PROPERTY TO THE SOUTH OF PROJECT SITE BE
23. WHO OWNS THE SUBJECT PROPERTY NOW
24. WHAT IS THE BUILDING MOCK UP WALL ACROSS THE STREET.
25. WHAT IS THE DISTANCE FROM THE EXIST PROPERTY LINE TO PARKING LOT
26. LEAVE AS MANY TREES AS POSSIBLE
27. CAN CITY REQUIRE US TO COMPLETE SIDEWALK TO THE SOUTH
28. WHERE IS OVERFLOW FOR GUEST PARKING.
29. URBAN THROUGH TRAFFIC FOR NOWELL ROAD
30. LOCATED IN A CITY GROWTH CENTER
31. BUS ROUTE ON NOWELL ONLY GOES TO THE MALL