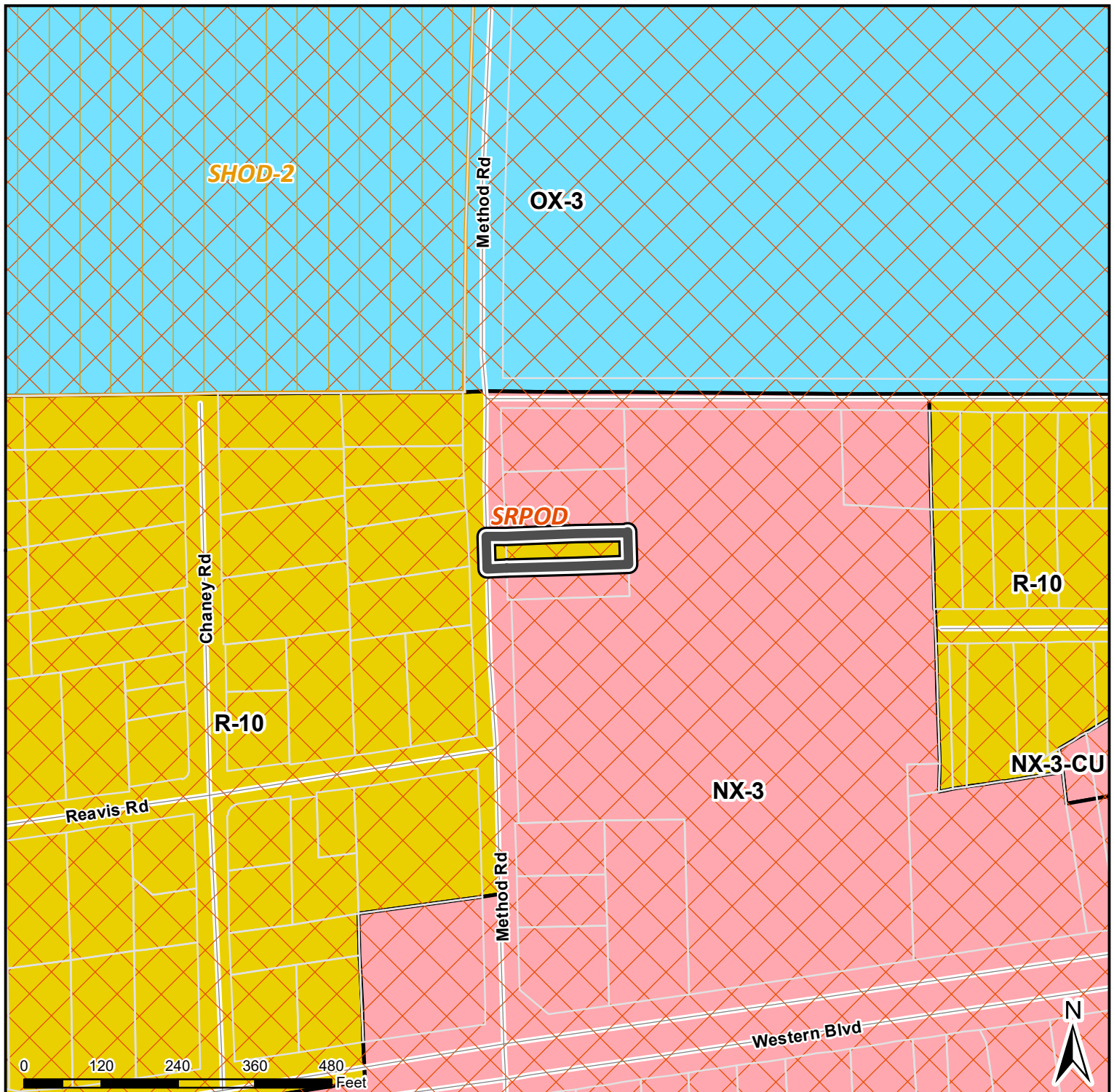
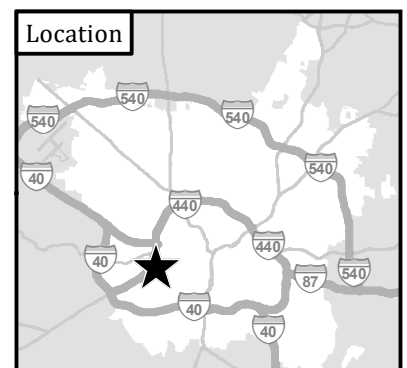


Existing Zoning

Z-50-2019



| | |
|------------------|---------------|
| Property | 913 Method Rd |
| Size | 0.22 acres |
| Existing Zoning | R-10 |
| Requested Zoning | NX-3 |





Raleigh

MEMO

TO: Ruffin L. Hall, City Manager

FROM: Ken Bowers AICP, Deputy Director
Hannah Reckhow, Senior Planner

DEPARTMENT: City Planning

DATE: August 20, 2020

SUBJECT: City Council agenda item for September 1, 2020 – Z-50-19

On August 18, 2020, City Council authorized the public hearing for the following item:

Z-50-19 913 Method Road, approximately 0.22 acres located at [913 Method Road](#).

Current zoning: Residential-10 with Special Residential Parking Overlay District (R-10 w/ SRPOD)

Requested zoning: Neighborhood Mixed Use-3 Stories with Special Residential Parking Overlay District (NX-3 w/ SRPOD)

The request is **consistent** with the 2030 Comprehensive Plan.

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

The request is **inconsistent** with the Urban Form Map.

The Planning Commission recommends approval of the request (9 - 0).

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

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

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

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



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#12023

CASE INFORMATION: Z-50-19 METHOD ROAD

| | |
|---------------------------------|--|
| Location | East side of Method Road, approximately 700 feet north of Western Boulevard Address: 913 Method Road PINs: 0794019217 iMaps , Google Maps , Directions from City Hall |
| Current Zoning | R-10 w/ SRPOD |
| Requested Zoning | NX-3 w/ SRPOD |
| Area of Request | 0.22 acres |
| Corporate Limits | The site is inside the ETJ and corporate limits. |
| Property Owner | Cornerstone Fund One LLC 12 E Edenton St Raleigh, NC 27601 |
| Applicant | Angnes Lam P.O. Box 3883 Cary, NC 27519 |
| Citizens Advisory Council (CAC) | West CAC; Meets third Tuesday of each month Jonathan Edwards, Community Relations Analyst Jonathan.Edwards@raleighnc.gov |
| PC Recommendation Deadline | July 26, 2020 |

SUMMARY OF PROPOSED CONDITIONS

1. N/A

COMPREHENSIVE PLAN GUIDANCE

| | |
|---------------------|--|
| Future Land Use | Neighborhood Mixed Use |
| Urban Form | Transit Oriented District; Core Transit Area |
| Consistent Policies | Policy LU 1.2 Future Land Use Map and Zoning Consistency Policy LU 2.2 Compact Development Policy LU 4.7 Capitalizing on Transit Access Policy LU 5.1 Reinforcing the Urban Pattern Policy UD 8.2 Transit Area Transitions |

Inconsistent Policies

Policy UD 1.10 Frontage
 Policy UD 6.1 Encouraging Pedestrian-oriented Uses
 Policy UD 7.3 Design Guidelines

FUTURE LAND USE MAP CONSISTENCY

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

COMPREHENSIVE PLAN CONSISTENCY

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

PUBLIC MEETINGS

| Neighborhood Meeting | CAC | Planning Commission | City Council |
|----------------------|---------|---------------------------------------|--------------|
| 9/30/19; 0 attendees | 2/18/20 | 1/28/20; 4/28/20; 6/30/20; 8/11/20 | 8/18/20 |

PLANNING COMMISSION RECOMMENDATION

The rezoning case is **Consistent** with the Future Land Use Map and **Consistent** with the relevant policies in the Comprehensive Plan, furthermore **Approval** is reasonable and in the public interest because:

| | |
|---|---|
| Reasonableness and Public Interest | The request aligns with the surrounding zoning districts and is compatible with the surrounding area. |
| Change(s) in Circumstances | N/A |
| Amendments to the Comprehensive Plan | N/A |
| Recommendation | The Planning Commission recommends approval of Z-50-19. |
| Motion and Vote | Motion: Tomasulo Second: Lampman In Favor: Bennett, Fox, Hicks, Lampman, Miller, McIntosh, O'Haver, Tomasulo, Winters |



ZONING STAFF REPORT – CASE Z-50-19

General Use District

OVERVIEW

Case Z-50-19 is a request to rezone approximately 0.22 acres from Residential-10 (R-10) with Special Residential Parking Overlay District (SRPOD) to Neighborhood Mixed Use – 3 stories (NX-3) with SRPOD. The request is for a general use district, and there are no conditions associated with the request.

The subject site is located at 913 Method Road, approximately 700 feet north of its intersection with Western Boulevard and approximately 300 feet south of a portion of the North Carolina State University campus at Jackson Street. There is a single detached house located on the rezoning site, which slopes down at an average grade of 10 percent away from Method Road. The neighborhood to the west of the site is zoned R-10 and contains a variety of housing types, including single family, duplex, and townhouses. The area on the eastern side of Method Road, where the subject site is located, is zoned NX-3 and contains multi-family housing and a shopping center, anchored by a Food Lion. The subject site is the only property on its block not zoned NX-3.

The request would increase potential residential density and the number of permitted uses on the rezoning site. The site's current district R-10 permits primarily residential uses at no more than 10 dwelling units per acre. The requested NX-3 district would remove density limits on residential dwelling units and would establish entitlement for commercial uses not currently permitted on the site. On the approximately 0.22-acre site, the request could increase possible residential units from 2 units to 9 units. The maximum height of a structure would remain close to unchanged; the requested district has a height limit of three stories and 50 feet, and the current standard is three stories and 45 feet.

The Future Land Use Map designation for the subject site is Neighborhood Mixed use, a designation that applies to neighborhood-oriented retail and corresponds closest to NX-districts. The requested district NX-3 is consistent with this guidance.

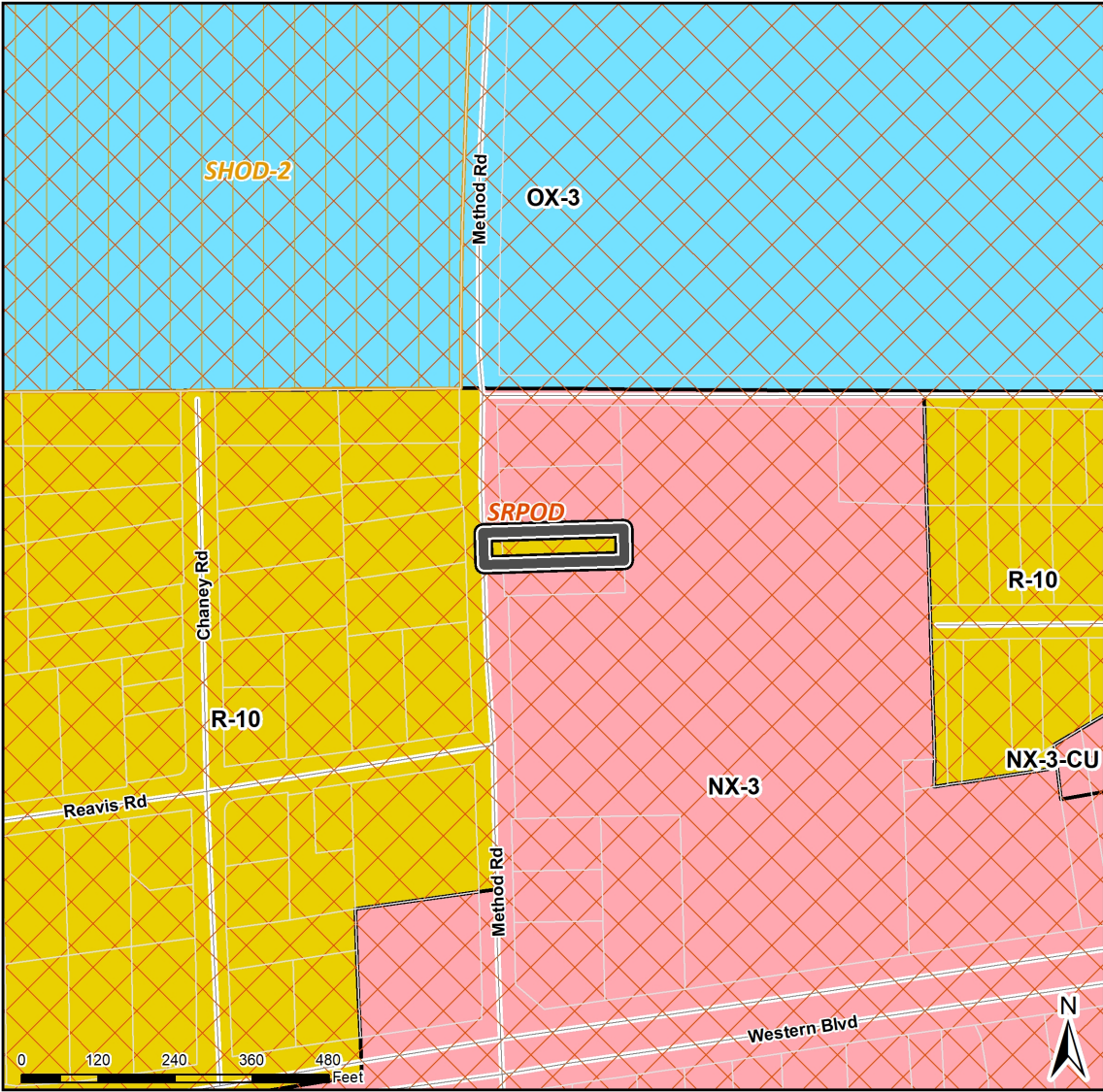
The Urban Form guidance for the subject site includes a Transit Oriented District and Core Transit Area. Both designations recommend an urban or hybrid frontage to encourage pedestrian-friendly design. The request, like the surrounding zoning districts on Method Road and Western Boulevard, does not include a frontage. Consequently, while a relatively small site, the rezoning site could accommodate parking between the street and building. As is, the request is inconsistent with the Urban Form Map. The addition of a hybrid or urban frontage would improve consistency with this policy.

OUTSTANDING ISSUES

| Outstanding Issues | 1. None | Suggested Mitigation | 1. N/A |
|--------------------|---------|----------------------|--------|
|--------------------|---------|----------------------|--------|

Existing Zoning

Z-50-2019



| | | |
|------------------|---------------|---------------------|
| Property | 913 Method Rd | <div>Location</div> |
| Size | 0.22 acres | |
| Existing Zoning | R-10 | |
| Requested Zoning | NX-3 | |

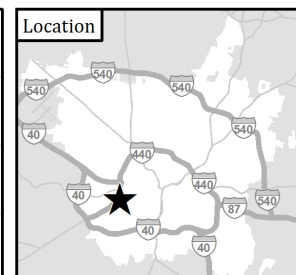
Map by Raleigh Department of City Planning (mansolfj): 12/18/2019

Future Land Use

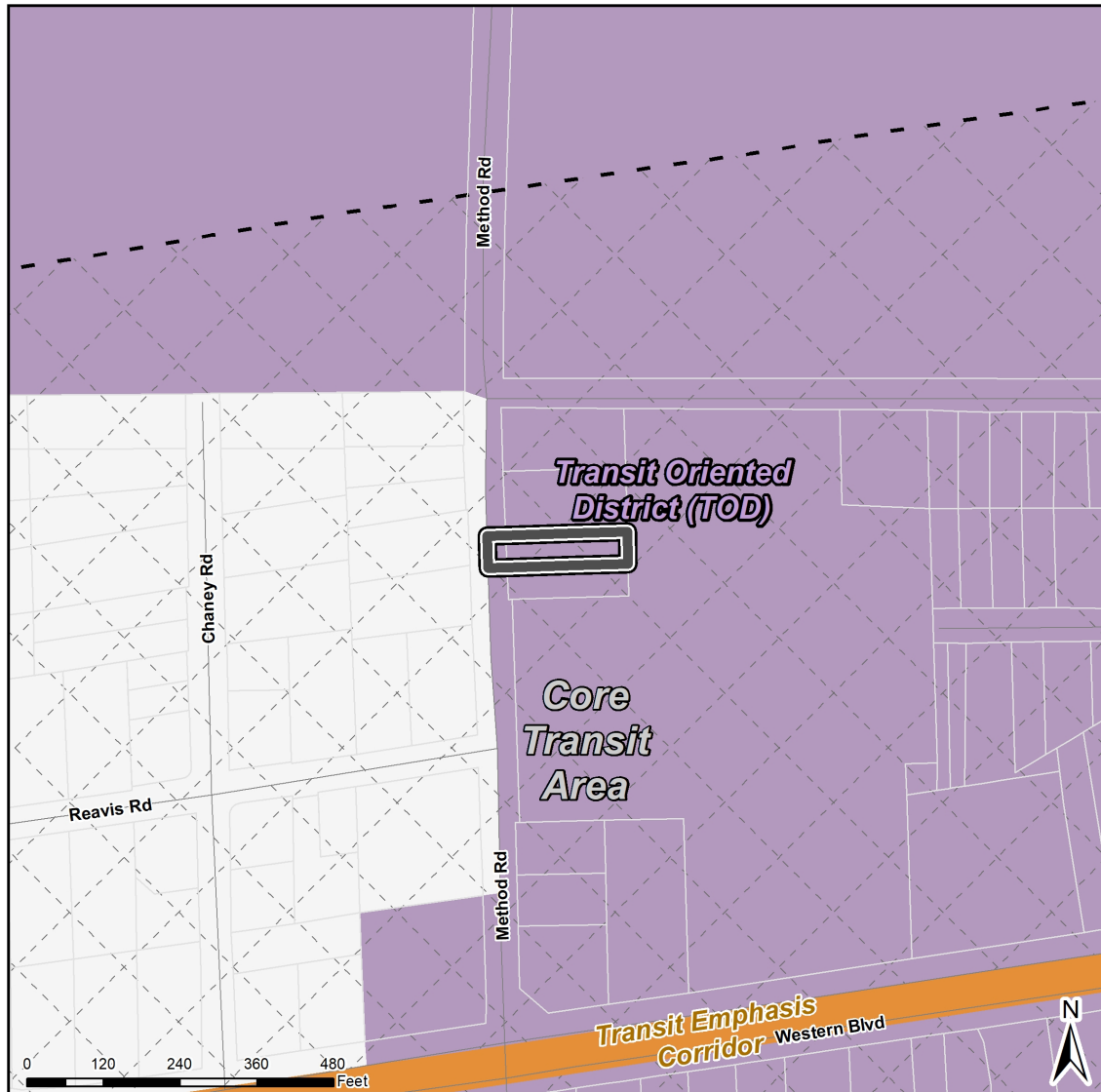
Z-50-2019



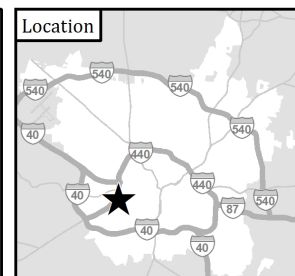
| | |
|-------------------------|---------------|
| Property | 913 Method Rd |
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| Requested Zoning | NX-3 |



Map by Raleigh Department of City Planning (mansoffj); 12/18/2019



| | |
|-------------------------|---------------|
| Property | 913 Method Rd |
| Size | 0.22 acres |
| Existing Zoning | R-10 |
| Requested Zoning | NX-3 |



Map by Raleigh Department of City Planning (mansolf): 12/18/2019

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?

The proposal is consistent with the policies contained in the Comprehensive Plan, including the Future Land Use Map. In addition, the request is consistent with the Plan's vision theme of Coordinating Land Use and Transportation, as it would remove caps of residential density and add commercial uses in an existing commercial area that is served by major transportation and transit infrastructure.

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

The Future Land Use Map designates the site as Neighborhood Mixed Use and calls for the uses permitted in the requested district NX-3.

- 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?

N/A

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

Streets and community facilities are available to adequately serve the proposed use.

Future Land Use

Future Land Use designation: Neighborhood Mixed Use

The rezoning request is

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

☐ **Inconsistent**

The Neighborhood Mixed Use category is assigned to neighborhood-oriented shopping centers and aligns closest to NX- zoning districts. The request is for NX-3 and is consistent with the FLUM.

Urban Form

Urban Form designation: Transit Oriented District, Core Transit Area

The rezoning request is

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

☒ **Inconsistent**

The site has a designation of Transit Oriented District and Core Transit, which refer to areas slated to be served by bus rapid transit. So that these areas can foster a pedestrian-friendly urban form, both designations recommend an urban or hybrid frontage. The requested district NX-3 does not include a frontage and would permit parking between the building and the street. Addition of an urban or hybrid frontage could improve consistency with this policy.

Compatibility

The proposed rezoning is

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

☐ **Incompatible.**

The subject site is located in an area that contains many of the uses permitted in NX-3, including multi-unit residential and commercial uses. The site is located at the edge of a residential neighborhood, and the requested district has a maximum height of three stories, which is compatible with surrounding two and three-story development. In addition, the rezoning request, like the surrounding zoning districts on Method Road and Western Boulevard, does not include a frontage and would permit a similar urban form.

Public Benefits of the Proposed Rezoning

- The requested district supports a reduction in vehicle miles traveled by permitting a greater variety of neighborhood serving uses, including personal service and retail sales, on a site that is near an existing residential area and an existing shopping center.
- The requested district supports efficient use of land by permitting a higher density of housing on a site that is nearby existing services including a grocery store, as well as a major transportation corridor that is served by transit.

Detriments of the Proposed Rezoning

- The requested district permits automobile-oriented uses that may be incompatible with nearby residential uses and the planned fixed-guideway transit service in the area.

Policy Guidance

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

Policy LU 1.2 Future Land Use Map and Zoning Consistency

The Future Land Use Map shall be used in conjunction with the Comprehensive Plan Policies to evaluate Zoning consistency including proposed zoning map amendments and zoning text changes.

- The Future Land Use Map designates the rezoning site as Neighborhood Mixed Use, a category that supports pedestrian-oriented retail, residential, and mixed-use development. The requested district NX-3 permits these uses and is specified as the most appropriate zoning districts for these areas.

Policy LU 2.2 Compact Development

New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-continuous development.

- The requested district NX-3 would remove caps on residential density and would allow commercial uses not currently permitted. While a small site, this change increases the overall entitlement on a site that is within walking distance of a major transportation corridor that is served by transit.

Policy LU 4.7 Capitalizing on Transit Access

Sites within walking distance of existing and proposed rail and bus rapid transit stations should be developed with intense residential and mixed uses to take full advantage of and support investment in transit infrastructure.

- The site is within walking distance of a proposed bus rapid transit route on Western Boulevard, and the request would increase the intensity of potential development on the site.

Policy LU 5.1 Reinforcing the Urban Pattern

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

- The area surrounding the rezoning site includes attached and detached houses, multi-unit residential, and retail sales at between one and three stories in height. The requested district would reinforce the surrounding development pattern by permitting these same uses at a maximum of three stories.

Policy LU 8.2 Transit Area Transitions

There should be a transition of use, intensity and scale from higher-density transit corridors to adjacent neighborhoods. Developments of greater bulk and height in areas should be located immediately surrounding transit stations. As distance from such stations increases, development should taper down in bulk and height in order to balance the needs of transit-supportive density with established neighborhood character.

- While within walking distance to existing bus service and a planned BRT corridor, the rezoning request borders a residential neighborhood. The requested district, while allowing a greater breadth of uses and higher residential density, has a height limit of three stories that mirrors surrounding development.

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

Policy UD 1.10 Frontage

Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.

- The Urban Form Map designates the site as a Transit Oriented District and Core Transit Area. These designations recommend an urban or hybrid frontage to create a pedestrian-friendly urban form. The requested district does not include a frontage and would permit automobile-oriented features such as parking between the building and the street.

Policy UD 6.1 Encouraging Pedestrian-oriented Uses

New development, streetscape, and building improvements in Downtown, Main Streets, and TOD areas should promote high intensity, pedestrian-oriented use and discourage automobile-oriented uses and drive-through uses.

- Requested district NX-3 permits some automobile-oriented uses and drive-through uses in a Transit Oriented District area. Conditions that restrict such uses could improve consistency.

Policy UD 7.3 Design Guidelines

The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit Emphasis Corridors or in City Growth, TOD, and Mixed-Use Centers, including preliminary site plans and development plans, petitions for the application of Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions.

| <u>Inconsistent</u> | |
|---|--|
| <p>Guideline 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.</p> | <p>The request does not include a frontage and would permit parking between the building and the street. This puts the request in conflict with guidelines 6, 7, 14, and 15. Addition of an urban frontage could improve consistency.</p> |
| <p>Guideline 7 – 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>The request does not include a frontage and would permit parking between the building and the street. This puts the request in conflict with guidelines 6, 7, 14, and 15. Addition of an urban or hybrid frontage could improve frontage.</p> |
| <p>Guideline 14 – Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> | <p>The request does not include a frontage and would permit parking between the building and the street. This puts the request in conflict with guidelines 6, 7, 14, and 15. Addition of an urban frontage could improve frontage.</p> |
| <p>Guideline 15 – 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>The request does not include a frontage and would permit parking between the building and the street. This puts the request in conflict with guidelines 6, 7, 14, and 15.</p> |

| <u>Consistent</u> | |
|---|--|
| Guideline 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 to be comparable in height and massing. | The request would permit a maximum of 3 stories, a height similar to adjacent residential areas to the west. |
| Guideline 17 – 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. | The request would permit higher building density, and the subject site is within walking distance of multiple transit stops. |

Area Plan Policy Guidance

The rezoning site is not subject to area-specific guidance.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

| | City Average | Site | Notes |
|---------------|--------------|------|---|
| Transit Score | 30 | 50 | Higher than city-wide average, would likely increase with BRT implementation. |
| Walk Score | 30 | 69 | Higher than city-wide average. |

Source: [Walk Score](#) is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. The scores also correlate with shorter vehicle trips, which also produce less carbon. The city has a wide range of scores. Raleigh Municipal Building, for instance, has a Walk Score of 92, meaning the area is highly pedestrian-friendly and that many destinations are within a short walk. Some areas in the city have scores in single digits, indicating that few if any destinations are within walking distance, so nearly all trips are made by car.

Summary: The subject site is within walking distance of Western Boulevard, including a variety of destinations and bus service. Bus Rapid Transit is planned for Western Boulevard.

Carbon/Energy Footprint: Housing

| Housing Type | Average Annual Energy Use (million BTU) | Permitted in this project? |
|-----------------------------|--|----------------------------|
| Detached House | 82.7 | Yes |
| Townhouse | 56.5 | Yes |
| Small Apartment (2-4 units) | 42.1 | Yes |
| Larger Apartment | 34.0 | Yes |

Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.

Summary: The requested district permits the same variety of housing units permitted in the existing zoning. The requested district does not have a density cap of dwelling units, facilitating the more efficient larger apartment type units.

Housing Supply and Affordability

| | | |
|---|------|--|
| Does it add/subtract from the housing supply? | Adds | The request would remove a density cap for residential dwelling units. |
| Does it include any subsidized units? | No | No subsidized units are guaranteed with the rezoning request. |
| Does it permit a variety of housing types? | Yes | There is no change in the variety of housing types permitted. |
| If not a mixed-use district, does it permit smaller lots than the average?* | N/A | Request is for a mixed-use district. |
| Is it within walking distance of transit? | Yes | Transit serves this section of Method Road, and there are transit stops at Jackson Street and Western Boulevard. |

**The average lot size for detached residential homes in Raleigh is 0.28 acres.*

Summary: The request would add slightly to the potential number of dwelling units on the site. These housing units could be a variety of housing types are within walking distance of existing transit and planned bus rapid transit on Western Boulevard.

IMPACT ANALYSIS

Historic Resources

The site is not located within or adjacent to a National Register Historic District or Raleigh Historic Overlay District. It does not include nor is adjacent to any National Register individually-listed properties or Raleigh Historic Landmarks.

Impact Identified: None

Parks and Recreation

This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors. Nearest existing park access is provided by Method Park (0.5 miles) and Kentwood Park (0.8 miles). Nearest existing greenway trail access is provided by Rocky Branch Greenway Trail (0.6 miles). Current park access level of service in this area is graded an A letter grade.

Impact Identified: None

Public Utilities

| | Maximum Demand (current use) | Maximum Demand (current zoning) | Maximum Demand (proposed zoning) |
|-------------|---------------------------------|------------------------------------|-------------------------------------|
| Water | 0 | 500 | 2,250 |
| Waste Water | 0 | 500 | 2,250 |

Impact Identified:

1. The proposed rezoning would add approximately 2,250 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.
2. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy.
3. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developed.

Stormwater

| | |
|-----------------------|---------|
| Floodplain | n/a |
| Drainage Basin | Bushy |
| Stormwater Management | UDO 9.2 |
| Overlay District | n/a |

Impact Identified: No downstream structural impacts identified.

Transit

GoRaleigh route 12 serves Method Road in the southbound direction. The closest stop is approximately 600 feet from the subject site. The corresponding northbound service is on Gorman Street. This route operates every 30 minutes during peak times and every 60 minutes during off peak times. GoTriangle serves Western Boulevard. Western Boulevard is also planned for bus rapid transit service. NCSU's Wolfline services also Gorman Street and Method Road.

Impact Identified: None

Transportation

Site Location and Context

Location

The Z-50-2019 site is located in west Raleigh on Method Road north of Western Boulevard. Part of the campus of North Carolina State University is north of the site.

Area Plans

The Z-50-2019 site is located within the study area of the Wake BRT: Western Boulevard Corridor Study; this is an active corridor planning effort at this time.

Existing and Planned Infrastructure

Streets

Method Road Hillsborough Street is a 2-lane undivided avenue maintained by the City of Raleigh.

In accordance with UDO section 8.3.2, the maximum block perimeter for NX-3 zoning districts is 3,000 feet, and the maximum length for a dead-end street is 400 feet. The current block perimeter for this site is approximately 4,000 feet. Extension of an existing stub street elsewhere on the block would reduce the block perimeter to meet the standard.

Pedestrian Facilities

Sidewalks are complete on Method Road near the property frontage.

Bicycle Facilities

There is an existing sidepath on the north side of Western Boulevard near the site. Gorman Street has bicycle facilities that vary along its length. The City of Raleigh will soon construct the Gorman Street Connector that will create a separated bikeway from Sullivan Drive to Hillsborough Street. The long-term bikeway plan calls for bicycle lanes on Method Road. The nearest bikeshare station is near the intersection of Hillsborough Street and Royal Street.

Greenways

The Z-50-2019 site is approximately 3,000' from the end of the Rocky Branch Greenway Trail at Gorman Street and Sullivan Drive. The City of Raleigh will soon construct the Gorman Street Connector that will create a separated bikeway from Sullivan Drive to Hillsborough Street. This facility will connect to the end of the Reedy Creek Trail at the north end.

Access

Access to the subject site is Method Road.

Other Projects in the Area

The City of Raleigh will soon construct the Gorman Street Connector that will create a separated bikeway from Sullivan Drive to Hillsborough Street. Lorimer Road improvements are currently under construction from Onslow Road to Kaplan Drive.

TIA Determination

Based on the Envision results, approval of case Z-50-19 would increase the amount of projected vehicular trips for the site. The projected increase from the current entitlements to the Proposed Zoning Maximums would be 9 more trips in the AM Peak Hour and 9 more trips in the PM Peak Hour. These values do not trigger a Traffic Impact Analysis based on the thresholds in the Raleigh Street Design Manual.

| | | | |
|--|-------|----|----|
| Z-50-19 Existing Land Use Single Family Home | Daily | AM | PM |
| | 9 | 1 | 1 |
| Z-50-19 Current Zoning Entitlements R-10 | Daily | AM | PM |
| | 19 | 1 | 2 |
| Z-50-19 Proposed Zoning Maximums NX-3 | Daily | AM | PM |
| | 103 | 10 | 11 |
| Z-50-19 Trip Volume Change (Proposed Maximums minus Current Entitlements) | Daily | AM | PM |
| | 84 | 9 | 9 |

Impact Identified: None

Urban Forestry

Impact Identified: None

Impacts Summary

The rezoning request would have minimal impacts at rezoning stage.

Mitigation of Impacts

No mitigation of impacts would be necessary at rezoning stage.

CONCLUSION

The rezoning request would permit a small amount of additional residential density – from approximately 2 to 9 units – and would permit non-residential uses not currently permitted on the site. The request is consistent with the Future Land Use Map designation of Neighborhood Mixed Use and the entitlement is compatible with surrounding two- and three-story residential and retail development. The rezoning site is currently served by bus service and is in an area slated to be served by bus rapid transit. In acknowledgement of this, the Urban Form guidance recommends an urban or hybrid frontage to ensure pedestrian-friendly urban form. The request does not include a frontage or conditions that speak to this recommendation and is therefore inconsistent with the Urban Form Map. Despite this, the request is consistent with the 2030 Comprehensive Plan overall, including policies regarding compatibility with the surrounding area and compact development.

CASE TIMELINE

| Date | Action | Notes |
|----------|-----------------------------------|-------|
| 12/17/19 | Application submitted | |
| 1/7/20 | Initial staff comments provided | |
| 1/28/20 | Planning Commission review begins | |
| | | |

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

| SUBJECT PROPERTY | | NORTH | SOUTH | EAST | WEST |
|--------------------|--|--|--|--|-------------------------|
| Existing Zoning | R-10 | NX-3 | NX-3 | NX-3 | R-10 |
| Additional Overlay | SRPOD | SRPOD | SRPOD | SRPOD | SRPOD |
| Future Land Use | Neighborhood Mixed Use | Neighborhood Mixed Use | Neighborhood Mixed Use | Neighborhood Mixed Use | Low Density Residential |
| Current Land Use | Residential | Residential | Residential, Commercial | Commercial | Residential |
| Urban Form | Transit Oriented District; Core Transit Area | Transit Oriented District; Core Transit Area | Transit Oriented District; Core Transit Area | Transit Oriented District; Core Transit Area | Core Transit Area |

CURRENT VS. PROPOSED ZONING SUMMARY

| | EXISTING ZONING | PROPOSED ZONING |
|-----------------------------|-----------------|-----------------|
| Zoning | R-10 w/ SRPOD | NX-3 w/ SRPOD |
| Total Acreage | 0.22 | 0.22 |
| Setbacks: | | |
| Front | 10' | 5' |
| Side | 0' or 6' | 0' or 6' |
| Rear | 20' | 0' or 6' |
| Residential Density: | 10 | 41 |
| Max. # of Residential Units | 2 | 9 |
| Max. Gross Building SF | 2,000 | 10,610 |
| Max. Gross Office SF | Not Permitted | 8,617 |
| Max. Gross Retail SF | Not Permitted | 4,524 |
| Max. Gross Industrial SF | Not Permitted | Not Permitted |
| Potential F.A.R | 0.21 | 1.11 |

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

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2682

REZONING REQUEST

☒ General Use ☐ Conditional Use ☐ Master Plan

Existing Zoning Base District **R-10** Height Frontage Overlay(s) _____

Proposed Zoning Base District **NX** Height **3** Frontage Overlay(s)

Click [here](#) to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.

OFFICE USE ONLY

Transaction #

Rezoning Case #

If the property has been previously rezoned, provide the rezoning case number:

Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:

GENERAL INFORMATION

Date Date Amended (1) Date Amended (2)

Property Address **913 Method Rd.**

Property PIN **0794019217**

Deed Reference (book/page) **DB 08599, PG 0001**

Nearest Intersection **Method Rd. and Jackson St.**

Property Size (acres) **0.22 Ac**

For Planned
Development
Applications Only:

Total Units

Total Square Footage

Total Parcels

Total Buildings

Property Owner/Address

Cornerstone Fund One LLC
120 East Edenton Street
Raleigh, NC 27601

Phone

Fax

Email

Project Contact Person/Address

Angnes Lam
P.O. Box 3883
Cary, NC 27519

Phone **919 961-1818**

Fax

Email **angneslam@gmail.com**

Owner/Registered Agent Signature

Email **bwilliams@alfredwilliams.com**

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 #1 | |
|---|--|
| Comprehensive Plan Analysis | OFFICE USE ONLY Transaction # Rezoning Case # |
| <p>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.</p> | |
| STATEMENT OF CONSISTENCY | |
| <p>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.</p> | |
| <p>1. The surrounding properties were rezoned to NX-3 in 2014 with a general city-wide zoning map change for the UDO - Z-27B-14 (please see attached). This one property was left with the initial R-10 zoning from TC-3-12 (city-wide UDO mapping - please see attached). This zoning request is an attempt to change this one parcel to meet the zoning of the rest of the block. Future land use shows neighborhood mixed use for the block.</p> | |
| 2. | |
| 3. | |
| 4. | |
| PUBLIC BENEFITS | |
| <p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p> | |
| <p>At the current zoning the property is available for residential use only. The surrounding uses are</p> <p>1. predominately commercial. A change to NX-3 would allow for both residential and commercial use on the site in keeping with the surrounding properties.</p> | |
| 2. | |
| 3. | |
| 4. | |

| REZONING APPLICATION ADDENDUM #2 | |
|---|---|
| Impact on Historic Resources | OFFICE USE ONLY Transaction # Rezoning Case # |
| 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. | |
| INVENTORY OF HISTORIC RESOURCES | |
| List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource. | |
| The site currently contains a 768 SF house in poor condition that was constructed in 1951. Thus there is no real historic resource on the site. | |
| PROPOSED MITIGATION | |
| Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above. | |
| | |

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

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

- | | |
|-----------|---|
| 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:</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:</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:</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:</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:</p> |
| 6. | <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> <p>Response:</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:</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:</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:</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:</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:</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:</p> |

| | |
|-----|---|
| 13. | <i>New public spaces should provide seating opportunities.</i> Response: |
| 14. | <i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i> Response: |
| 15. | <i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i> Response: |
| 16. | <i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i> Response: |
| 17. | <i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i> Response: |
| 18. | <i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i> Response: |
| 19. | <i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i> Response: |

| | |
|-----|---|
| 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:</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:</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:</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:</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:</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:</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:</p> |

| REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist") | | | | | |
|---|-------------------------------------|-------------------------------------|-------------------------|----|-----|
| TO BE COMPLETED BY APPLICANT | | | COMPLETED BY CITY STAFF | | |
| General Requirements – General Use or Conditional Use Rezoning | YES | N/A | YES | NO | N/A |
| 1. I have referenced 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"/> | | | |
| 2. Rezoning application review fee (see Fee Schedule for rate) | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 3. Completed application; Include electronic version via cd or flash drive | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 4. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties within 500 feet of area to be rezoned (all applications) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 5. Pre-Application Conference | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 6. Neighborhood Meeting notice and report | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 7. Trip Generation Study | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| 8. Traffic Impact Analysis | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| 9. Completed and signed zoning conditions | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 10. Completed Comprehensive Plan Consistency Analysis | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 11. Completed Response to the Urban Design Guidelines | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| 12. For applications filed by a third party, proof of actual notice to the property owner | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 13. Master Plan (for properties requesting Planned Development or Campus District) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| 14. Copy of ballot and mailing list (for properties requesting Accessory Dwelling Unit Overlay) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |

| MASTER PLAN SUBMITTAL REQUIREMENTS | | | | | |
|---|--------------------------|--------------------------|-------------------------|----|-----|
| TO BE COMPLETED BY APPLICANT | | | COMPLETED BY CITY STAFF | | |
| General Requirements – Master Plan | YES | N/A | YES | NO | N/A |
| 1. I have referenced the 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 type="checkbox"/> | | | |
| 2. Total number of units and square feet | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 3. 12 sets of plans | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 4. Completed application; Include electronic version via cd or flash drive | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 5. Vicinity Map | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 6. Existing Conditions Map | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 7. Street and Block Layout Plan | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 8. General Layout Map/Height and Frontage Map | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 9. Description of Modification to Standards, 12 sets | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 10. Development Plan (location of building types) | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 11. Pedestrian Circulation Plan | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 12. Parking Plan | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 13. Open Space Plan | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 14. Tree Conservation Plan (if site is 2 acres or more) | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 15. Major Utilities Plan/Utilities Service Plan | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 16. Generalized Stormwater Plan | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 17. Phasing Plan | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 18. Three-Dimensional Model/renderings | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| 19. Common Signage Plan | <input type="checkbox"/> | <input type="checkbox"/> | | | |

Date:

Re: (SITE LOCATION)

Neighboring Property Owners:

You are invited to attend a neighborhood meeting on (MEETING DATE). The meeting will be held at (MEETING LOCATION, INCLUDING ADDRESS) and will begin at (TIME).

The purpose of this meeting is to discuss a potential rezoning of the property located at (SITE ADDRESS AND NEARBY LANDMARKS). This site is current zoned (CURRENT ZONING DISTRICT) and is proposed to be rezoned to (PROPOSED ZONING DISTRICT). (Please also provide any relevant details regarding the request.)

The City of Raleigh requires that prior to the submittal of any rezoning application, a neighborhood meeting involving the property owners within 500 feet of the area requested for rezoning.

If you have any concerns or questions I (we) can be reached at:

For more information about rezoning, you may visit www.raleighnc.gov or contact the Raleigh City Planning Department at:

(919) 996-2682
rezoning@raleighnc.gov

Thank you

At least 10 days prior to the meeting date with the owners of property, the applicant shall notify the owners of property about the meeting; notice shall be by first class mail or certified mail return receipt. If notification is to be by first class mail, the applicant shall deliver the sealed, addressed, stamped envelopes to Planning & Development prior to the aforementioned 10 day period. If notification is to be by certified mail return receipt, copies of the return receipts shall be given to Planning & Development at time of application submittal.

SUBMITTED DATE: _____

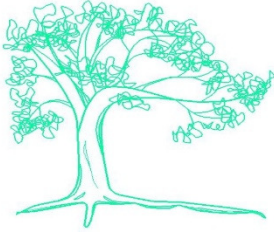
SUMMARY OF ISSUES

A neighborhood meeting was held on Sept. 30, 2019 (date) to discuss a potential rezoning located at 913 Method Rd. (property address).
The neighborhood meeting was held at Islamic Center of Raleigh (location).
There were approximately 0 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

| |
|--|
| No issues were discussed; no questions raised. |
| |
| |
| |
| |
| |
| |
| |
| |

[illegible]



ALISON A. POCKAT, ASLA
LANDSCAPE ARCHITECT / LAND PLANNER

106 Steep Bank Dr.
Cary, NC 27518
(919) 363-4415

Oct. 2, 2019

Memo on neighborhood meeting for rezoning application
913 Method Rd.

A neighborhood meeting was scheduled for Sept. 30, 2019 at 6 pm at the Islamic Center of Raleigh, 808 Atwater St., Raleigh. Notifications letters were prepared and sent out to property owners for neighboring properties within the requisite 500' buffer area.

Despite the meeting location being within walking distance and the neighbors being notified, no neighbors came to the meeting. Three people were in attendance – Angnes Lam, the property developer, Fiaz Fareed, from the Islamic center who opened the facilities for the meeting and Alison Pockat, landscape architect.

We explained the purpose of the meeting to Mr. Fareed and waited for neighbors to arrive. At 6:45 we closed up the facility and left.

Attached is the sign-in sheet.

Alison A. Pockat

500' Buffer owner list
913 Method

WHITT, ALTA E
WHITT, STEVE W
78 BUDDY DR
APEX NC 27502-6732
PIN: 0794004832

MOSS, HARVEY L
MOSS, JANET P
4804 LITTLE CREEK CHURCH RD
CLAYTON NC 27520-9646
PIN: 0794004929

NC STUDENT RENTALS, LLC
913 BRANCH LINE LN
APEX NC 27502-2429
PIN: 0794005724, 0794005853

WILLIAMS, DEWEY V ETAL
WILLIAMS, ANDREW M
5708 BRUSHY MEADOWS DR
FUQUAY VARINA NC 27526-8404
PIN: 0794006882

SEYMOUR, W B
ALFARIS INC
5705 HEATHERSTONE DR
RALEIGH NC 27606-9343
PIN: 0794009702

SEYMOUR, WILLIAM BENJAMIN JR
PEARMAN, MARTHA S
219 MARSH AVE
RALEIGH NC 27606-1340
PIN: 0794009800

PW FAMILY REALTY LLC
7413 CAPSTONE DR
RALEIGH NC 27615-5711
PIN: 0794011285

LOWERY, JAMES H
908 CHANEY RD
RALEIGH NC 27606-1430
PIN: 0794011393

FIAZ FAREED
101 WILMOT DR.
RALEIGH, NC-27606

Angnes LAW
5301 Denise Dr
Raleigh, NC 27606

Universal Realty LLC
5301 Denise Dr, Raleigh, NC
27606, USA
919-342-6183
angneslam@gmail.com

Sep. 16, 2019

Dear Neighbor:

We are in the process of applying to the City of Raleigh to rezone property near property that you own. The subject property is identified by the address: 913 Method Rd. and property identification number: 0794019217.

This parcel is currently zoned R-10 and is surrounded by properties that are NX-3 zoning. The petition is to rezone this parcel to NX-3 to match the surrounding zoning.

A map of the site and surrounding area are included with this letter. Information concerning this rezoning can be obtained from Department of City Planning located on the third floor of 1 Exchange Plaza in Downtown Raleigh. In addition, information is available on the City's web site at the following address: <http://www.raleighnc.gov>.

A neighborhood meeting has been set up for September 30, 2019 at 6pm at the address: 808 Atwater St., Raleigh, NC 27607. You are invited to attend this neighborhood meeting and comment on this petition. You are also invited to submit written comments &/or questions to the City or to the contacts provided in this letter.

The contact for the City of Raleigh's Planning Department is JP Mansolf, who can be reached by email at jonathan.mansolf@raleighnc.gov or by phone at 919-996-2180.

We welcome any questions or comments on the plan. If you wish to contact us, please call 919 961-1818 and ask for Angnes Lam or 919 363-4415 and ask for Alison Pockat. You may also email us at the following addresses: angneslam@gmail.com or at aapockat@earthlink.net.

Sincerely,

Angnes Lam

WHITT, ALTA E
WHITT, STEVE W
78 BUDDY DR
APEX NC 27502-6732
PIN: 0794004832

MOSS, HARVEY L
MOSS, JANET P
4804 LITTLE CREEK CHURCH RD
CLAYTON NC 27520-9646
PIN: 0794004929

NC STUDENT RENTALS, LLC
913 BRANCH LINE LN
APEX NC 27502-2429
PIN: 0794005724, 0794005853

WILLIAMS, DEWEY V ETAL
WILLIAMS, ANDREW M
5708 BRUSHY MEADOWS DR
FUQUAY VARINA NC 27526-8404
PIN: 0794006882

SEYMOUR, W B
ALFARIS INC
5705 HEATHERSTONE DR
RALEIGH NC 27606-9343
PIN: 0794009702

SEYMOUR, WILLIAM BENJAMIN JR
PEARMAN, MARTHA S
219 MARSH AVE
RALEIGH NC 27606-1340
PIN: 0794009800

PW FAMILY REALTY LLC
7413 CAPSTONE DR
RALEIGH NC 27615-5711
PIN: 0794011285

LOWERY, JAMES H
908 CHANEY RD
RALEIGH NC 27606-1430
PIN: 0794011393

MOSS, HARVEY L
MOSS, JANET P
4804 LITTLE CREEK CHURCH RD
CLAYTON NC 27520-9646
PIN: 0794014029

JAEGER, BRIAN J
2320 WELSH TAVERN WAY
WAKE FOREST NC 27587-6689
PIN: 0794014169

POWELL, EUGENE E
905 CHANEY RD
RALEIGH NC 27606-1429
PIN: 0794014259

SIDDIQUI, IRFAN
SALEEM, MUNWWAR S
8301 E PARK DR #301
RALEIGH NC 27617
PIN: 0794014359

DOHLEN, ROSS L
DOHLEN, BARBARA A
PO BOX 5240
EMERALD ISLE NC 28594-5240
PIN: 0794014448

PARTIN, KELLI ELIZABETH
2818 WYCLIFF RD
RALEIGH NC 27607-3035
PIN: 0794015024

QUINTANILLA, SANTOS FUENTES
QUINTANILLA, DIAMANTINA ARGUETA
4102 REAVIS RD
RALEIGH NC 27606-1439
PIN: 0794016024

AVENT, ANTHONY STEWART
912 METHOD RD
RALEIGH NC 27606-1923
PIN: 0794016169

BAYLER, JEFFERY MARK
BAYLER, SHELIA KAY
5112 SHAGBARK OAK RD
GARNER NC 27529-7012
PIN: 0794016258

TALTON, JOHN
TALTON, CAROLINE
3303 CLARK AVE
RALEIGH NC 27607-7033
PIN: 0794016355

CORBAN PROPERTIES LLC
4424 LAUREL HILLS RD
RALEIGH NC 27612-5418
PIN: 0794016450, 0794016458

EDWARDS, J C SR
5526 BRADFORD PEAR CT
RALEIGH NC 27606-1379
PIN: 0794017007

WAKE INTERFAITH HOSPITALITY NETWORK INC
903 METHOD RD
RALEIGH NC 27606-1922
PIN: 0794018394

SHIN, YONG JOO
SHIN, EUN SON
2235 CLAYETTE CT
RALEIGH NC 27612-3725
PIN: 0794019203, 0794019217

WAKE INTERFAITH HOSPITALITY NETWORK INC
PO BOX 30443
RALEIGH NC 27622-0443
PIN: 0794019415

COOK OUT WESTERN BLVD INC
15 LAURA LN STE 300
THOMASVILLE NC 27360-5865
PIN: 0794100731

NCP WESTERN BLVD LLC
PO BOX 1929
EASLEY SC 29641-1929
PIN: 0794111075, 0794114401

BUNN, NELSON O
BUNN, BARBARA H
1618 IREDELL DR
RALEIGH NC 27608-2207
PIN: 0794114091, 0794115206, 0794115402

FIRST UNION NATIONAL BANK
RYAN LLC
PO BOX 56607
ATLANTA GA 30343-0607
PIN: 0794111075

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

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

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

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

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

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

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

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

ETA KAPPA HOUSE CORPORATION OF DELTA GAMMA FRATERN
3220 RIVERSIDE DR STE A-2
UPPER ARLINGTON OH 43221-1736
PIN: 0794507874

OMICRON LAMBDA CHAPTER OF DELTA ZETA NATIONAL HOUS
202 E CHURCH ST
OXFORD OH 45056-1320
PIN: 0794507874

NORTH CAROLINA BETA ALUMNI AND VOLUNTEER CORPORATI
310 S ARTHUR ASHE BLVD
RICHMOND VA 23220-5706
PIN: 0794507874

GAMMA UPSILON ZETA HOUSE CORPORATION OF LAMBDA CHI
JERRY LASSITER
220 S SUNSET DR
LITTLETON NC 27850-8066
PIN: 0794507874

Pre-Application Conference

(this form must be provided at the time of formal submittal)



**DEVELOPMENT
SERVICES
DEPARTMENT**

Development Services Customer Service Center | 1 Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2495 | cfax 919-996-1831
Litchford Satellite Office | 8320 - 130 Litchford Road | Raleigh, NC 27601 | 919-996-4200

PROCESS TYPE

- ☐ Board of Adjustment
- ☐ Comprehensive Plan Amendment
- ☒ Rezoning
- ☐ Site Review*
- ☐ Subdivision
- ☐ Subdivision (Exempt)
- ☐ Text Change

* Optional conference

GENERAL INFORMATION

Date Submitted Aug. 7, 2019

Applicant(s) Name Angnes Lam

Applicant's Mailing Address P.O. Box 3883, Cary, NC 27519

Phone 919 961-1818

Email angneslam@gmail.com

Property PIN # 0794019217

Site Address / Location 913 Method Rd., Raleigh

Current Zoning R-10

Additional Information (if needed) :

The site is a single lot surrounded by NX-3 zoning. The petition is to rezone this lot to match the surrounding lot zoning of NX-3.

OFFICE USE ONLY

Transaction # :

Date of Pre-Application Conference : 8/23/19

Staff Signature

Eric Mallett