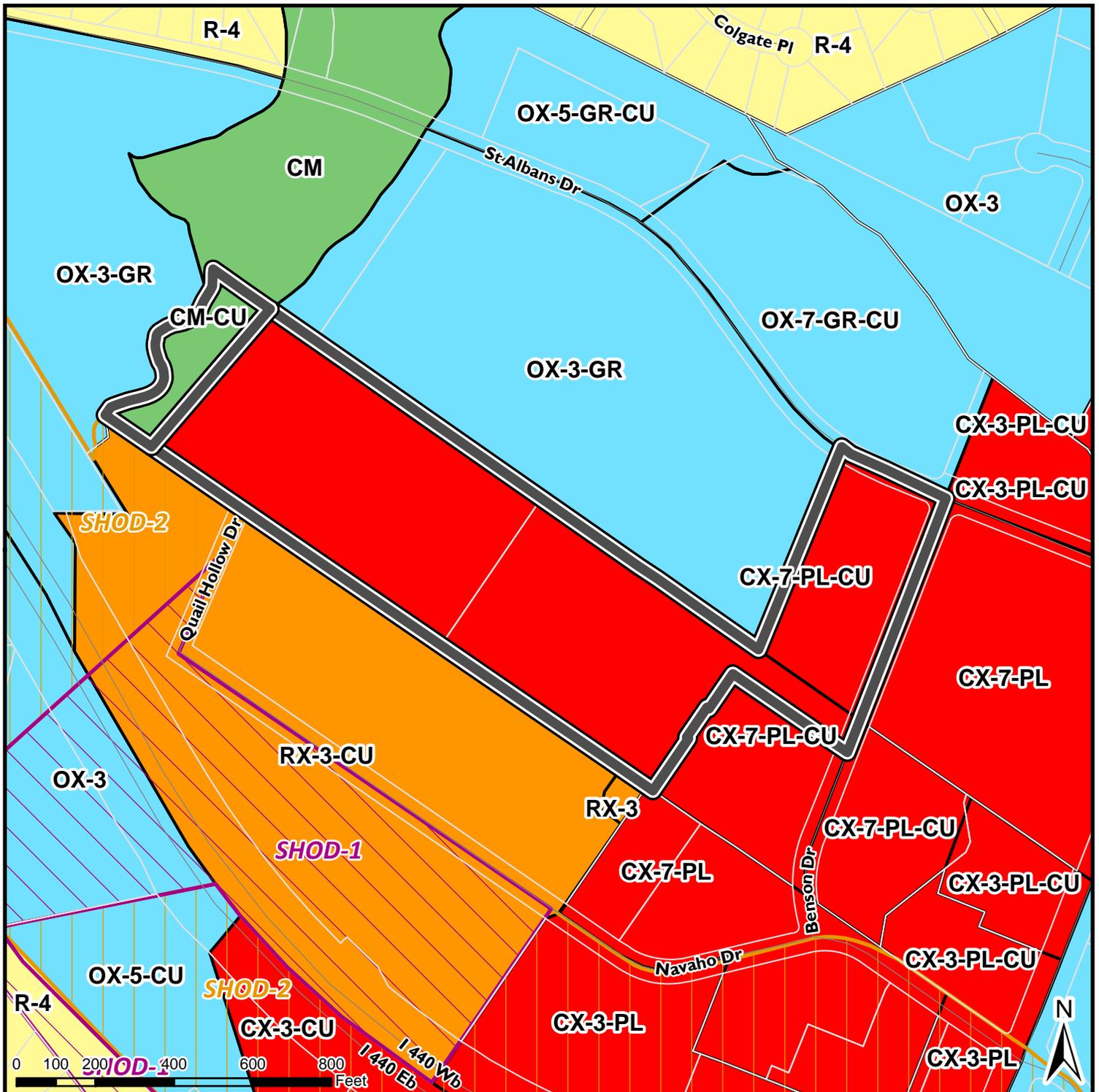


Zoning Map

Z-13-2016



Submittal Date

5/11/2016

Request:

20.59 acres from
CX-7-PL-CU & CM-CU
to **CX-20-CU & CM-CU**

VICINITY MAP



Map Date: 5/12/2016

Rezoning Application

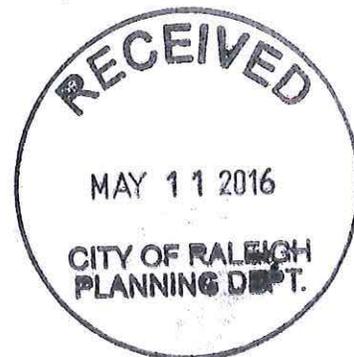


Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2626

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan Existing Zoning Classification: <u>CX-7-PL-CU and CM-CU</u> Proposed Zoning Classification Base District: <u>CX</u> Height: <u>20</u> Frontage: <u>None</u> & <u>CM-CU</u> ^{RUB}			OFFICE USE ONLY Z-13-16 Transaction # 464527
If the property has been previously rezoned, provide the rezoning case number: Z-94-96; Z-24-98; Z-52-99			
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:			
464527			

GENERAL INFORMATION			
Property Address: 3450 Quail Hollow Drive and 1010 St. Albans Drive			Date: May 5, 2016
Property PIN: 1715-07-7778 and 1715-17-6384		Deed Reference (book/page): BK 8758, PG 363; BK 16108, PG 1637	
Nearest Intersection: Benson Drive and St. Albans Drive			Property Size (acres): 20.59 acres
Property Owner/Address: Two Renaissance, LLC and Three Renaissance, LLC 3301 Benson Drive, Suite 501 Raleigh, NC 27609		Phone <u>919-422-2903</u>	Fax
		Email <u>todd.saeed@dewittcarolinas.com</u>	
Project Contact Person/Address: Michael Birch, Morningstar Law Group 1330 St. Mary's Street, Suite 460 Raleigh, NC 27605		Phone: 919.590.0388	Fax
		Email: mbirch@morningstarlawgroup.com	
Owner/Agent Signature <u>Todd A. Saied</u>		Email <u>todd.saeed@dewittcarolinas.com</u>	

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



Conditional Use District Zoning Conditions

Zoning Case Number	OFFICE USE ONLY Z-13-16 Transaction # 464527
Date Submitted: <i>May 6, 2016</i>	
Existing Zoning: CX-7-PL-CU and CM-CU Proposed Zoning: CX-20-CU and CM-CU	

NARRATIVE OF ZONING CONDITIONS OFFERED

1. Development on the property shall comply with the Parking Limited frontage standards set forth in UDO section 3.4.5 and any allowable administrative alternates.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

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 *Todd A. Sareed* Print Name *Todd A. Sareed*

REZONING APPLICATION ADDENDUM

Comprehensive Plan Analysis

OFFICE USE ONLY

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.

Transaction #

464527

Rezoning Case #

Z-13-16

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 property is designated "Regional Mixed Use" on the Future Land Use Map ("FLUM"). This classification supports intense residential, office, hotel, and region-serving retail uses. According to the Comprehensive Plan, CX is the most appropriate district for property designated Regional Mixed Use on the FLUM. Based on the foregoing, the rezoning request is consistent with the FLUM.

2. The property has limited frontage on Benson Drive and St. Albans Drive, each of which is classified as an "Urban Thoroughfare" on the Urban Form Map. Also, the property is located in the core area of a "City Growth Center", as shown on the Urban Form Map. An Urban or Hybrid frontage is recommended for property along an Urban Thoroughfare and for property in a City Growth Center, based on context. The property is currently zoned with a Parking Limited frontage, and so are surrounding parcels, so the context dictates a hybrid frontage. The rezoning condition requires development to comply with the Parking Limited standards, consistent with the Urban Form Map guidance.

3. Table LU-2 "Recommended Height Designations" recommends building height up to twenty (20) stories for property designated Regional Mixed Use on the FLUM and located within a Core/Transit area. The property is located in the core area of a City Growth Center on the Urban Form Map and is designated Regional Mixed Use on the FLUM. Therefore, the maximum height of 20 stories associated with this rezoning request is consistent with the Comprehensive Plan.

4. The rezoning request is consistent with the following policies: LU 2.2- Compact Development; LU 3.2 – Location of Growth; LU 4.4 – Reducing VMT through Mixed Use; LU 5.1 – Reinforcing the Urban Pattern; LU 7.6 – Pedestrian-Friendly Development; LU 10.4 – Siting of Regional Retail; T 6.8 – Parking Lot Design.

PUBLIC BENEFITS

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

1. The rezoning request permits an intense mix of residential, office and retail uses, which facilitates the efficient provision of public services and the opportunity for reducing vehicle miles traveled, which benefits the public.

2. The rezoning request implements hybrid frontage standards, which will ensure a pedestrian-friendly, walkable urban form.

3.

4.

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 rezoning request permits residential, office and retail uses, consistent with this guideline.</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 property is not adjacent to lower density neighborhoods.</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: Redevelopment of the property would connect with the surrounding road network, consistent with this guideline.</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: Redevelopment of the property will be subject to the UDO block perimeter and connectivity standards, which are consistent with this guideline.</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: Redevelopment of the property will be subject to the UDO block perimeter standards, which are consistent with this guideline.</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: The rezoning implements the Parking Limited frontage standards, which are consistent with this guideline.</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 rezoning implements the Parking Limited frontage standards, which are consistent with this guideline.</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 rezoning implements the Parking Limited frontage standards, which are consistent with this guideline.</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: An outdoor amenity area will be provided in accordance with the UDO.</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: An outdoor amenity area will be provided in accordance with the UDO.</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: An outdoor amenity area will be provided in accordance with the UDO.</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: An outdoor amenity area will be provided in accordance with the UDO.</p>
13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response: An outdoor amenity area will be provided in accordance with the UDO.</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: The rezoning implements the Parking Limited frontage standards, which are consistent with this guideline.</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: The rezoning implements the Parking Limited frontage standards.</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 structures, if any, will be designed in accordance with the UDO.</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 property is within walking distance to the transit stop at St. Albans Drive and Wake Forest Road, which is part of the Falls of Neuse (Route 2) and North Crosstown (Route 24L) lines, consistent with this guideline.</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 rezoning implements the Parking Limited frontage standards, which are consistent with this guideline.</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: The rezoning maintains the existing CM district zoning along the creek, consistent with this guideline.</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: Streets and sidewalks will be provided in accordance with the UDO.</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: Streets and sidewalks will be provided in accordance with the UDO.</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 and streetscape elements will be provided in accordance with the UDO.</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 rezoning implements the Parking Limited frontage standards, which imposes a coverage within the build-to standard that is consistent with this guideline.</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 rezoning implements the Parking Limited frontage standards, which requires primary building entrances facing the public street with pedestrian connections between the building entrances and public sidewalk, all consistent with this guideline.</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 future buildings will comply with the applicable building and frontage standards, consistent with this guideline.</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: Sidewalks will be provided in accordance with the UDO.</p>

REZONING OF PROPERTY CONSISTING OF +/- 20.59 ACRES
LOCATED SOUTH OF ST. ALBANS DRIVE AND WEST OF BENSON DRIVE,
IN THE CITY OF RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS
ON APRIL 13, 2016

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Wednesday, April 13, 2016, at 6:00 p.m. The property considered for this potential rezoning totals approximately 20.59 acres, located south of St. Albans Drive and west of Benson Drive, in the City of Raleigh, having Wake County Parcel Identification Numbers 1715-07-7778 and 1715-17-6384. This meeting was held at the office of DeWitt Carolinas, located at 3301 Benson Drive, Suite 103, Raleigh, NC 27609. All owners of property within 100 feet of the subject properties were invited to attend the meeting. Attached hereto as Exhibit A is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as Exhibit B. A summary of the items discussed at the meeting is attached hereto as Exhibit C. Attached hereto as Exhibit D is a list of individuals who attended the meeting.

EXHIBIT A

NEIGHBORHOOD MEETING NOTICE



Michael Birch | Partner
1330 St. Mary's Street | Suite 460
Raleigh, NC 27605

919-590-0388
mbirch@morningstarlawgroup.com
www.morningstarlawgroup.com

To: Neighboring Property Owner
From: Michael Birch
Date: March 30, 2016
Re: Notice of meeting to discuss potential rezoning of two parcels of land located south of St. Albans Drive and west of Benson Drive, containing approximately 20.59 acres, and having Wake County Parcel Identification Numbers: 1715-07-7778 and 1715-17-6384 (the "Property").

We are counsel for DeWitt Carolina ("DeWitt"), which is considering rezoning the Property. The Property is currently zoned CX-7-PL-CU. DeWitt is considering rezoning the Property to Commercial Mixed Use with a twenty (20) story height limit and a Parking Limited frontage (CX-20-PL).

You are cordially invited to attend a meeting to discuss the potential rezoning. We have scheduled a meeting with surrounding property owners on Wednesday, April 13, 2016 at 6:00 PM at the offices of DeWitt Carolinas, located at 3301 Benson Drive, Suite 103, Raleigh, NC 27609.

This meeting is required by the City of Raleigh and is intended to afford neighbors an opportunity to ask questions about the potential rezoning and for the owners to obtain suggestions and comments you may have about it. You are not required to attend, but are certainly welcome. After the meeting, we will prepare a report for the Raleigh Planning Department regarding the items discussed at the meeting.

Please do not hesitate to contact me directly should you have any questions or wish to discuss any issues. I can be reached at (919) 590-0388 or mbirch@morningstarlawgroup.com.

EXHIBIT B

LIST OF PROPERTY OWNERS TO WHOM NOTICES WERE SENT

ST ALBANS LLC
PO BOX 30546
RALEIGH NC 27622-0546

COASTAL FEDERAL CREDIT UNION
PO BOX 58429
RALEIGH NC 27658-8429

THREE RENAISSANCE LLC
PO BOX 17566
RALEIGH NC 27619-7566

AVONDALE RALEIGH LLC
FEDERAL CAPITAL PARTNERS
5426 WISCONSIN AVE STE 202
CHEVY CHASE MD 20815-3583

TWO RENAISSANCE LLC
3301 BENSON DR STE 501
RALEIGH NC 27609-7338

ONE REN LLC
3301 BENSON DR STE 501
RALEIGH NC 27609-7338

HP RALEIGH LLC
3735 ADMIRAL DR STE 111
HIGH POINT NC 27265-1593

BRH ASSOCIATES
C/O HILTON NORTH AMERICA
3415 WAKE FOREST RD
RALEIGH NC 27609-7316

ANDREWS, ALEX B HEIRS
WACHOVIA BNK NA TR U/W
MABLE ANDREWS
PDS TAX SERVICE
PO BOX 13159

WACHOVIA BNK NA TR U/W FOR MARTHA R
ANDREWS WACHOVIA BNK NA TR U/W FOR MABEL
ANDREWS
PDS TAX SERVICE
PO BOX 13159
ARLINGTON TX 76094-0159

WACHOVIA BNK NA TR U/W FOR MARTHA R
ANDREWS WACHOVIA BNK NA TR U/W FOR MABEL
ANDREWS
PDS TAX SERVICE
PO BOX 13159
ARLINGTON TX 76094-0159

EXHIBIT C

SUMMARY OF DISCUSSION ITEMS

On Wednesday, April 13, 2016, at 6:00 p.m., the applicant held a neighborhood meeting for the property owners adjacent to the parcels subject to the proposed rezoning.

The following items were discussed:

1. Legacy zoning of property
2. New UDO zoning of property
3. Description of permitted uses and height
4. Location of property relative to St. Albans Drive
5. Location of property relative to single-family residential neighborhood
6. Height of nearby buildings
7. Level of development permitted on surrounding properties
8. Potential extension of Quail Hollow Drive to St. Albans Drive
9. Reasons for building height in excess of seven stories
10. Potential development scenarios
11. Maintenance of CM zoning along creek

EXHIBIT D

NEIGHBORHOOD MEETING ATTENDEES

Patrick Martin, Midtown CAC Chair

Susan Donn, Midtown CAC

Lubin Prevatt, Midtown CAC