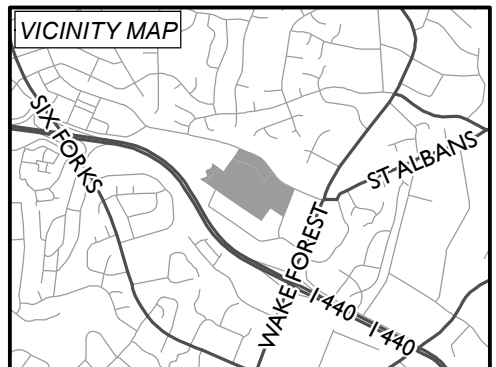


**Submittal
Date**

5/11/2016

Request:

**39.41 acres from
CX-7-PL-CU & OX-3-GR
to CX-20-CU, CX-7-PL-CU, CM-CU**





Certified Recommendation

Raleigh Planning Commission

CR#

Case Information Z-13-16

<i>Location</i>	Southwest quadrant of the intersection of Benson Drive and St. Albans Drive Address: 3450 Quail Hollow Drive, 1010 St. Albans Drive, 900 St. Albans Drive PIN: 1715077778, 1715176384, 1715183089
<i>Request</i>	Rezone property from Commercial Mixed Use-7 Stories-Parking Limited Frontage with Conditions, Conservation Management with Conditions, and Office Mixed Use-3 Stories-Green Frontage with Conditions (CX-7-PL-CU, CM-CU and OX-3-GR) to Commercial Mixed Use-20 Stories-with Conditions, Commercial Mixed Use-7 Stories-Parking Limited with Conditions, and Conservation Management with Conditions (CX-20-CU and CX-7-CU, and CM-CU) .
<i>Area of Request</i>	39.41 acres
<i>Property Owner</i>	See Rezoning Petition
<i>Applicant</i>	Michael Birch, Morningstar Law Group 1330 St. Mary's Street, Suite 460 Raleigh, NC 27605
<i>Citizens Advisory Council (CAC)</i>	Midtown CAC Chairperson: Patrick Martin, acemar@aol.com
<i>PC Recommendation Deadline</i>	June 26, 2017

Comprehensive Plan Consistency

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

Future Land Use Map Consistency

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

Comprehensive Plan Guidance

<i>FUTURE LAND USE</i>	Regional Mixed Use
<i>URBAN FORM</i>	City Growth Center Urban Thoroughfare (St. Albans and Benson)
<i>CONSISTENT Policies</i>	Policy LU 1.2 – Future Land Use Map and Zoning Consistency Policy LU 1.3 – Conditional Use District Consistency Policy LU 2.6 – Zoning and Infrastructure Impacts Policy LU 4.5 – Connectivity Policy LU 5.1—Reinforcing the Urban Pattern Policy LU 6.1—Composition of Mixed Use Centers Policy LU 6.4 – Bus Stop Dedication Policy LU 7.6—Pedestrian-Friendly Development

	Policy LU 10.3—Ancillary Retail Uses Policy T 2.4—Road Connectivity Policy T 2.5—Multi-modal Grids Policy T 4.4 R.O.W. Reservation for Transit Policy T 4.8—Bus Waiting Areas Policy T 5.2—Incorporating Bicycle and Pedestrian Improvements Policy EP 2.5—Protection of Water Features Policy EP 3.12—Mitigating Stormwater Impacts Policy EP 4.2—Floodplain Conservation Policy UD 2.3—Activating the Street Policy UD 2.7—Public Open Space Policy UD 6.1—Encouraging Pedestrian-Oriented Uses Policy UD 7.3—Design Guidelines Policy UD 1.10—Frontage
INCONSISTENT Policies	None Identified

Summary of Proposed Conditions

1. Prohibits certain uses. Bars, nightclubs, taverns, and lounges must be 300 feet from the St. Albans Right-of-Way and located in a multi-tenant building. No drive-thrus associated with an eating establishment may be located within 300 feet of the St. Albans Right-of-Way.
2. Development must provide transit easement and associated amenities.
3. Right-of-way dedication and improvements for St. Albans Drive accommodated on the property, such that the curb on the north side of the road shall not be moved in order to provide the required improvements
4. Electric car charging stations shall be provided at certain stages of development.
5. Limitations on outdoor construction activity, outdoor building maintenance, outdoor landscaping, and recycling facility service hours.
6. No construction or commercial-related parking shall be permitted on St. Albans Drive.
7. Pedestrian amenities for all required pedestrian crossings of St. Albans.
8. All above-ground utility structures shall be architecturally screened.
9. Limitations on wall signs fronting St. Albans Drive.
10. Architectural screening of structured parking so that cars are not visible for all structured parking within 200 feet of St. Albans Drive Right-of-Way.
11. Minimum parking and building setback of 20 feet along St. Albans Drive.
12. Additional street tree plantings required.
13. Heights shall be in accordance with attached exhibit A.
14. Retail sales and restaurants shall be located in a multi-story building within 100 feet for the western 900 feet of the St. Albans Drive Right-of-Way.
15. Emergency phones shall be located on each level of structured parking.
16. Pole mounted lighting shall be limited to 18 feet and full cut-off design between buildings and St. Albans Drive Right-of-Way.
17. Maximum development intensities are limited to two scenarios.

Public Meetings

<i>Neighborhood Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>
April 13, 2016	January 23, 2017 Yes-63, Yes w/ Amendments-66, No-26	March 28, 2017 April 11, 2017	

Attachments

1. Staff report

Planning Commission Recommendation

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

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report.

Planning Director

Date

Planning Commission Chairperson

Date

Staff Coordinator:

Sophie Huemer, Sophie.Huemer@raleighnc.gov, 919-996-2652



Zoning Staff Report – Case Z-13-16

Conditional Use District

Case Summary

Overview

The subject property is located south of St. Albans Drive and west of Benson Drive, approximately 700 feet west of Wake Forest Road. The 39.41 acre property is partially developed, with parking surfaces for an adjacent office building. The remainder of the parcel is heavily wooded and undeveloped.

The proposal seeks to rezone the property from Commercial Mixed Use-7 Stories-Parking Limited Frontage with Conditions, Conservation Management with Conditions, and Office Mixed Use-3 Stories-Green Frontage with Conditions (CX-7-PL-CU, CM-CU and OX-3-GR) to Commercial Mixed Use-20 Stories-with Conditions, Commercial Mixed Use-7 Stories-Parking Limited with Conditions, and Conservation Management with Conditions (CX-20-CU and CX-7-CU, and CM-CU). The conditions on the property limit the uses, location of uses, and development intensities. The condition of the development intensity would create a zoning district that has more entitled height, but relatively the same square footage for retail, office, and residential uses.

The future land use for the proposal is Regional Mixed Use and Public Parks and Open Space. The retention of the CM zoning district is consistent with the Public Parks and Open Space designation. The Comprehensive Plan calls CX as the typical zoning district for the Regional Mixed Use zoning district. It also says, "Heights could be as tall as 12 to 20 stories in core locations, but should taper down to meet the context of surrounding development." The maximum height of this development is 20 stories. Along St. Albans, per the conditions, the development would taper down to 5 stories along 900 feet of its frontage. The proposed zoning is also located in a City Growth Center, with Benson Drive and St. Albans being Urban Thoroughfares. The proposed zoning district offers a Parking Limited Frontage only along the CX-7 portion of the proposed district and a condition creates a build-to and building coverage requirement to assist in creating a more urban form.

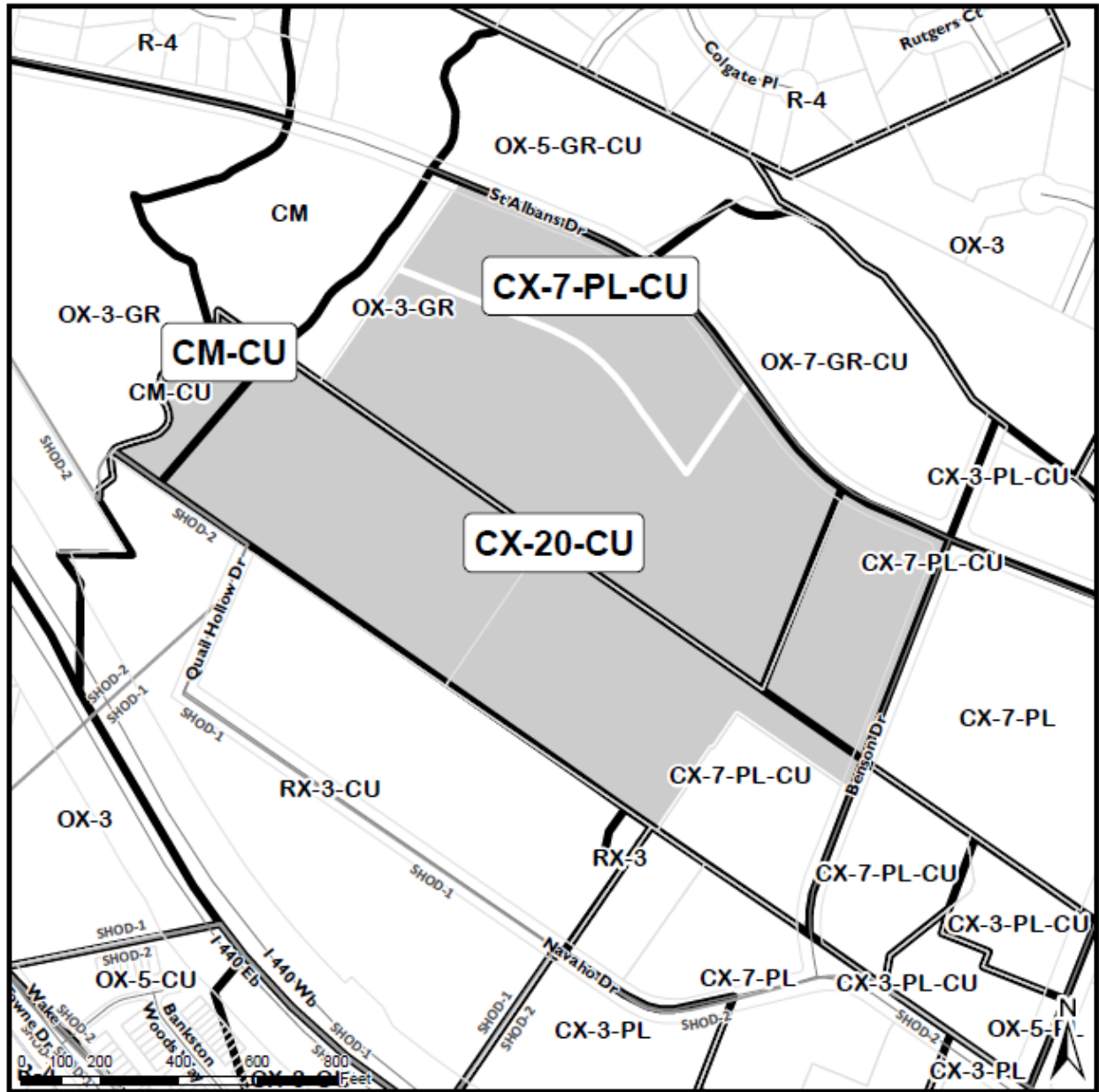
Outstanding Issues

<i>Outstanding Issues</i>	1. None	<i>Suggested Mitigation</i>	1. None
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ZONING REQUEST

Existing Zoning

Z-13-2016



Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
Existing Zoning	Office Mixed Use-3 Stories-Green Frontage, Commercial Mixed Use-7 Stories-Parking Limited Frontage with Conditions, Conservation Management with Conditions	Office Mixed Use-5 Stories-Green Frontage with Conditions, Office Mixed Use-7 Stories-Green Frontage with Conditions	Commercial Mixed Use-7 Stories-Parking Limited Frontage with Conditions, Residential Mixed Use-3 Stories-with Conditions	Commercial Mixed Use-7 Stories-Parking Limited Frontage with Conditions	Office Mixed Use-3 Stories-Conditional Use, Conservation Management
Additional Overlay	None	None	None	None	None
Future Land Use	Regional Mixed Use	Office and Residential Mixed Use	Regional Mixed Use	Regional Mixed Use	Regional Mixed Use, Public Parks and Open Space
Current Land Use	Vacant, Undeveloped, & Parking Lot	Office	Multi-family Residential	Office	Vacant, Undeveloped
Urban Form (if applicable)	City Growth Center, Urban Thoroughfare	City Growth Center, Urban Thoroughfare	City Growth Center, Urban Thoroughfare	City Growth Center, Urban Thoroughfare	City Growth Center, Urban Thoroughfare

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning	
Residential Density:	63.8	32.4	22.2
Setbacks:	General & Mixed Use	General & Mixed Use	
Front:	5'	5'	
Side:	0' or 6'	0' or 6'	
Rear:	0' or 6'	0' or 6'	
Retail Intensity Permitted:	421,000	125,000	125,000
Office Intensity Permitted:	983,900	900,000	1,100,000

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning*	
Total Acreage	39.41	39.41	
Zoning	OX-3-GR, CX-7-PL-CU, CM-CU	CX-20-CU, CX-7-PL-CU, CM-CU	
Max. Gross Building SF (if applicable)	3, 235,300	2,824,000	2,504,000
Max. # of Residential Units	2,514	1,275	875
Max. Gross Office SF	983,900	900,000	1,100,000
Max. Gross Retail SF	421,000	125,000	125,000
Max. Gross Industrial SF	N/A	N/A	N/A
Potential F.A.R	1.88	1.65	1.65

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

The proposed rezoning is:

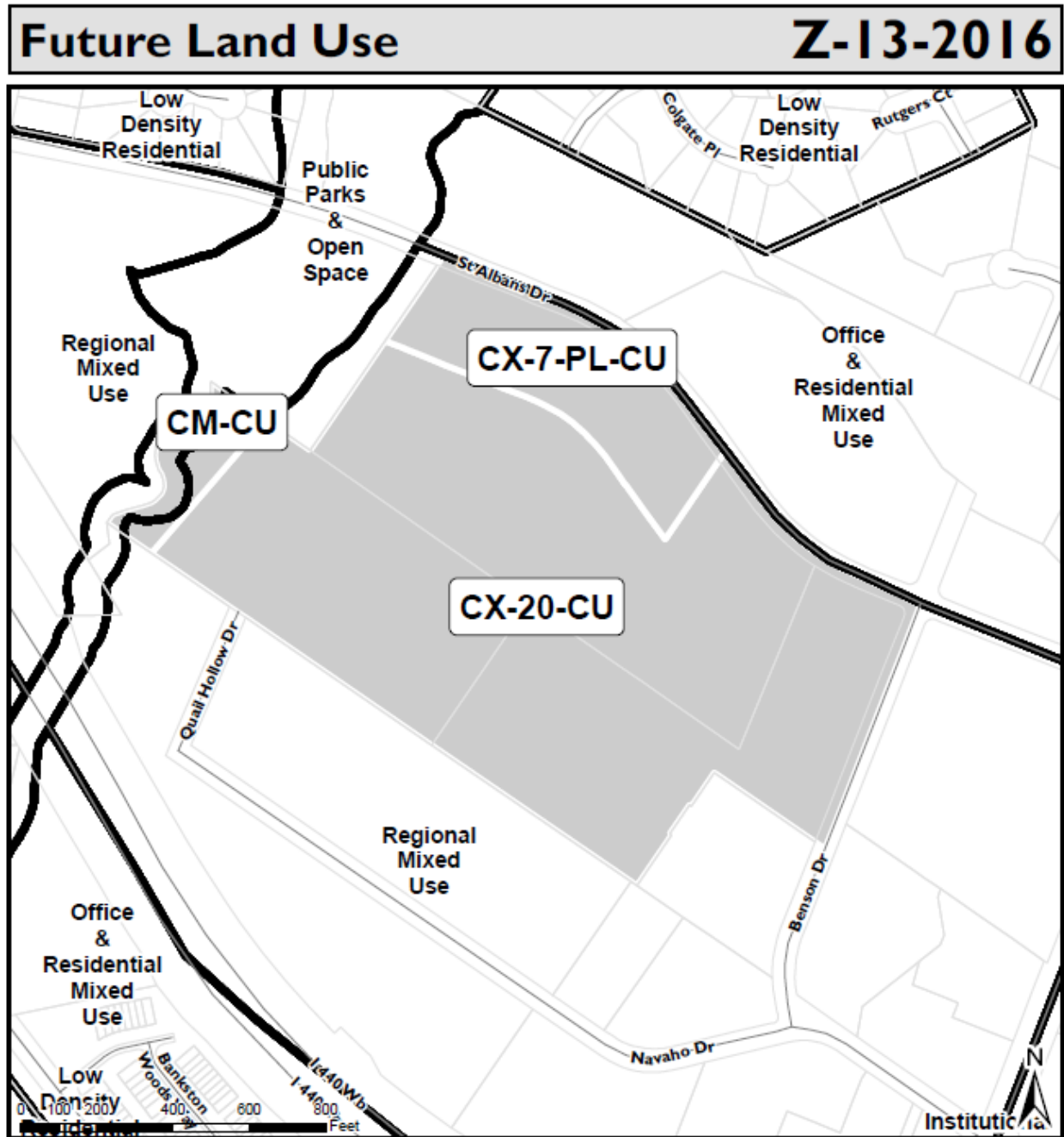
☒ **Compatible** with the property and surrounding area.

☐ **Incompatible.**

Analysis of Incompatibility:

The property is located in a predominantly commercial area, characterized by existing Multi-Family residential, offices, and retail uses. The proposed zoning's development intensity is relatively the same as the existing entitled intensity. The proposed zoning is compatible with the property and with the surrounding area.

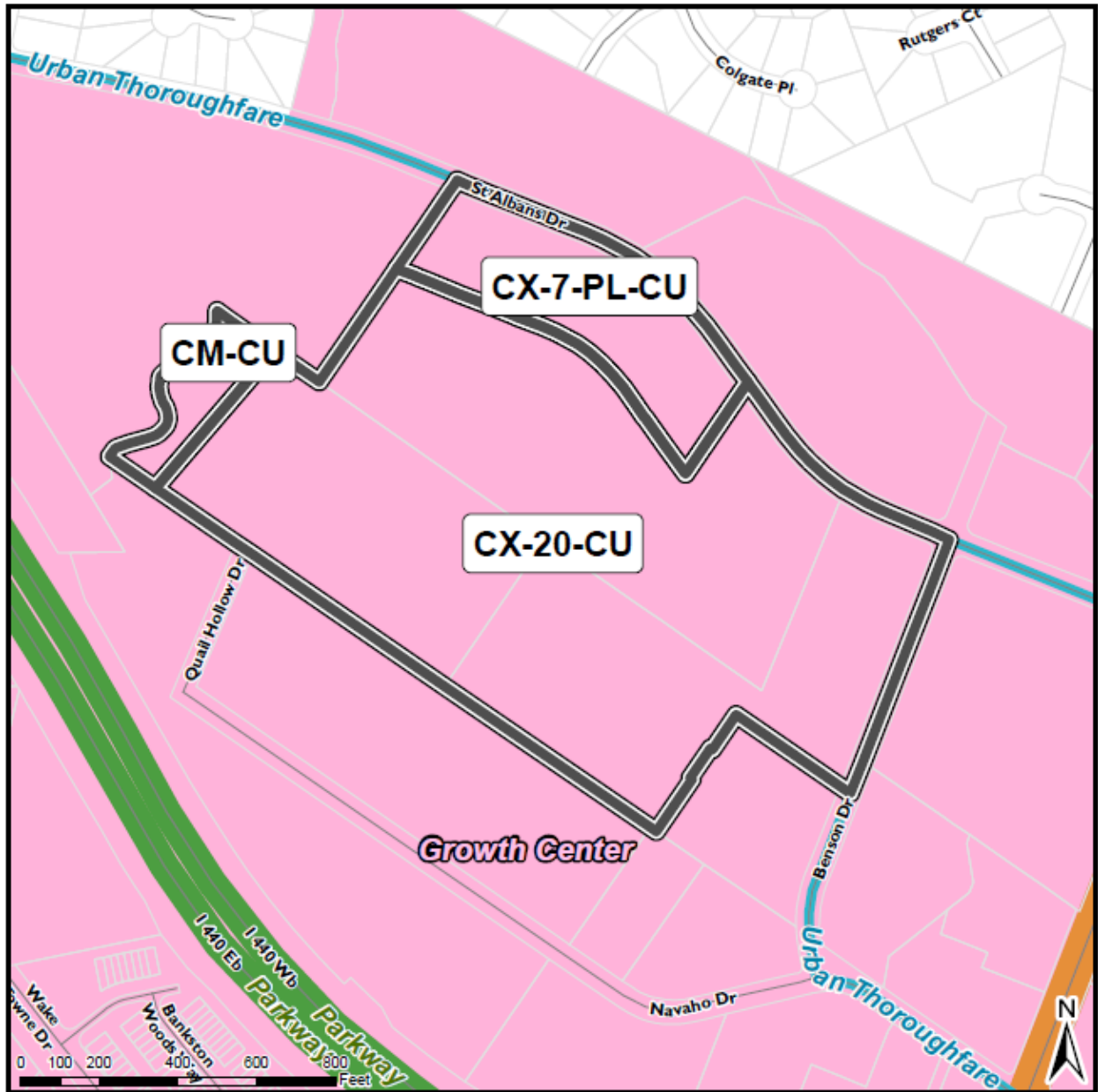
FUTURE LAND USE MAP



URBAN FORM MAP

Urban Form

Z-13-2016



2. Comprehensive Plan Consistency Analysis

2.1 Comprehensive Plan

Determination of the conformance of a proposed use or zone with the Comprehensive Plan includes consideration of the following questions:

1. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?
2. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
3. 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?
4. Will community facilities and streets be available at City standards to serve the use proposed for the property?

- | |
|--|
| <ol style="list-style-type: none">1. The proposal is consistent with the vision, themes, and policies of the Comprehensive Plan.2. Commercial Mixed Use is a consistent zoning district for the Regional Mixed Use Future Land Use Designation.3. N/A4. Community facilities are available at City Standards to serve the use of the proposed rezoning. |
|--|

2.2 Future Land Use

Future Land Use designation:

The rezoning request is:

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

☐ **Inconsistent**

Analysis of Inconsistency:

<p>The proposed zoning is consistent with the Regional Mixed Use Future Land Use designation. Commercial mixed use allows for a range of uses that serve the region. The Comprehensive Plan calls CX as the typical zoning district for the Regional Mixed Use zoning district. It also says, "Heights could be as tall as 12 to 20 stories in core locations, but should taper down to meet the context of surrounding development." The maximum height of this development is 20 stories. Along St. Albans, per the conditions, the development would taper down to 5 stories along 900 feet of its frontage.</p>

2.3 Urban Form

Urban Form designation:

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

The rezoning request is:

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

☐ **Inconsistent**

Analysis of Inconsistency:

The proposed zoning is also located in a City Growth Center, with Benson Drive and St. Albans being Urban Thoroughfares. The proposed zoning district offers a Parking Limited Frontage only along the CX-7 portion of the proposed district. The location of the development, along two Urban Thoroughfares, would call for frontages applied to the entire property in order to ensure a more urban development. However, Condition 18 offers a build to of 0 feet to 80 feet where 50% of building coverage must be met along a primary public street and 25% along a side street.

2.4 Policy Guidance

The rezoning request was **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 along corridors targeted for public investment in transit and walkability should use a compatible urban form.

The proposed zoning is no longer inconsistent with Policy UD 1.10 Frontage. A condition was offered to specify a build to with building coverage and prohibits no more than one bay of parking between the building and the public street. This uniformity creates a more walkable environment and compatible urban form with surrounding development.

2.5 Area Plan Policy Guidance

The rezoning request is **not subject to an Area Plan**.

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- The rezoning request permits an intense mix of residential, office and retail uses, consistent with the Comprehensive Plan.

3.2 Detriments of the Proposed Rezoning

- None identified.

4. Impact Analysis

[Assess impact on public services, facilities, infrastructure, fire and safety, parks and recreation, etc.]

4.1 Transportation

Review on Initial Application (May 11, 2016)

1. This site is located north of I-440, between Wake Forest Road and Six Forks Road. The Z-13-2016 parcels have frontage on three public streets: Quail Hollow Drive, Benson Drive and St Albans Drive. All three facilities are paved, two-lane streets with curbs and sidewalks. Dartmouth Road and Navaho Drive will function as collector streets between Wake Forest Road, Six Forks Road and the Z-13-2016 site.
2. There are no City of Raleigh CIP or state STIP projects planned for Navaho Drive or St Albans Drive. The City is currently studying possible changes to Six Forks Road. NCDOT has plans for improving the I-400/Wake Forest Road interchange; the project is scheduled for FY 2019 - 2021.
3. Offers of cross access to adjacent parcels shall be made in accordance with the Raleigh UDO section 8.3.5.D. Direct access to this site will be provided via St Albans Drive, Benson Drive and Quail Hollow Drive.
4. In accordance with UDO section 8.3.2, the maximum block perimeter for CX-20 zoning is 2,500 feet. The block perimeter for Z-13-2016 is more than 16,000 feet. This rezoning case cannot meet the City's block perimeter standards. Approval of case Z-13-2016 would increase average PM peak hour trip volume by 2,593 veh/hr; daily trip volume will increase by 9,290 veh/day. A traffic impact analysis report is required for Z-13-2016.

Impact Identified: Block perimeter exceeds UDO standard; Traffic study needed.

Review on Revised Conditions/Application (March 29, 2017)

Review is pending a full evaluation of development scenarios. More information will be provided at the Planning Commission meeting April 11, 2017.

4.2 Transit

1. GoRaleigh Route 24L North Crosstown Connector currently serves St. Albans Dr. west of Hardimont Rd. Both the City of Raleigh Short Range Transit Plan and the Wake County Transit Investment Strategy call for transit to be extended east on St. Albans Dr. and serve this site. The Wake County Transit Investment Strategy recommends 15 minute headways on St. Albans Dr.
2. GoRaleigh Route 2 Falls of the Neuse currently serves Wake Forest Rd, which is within walking distance of this site. Both the City of Raleigh Short Range Transit Plan and the Wake County Transit Investment Strategy call for continued 30 minute headways on this route.

Impact Identified:

Development will increase the demand for transit in this area. The offer of a transit easement and shelter will mitigate this impact.

4.3 Hydrology

<i>Floodplain</i>	FEMA Floodplain present on site.
<i>Drainage Basin</i>	Big Branch
<i>Stormwater Management</i>	Subject to Part 10, Chapter 9

<i>Overlay District</i>	None
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Impact Identified:

3. FEMA floodplain is located on the 3450 Quail Hollow Drive property. This includes FEMA floodway and 100 year floodplain.
4. Development must comply with Article 9.2 of the UDO and meet all stormwater regulations.
5. Neuse Riparian Buffers may be located on site.

4.4 Public Utilities

Impact Identified: None Identified

4.5 Parks and Recreation

1. Site is adjacent to greenway corridor. The corridor is along the western property boundary. Greenway easement dedication of 50' width may be required at the time of site plan submittal or subdivision. Consider incorporation of future connectivity to trail corridors.
2. Nearest trail access is 1.3 miles, Crabtree Creek Trail.
3. Recreation services are provided by Eastgate Park, 0.78 miles.

Impact Identified: None

4.6 Urban Forestry

1. This site is greater than 2 acres and will be subject to Article 9.1 Tree Conservation.
2. The Conservation Management (CM) Zoning UDO 4.2.1. is Primary Tree Conservation Area. A minimum 30% must be used toward Primary Tree Conservation.
3. Primary Tree Conservation Area - Neuse River Buffer Zone 2 may also be located on this site.

Impact Identified:

This site is more than 50% wooded and should be able to provide the required 10% tree conservation area using Primary and Secondary tree conservation areas. No impacts identified.

4.7 Designated Historic Resources

1. The site is not located within or adjacent to a National Register Historic District and/or Raleigh Historic Overlay District or adjacent to any National Register individually-listed properties and/or Raleigh Historic Landmarks.

Impact Identified: None

4.8 Community Development

Area is not in a designated Redevelopment Area

Impact Identified:

4.9 Impacts Summary

None

4.10 Mitigation of Impacts

N/A

5. Conclusions

The proposal seeks to rezone the property from Commercial Mixed Use-7 Stories-Parking Limited Frontage with Conditions, Conservation Management with Conditions, and Office Mixed Use-3 Stories-Green Frontage with Conditions (CX-7-PL-CU, CM-CU and OX-3-GR) to Commercial Mixed Use-20 Stories-with Conditions, Commercial Mixed Use-7 Stories-Parking Limited with Conditions, and Conservation Management with Conditions (CX-20-CU and CX-7-CU, and CM-CU). The conditions on the property limit the uses, location of uses, and development intensities. The condition of the development intensity would create a zoning district that has more entitled height, but relatively the same square footage for retail, office, and residential uses.

The proposed zoning is consistent with the Regional Mixed Use Future Land Use designation. Commercial mixed use allows for a range of uses that serve the region. The Comprehensive Plan calls CX as the typical zoning district for the Regional Mixed Use zoning district. The proposed zoning is also located in a City Growth Center, with Benson Drive and St. Albans being Urban Thoroughfares. The proposed zoning district offers a Parking Limited Frontage only along the CX-7 portion of the proposed district and a build to with building coverage requirements to create a more urban form.

Rezoning Application




RALEIGH
DEPARTMENT OF
CITY PLANNING



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

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Transaction #
Existing Zoning Classification: <u>CX-7-PL-CU and CM-CU; OX-3-GR</u>			
Proposed Zoning Classification Base District: <u>See attached.</u> Height: ____ Frontage: ____			
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:			

GENERAL INFORMATION			
Property Address: 3450 Quail Hollow Drive, 1010 St. Albans Drive and 900 St. Albans Drive			Date: 2/8/17 (revised)
Property PIN: 1715-07-7778, 1715-17-6384, 1715183089		Deed Reference (book/page): BK 8758, PG 363; BK 16108, PG 1637; BK 15264, PG 1097	
Nearest Intersection: Benson Drive and St. Albans Drive			Property Size (acres): 39.41 acres
Property Owner/Address: See attached.		Phone	Fax
		Email	
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: 		Email: stephen.thomas@wellsfargo.com	

Wells Fargo Bank, NA Trustee for Alexander B. Andrews
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



RALEIGH
DEPARTMENT OF
CITY PLANNING



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

REZONING REQUEST

☐ General Use ☒ Conditional Use ☐ Master Plan

**OFFICE
USE ONLY**

Existing Zoning Classification: CX-7-PL-CU and CM-CU; OX-3-GR

Transaction #

Proposed Zoning Classification Base District: See attached. Height: ____ Frontage: ____

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:

GENERAL INFORMATION

Property Address: 3450 Quail Hollow Drive, 1010 St. Albans Drive and 900 St. Albans Drive

Date: 2/8/17 (revised)

Property PIN: 1715-07-7778, 1715-17-6384, 1715183089

Deed Reference (book/page): BK 8758, PG 363; BK 16108, PG 1637; BK 15264, PG 1097

Nearest Intersection: Benson Drive and St. Albans Drive

Property Size (acres): 39.41 acres

Property Owner/Address:

See attached.

Phone

Fax

Email

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:

Email henry@sinkpotter.NET

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

* Richard A. Williams GST-Exempt Trust u/a Dated 11-11-1985
and Thomas A. Williams GST-Exempt Trust u/a Dated 11-11-1985
By: Richard A. Williams, Trustee and Henry H. Sink, Jr., Trustee

Property Owners:

3450 Quail Hollow Drive:

1. Three Renaissance, LLC
PO Box 17566
Raleigh, NC 27619
Tel: (919) 863-1000

1010 St. Albans Drive:

1. Two Renaissance, LLC
PO Box 17566
Raleigh, NC 27619
Tel: (919) 863-1000

900 St. Albans Drive:

1. Wells Fargo Bank, N.A., Successor by Merger to Wachovia Bank, N.A., Trustee U/W of
Alex B. Andrews
c/o Stephen Thomas
401 South Tryon Street, 2nd Floor
Charlotte, NC 28202
Tel: (704) 715-1274
Fax: (704) 383-9085
 2. Richard A. Williams and Henry H. Sink, Jr., Trustees of the Richard A. Williams GST-
Exempt Trust U/A dated 11-11-1985
c/o Henry H. Sink, Jr., Co-Trustee
P.O. Box 12197
Raleigh, NC 27605
Tel: (919) 828-0684
Fax: (919) 828-5386
 3. Richard A. Williams and Henry H. Sink, Jr., Trustees of the Thomas A. Williams GST-
Exempt Trust U/A dated 11-11-1985
c/o Henry H. Sink, Jr., Co-Trustee
P.O. Box 12197
Raleigh, NC 27605
Tel: (919) 828-0684
Fax: (919) 828-5386
-

Rezoning Request:

CX-7-PL-CU

CX-20-CU

CM-CU

See attached exhibit showing zoning district boundary lines.

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>

Conditional Use District Zoning Conditions	
Zoning Case Number: Z-13-16	OFFICE USE ONLY Transaction #
Date Submitted: March 29, 2017	
Existing Zoning: <u>CX-7-PL-CU, CM-CU & OX-3-GR</u> Proposed Zoning: <u>CX-20-CU, CX-7-PL-CU & CM-CU</u>	
NARRATIVE OF ZONING CONDITIONS OFFERED	
<p>1. The following principal uses listed in the Allowed Principal Use Table shall be prohibited: cemetery; major utilities – all types; adult establishment; vehicle fuel sales; detention center, jail, prison; light industrial – all types; light manufacturing – all types; car wash; vehicle repair – all types; heliport not serving hospital(s). Also, any bar, nightclub, tavern, lounge, shall be located at least 300 feet from the right-of-way of St. Albans Drive and located in a multi-tenant building. No drive-thru window associated with an eating establishment shall be permitted at least 300 feet from the right-of-way from St. Albans Drive.</p>	
<p>2. Prior to recordation of a subdivision plat or issuance of a building permit for new development, whichever event first occurs, a transit easement along St. Albans Drive shall be deeded to the City and recorded in the Wake County Registry. Prior to recordation of each transit easement, the dimensions (not to exceed 15 feet in depth or 20 feet in width) and location of the easement shall be approved by the Transportation Department and the easement document approved by the City Attorney's Office. If, prior to issuance of the first building permit for new development, the Transportation Department requests one or more of the following improvements to be constructed within the transit easement, then such shall be constructed prior to the first certificate of occupancy, with construction plans approved by the Transportation Department: (i) a cement pad measuring no greater than 15'x20', (ii) a cement landing zone parallel to the street between the sidewalk and back-of-curb measuring no more than 30', (iii) a sleeve for installation of a 2"x2" post, and (iv) an ADA-accessible shelter and litter container.</p>	
<p>3. Right-of-way dedication and improvements for St. Albans Drive required by the City shall be accommodated on the property, such that the curb on the north side of the road shall not be moved in order to provide the required improvements.</p>	
<p>4. Electric car charging stations shall be provided with each development at the following rates: (i) two per 100,000 square feet of gross floor area of commercial use, (ii) two per 100 dwelling units of multi-unit living, and (iii) two per 100 hotel rooms.</p>	
<p>5. Outdoor construction activity, outdoor building maintenance, outdoor landscaping and trash and recycling facility service shall be allowed only between the hours of 7 AM to 7 PM. Within those areas of the property where building height is restricted to less than 20 stories, commercial pickup or delivery shall be allowed only between the hours of 7 AM and 7 PM. This condition does not apply to a) public roadway or public utility construction activity, b) public transit, and c) the transportation of individuals or groups of less than 6 persons by private livery, d) activities related to special use permits subsequently issued by the City.</p>	
<p>6. No commercial or construction-related parking, or loading or unloading activity serving development on the property shall be permitted along the property's frontage on St. Albans Drive. If permitted by the appropriate governmental authority, signs shall be posted indicating this prohibition.</p>	
<p>7. Subject to the approval of the appropriate governmental authority, each new crosswalk crossing St. Albans Drive shall have a mid-crossing bollard-protected pedestrian refuge, prominent permanent prismatic reflective crosswalk warning signs, and signs communicating the pedestrian's right-of-way or actuated pedestrian countdown timers. Such crosswalk improvements crossing St. Albans Drive shall be installed prior to issuance of the first certificate of occupancy for development of property at the intersection at which the specific crosswalk is located. Subject to the approval of the appropriate governmental authority, each new crosswalk crossing a public street (including Benson Drive, Quail Hollow extension, and any other public street on the property intersecting with St. Albans Drive) at the intersection with St. Albans Drive shall include prominent permanent prismatic reflective crosswalk warning signs, and signs communicating the pedestrian's right-of-way or actuated pedestrian countdown timers. Such crosswalk improvements crossing each of these streets shall be installed prior to issuance of the first certificate of occupancy for development of property at each intersection identified in this condition.</p>	

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

Owner/Agent Signature _____ Print Name _____

Conditional Use District Zoning Conditions	
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NARRATIVE OF ZONING CONDITIONS OFFERED	
<p>8. Subject to the approval of the appropriate governmental or utility authority, all meters, breakers, transformers, switches, junctions, backflows, or other type of wet or dry utility structure which is raised above the ground or constructed surface shall be architecturally screened or not otherwise visible from St. Albans Drive. The screening required by this condition shall be installed prior to the issuance of a certificate of occupancy for the property on which the screened items are located.</p>	
<p>9. Wall signs that (i) front along St. Albans Drive, (ii) are not otherwise screened from view from St. Albans Drive, and (iii) are located higher than fifteen (15) feet as measured from the ground level of the building, shall not be internally illuminated.</p>	
<p>10. This condition shall apply to buildings located within 200 feet from the St. Albans Drive right-of-way: That portion of the ground story of structured parking fronting along St. Albans Drive shall not be open except for points of ingress and egress to the parking structure. Where upper stories of structured parking are located at the perimeter of a building, they must be screened so that cars are not visible from St. Albans Drive and so that 66% of light emanating from said structure is shielded from outside view.</p>	
<p>11. There shall be a minimum building and parking setback of 20 feet along St. Albans Drive.</p>	
<p>12. In addition to the streetscape required as part of the street cross-section for St. Albans Drive, evergreen trees measuring at least 8 feet tall at the time of planting shall be planted at a rate of at least 6 trees per 100 linear feet and evergreen shrubs measuring at least 3 feet tall and 2 feet wide at the time of planting shall be planted at a rate of at least 36 shrubs per 100 linear feet, all within that area measuring at least 20 feet wide between the St. Albans Drive right-of-way and the adjacent building or vehicular surface area.</p>	
<p>13. Maximum building height on the property shall be in accordance with the attached Exhibit A. In order for a building to exceed five stories and 75 feet along that portion of the property permitted for up to 7 stories as shown on Exhibit A, a minimum building setback of at least 80 feet shall be provided front St. Albans Drive right-of-way for such building.</p>	
<p>14. This condition shall apply to that portion of the property beginning at the property's western most point where it intersects with the St. Albans Drive right-of-way, and measuring east for 900 feet along the St. Albans Drive right-of-way, and for a depth of 100 feet from the St. Albans Drive right-of-way: retail sales uses and restaurant uses shall be located in a multi-story building.</p>	
<p>15. At least one emergency phone shall be located on each level of a parking structure.</p>	
<p>16. Pole-mounted lighting located between St. Albans Drive right-of-way and a building shall be limited to a maximum height of 18 feet and shall be of full cut-off design.</p>	

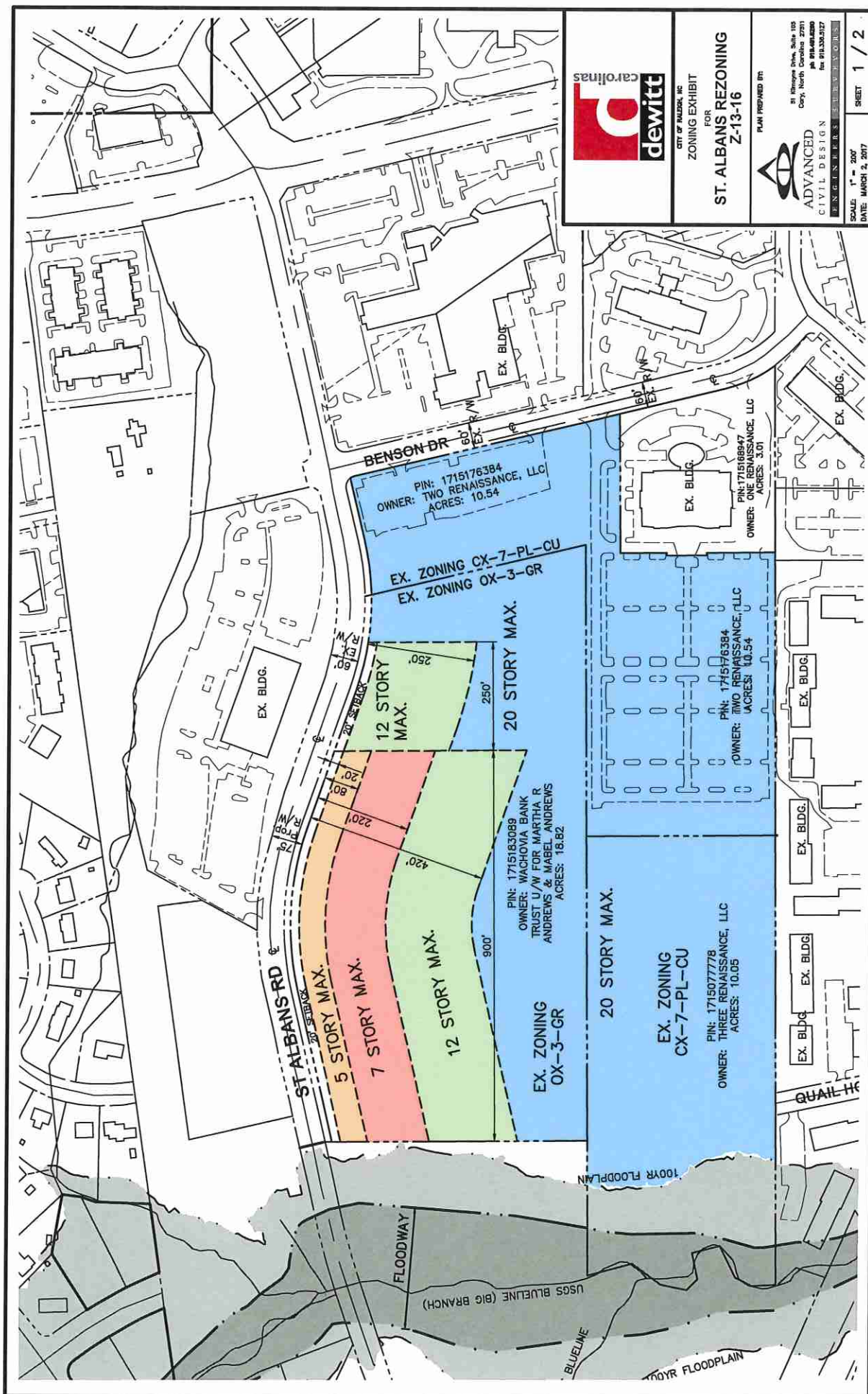
These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature _____ Print Name _____

Conditional Use District Zoning Conditions	
Zoning Case Number: Z-13-16	OFFICE USE ONLY Transaction #
Date Submitted: March 29, 2017	
Existing Zoning: <u>CX-7-PL-CU, CM-CU & OX-3-GR</u> Proposed Zoning: <u>CX-20-CU, CX-7-PL-CU & CM-CU</u>	
NARRATIVE OF ZONING CONDITIONS OFFERED	
<p>17. The maximum development intensities for the property shall be one of the following scenarios, at the election of the property owner:</p> <ol style="list-style-type: none"> 125,000 square feet of Commercial (Personal Service, Restaurant/Bar, Retail Sales only) land uses, 300 hotel rooms, 300 assisted living beds, 790,000 square feet of Office and Medical land uses, and 1,275 dwelling units; or 125,000 square feet of Commercial land uses (Personal Service, Restaurant/Bar, Retail Sales only), 300 hotel rooms, 300 assisted living beds, 990,000 square feet of Office and Medical land uses, and 875 dwelling units. <p>References to land uses in this condition shall have the meaning as ascribed in the Allowed Principal Use Table (UDO section 6.1.4). This condition shall not act as a prohibition on specific land uses not expressly enumerated above in this condition. Additionally, the floor area for any land use permitted by this rezoning ordinance that is not expressly listed above shall be counted against the amount of floor area assigned for Office and Medical land uses.</p> <p>Prior to issuance of the first building permit for development of the property or the recordation of the first subdivision plat for the property, whichever occurs first, the developer shall elect one of the above scenarios. However, this shall not preclude the subsequent election of another scenario so long as it complies with this condition. The election and any amendment thereto will be in writing and recorded with the Wake County Register of Deeds. Any amendment to the initial election requires the consent of the Development Services Director, as evidenced by the signature of the Development Services Director on the recorded instrument, and which consent shall be given if the subsequent election complies with this condition. Each subdivision or site plan for development of property subject to this rezoning ordinance shall include a note indicating the specific scenario selected by the developer.</p>	
<p>18. The following build-to standards shall apply to property zoned CX-20-CU: (i) there shall be a build-to area along public streets measuring between 0' to 80'; (ii) the building coverage within the build-to area along a primary street is 50%; (iii) the building coverage within the build-to area along a side street is 25%; (iv) land area meeting the outdoor amenity area requirements set forth in UDO section 1.5.7. may be used to meet the building coverage standards imposed by this rezoning condition; and (v) no more than a single loaded bay of parking can be located outside of the public right-of-way, between the building and the adjoining public right-of-way.</p>	

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

Owner/Agent Signature _____ Print Name _____



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