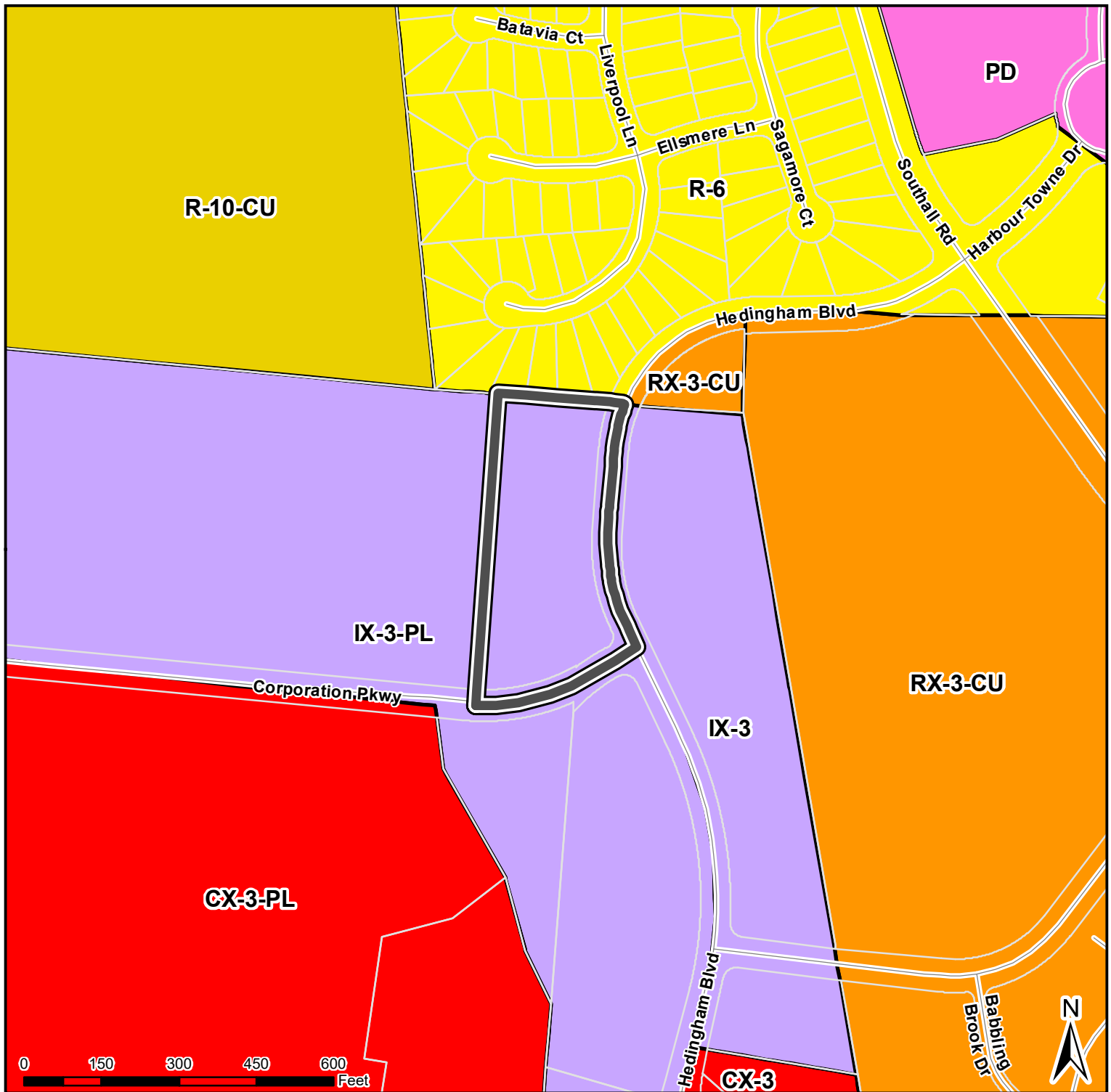
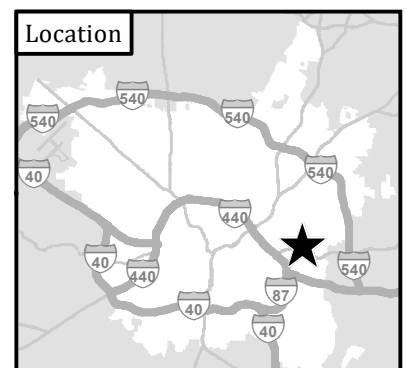


# Existing Zoning

# Z-13-2021



Property	1751 Corporation Pkwy
Size	2.68 acres
Existing Zoning	IX-3-PL
Requested Zoning	CX-3-PL



To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	John Anagnost, Senior Planner
Department	Planning and Development
Date	June 1, 2021
Subject	Public Hearing Agenda Item: June 15, 2021 Meeting Rezoning Z-13-21 Corporation Parkway

At its June 1, 2021 meeting, the City Council scheduled a public hearing for the following item at its June 15, 2021 meeting:

**Z-13-21: 1751 Corporation Parkway**, being Wake County PIN 1734172229. Approximately 2.68 acres are proposed to be rezoned by Seventeen 51 Group LLC from Industrial Mixed Use-3 Stories-Parking Limited (IX-3-PL) to Commercial Mixed Use-3 Stories-Parking Limited-Conditional Use (CX-3-PL-CU). Proposed zoning conditions prohibit many commercial and light industrial uses, prohibit uses other than those allowed in RX within 100 feet of the northern site boundary, require full cutoff lighting within 30 feet of northern site boundary, prohibit building types other than those allowed in RX within 100 feet of the northern site boundary, and require a 20-foot principal building setback from the northern property boundary.

**Current Zoning:** Industrial Mixed Use-3 Stories-Parking Limited (IX-3-PL)

**Requested Zoning:** Commercial Mixed Use-3 Stories-Parking Limited-Conditional Use (CX-3-PL-CU)

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

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

The **Planning Commission** voted 8-0 to recommend approval of the request.

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



# RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 13023

## CASE INFORMATION: Z-13-21 1751 CORPORATION PARKWAY

Location	Corporation Parkway, at the northwest corner of its intersection with Hedingham Blvd Address: 1751 Corporation Parkway PIN: 1734172229 <a href="#">iMaps</a> , <a href="#">Google Maps</a> , <a href="#">Directions from City Hall</a>
Current Zoning	IX-3-PL
Requested Zoning	CX-3-PL-CU
Area of Request	2.68 acres
Corporate Limits	The site is within Raleigh's corporate limits.
Property Owner	Seventeen 51 Group LLC PO Box 1274 Buda, TX 78610
Applicant	David Staggs
Council District	District C
PC Recommendation Deadline	July 26, 2021

## SUMMARY OF PROPOSED CONDITIONS

1. Prohibits many commercial and light industrial uses.
2. Prohibits uses other than those allowed in RX within 100 feet of the northern site boundary.
3. Requires full cutoff lighting within 30 feet of northern site boundary.
4. Prohibits building types other than those allowed in RX within 100 feet of the northern site boundary.
5. Requires a 20-foot principal building setback from the northern property boundary.

## COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Moderate Density Residential
Urban Form	Core Transit Area, Urban Thoroughfare
Consistent Policies	Policy LU 4.7 – Capitalizing on Transit Access Policy LU-4.18 – Missing Middle Housing Policy LU 5.2 – Managing Commercial Development Impacts Policy LU 5.4 – Density Transitions Policy LU 5.6 – Buffering Requirements

	Policy LU 6.2 – Complementary Land Uses and Urban Vitality Policy LU 7.4 – Scale and Design of New Commercial Uses Policy LU 11.4 – Rezoning/Development of Industrial Areas Policy H 1.8 – Zoning for Housing Policy UD 1.10 – Frontage Policy UD 7.3 – Design Guidelines Policy UD 8.3 – Transit Area Infill
<b>Inconsistent Policies</b>	Policy LU 1.2 – Future Land Use Map and Zoning Policy LU 8.12 – Infill Compatibility

## 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

First Neighborhood Meeting	Second Neighborhood Meeting	Planning Commission	City Council
9/17/2020 (3 attendees)	Not required	5/11/2021 (consent); 5/25/2021	

## PLANNING COMMISSION RECOMMENDATION

The rezoning case is **Inconsistent** 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:

<b>Reasonableness and Public Interest</b>	The request is consistent with the Comprehensive Plan and is in the public interest because it aligns with policies related to housing and integrated land uses near transit and compatibility with existing neighborhoods.
<b>Change(s) in Circumstances</b>	The request provides appropriate buffering for adjacent residential development through offered zoning conditions. The introduction of bus rapid transit on New Bern Avenue will make the site better suited to a mix of uses.

<b>Amendments to the Comprehensive Plan</b>	If approved, the Future Land Use Map will be amended as to the subject parcel only from Moderate Density Residential to Community Mixed Use.
<b>Recommendation</b>	Approval. City Council may now schedule this proposal for a public hearing or refer it to committee for further study and discussion.
<b>Motion and Vote</b>	Motion: O'Haver Second: McIntosh In Favor: Bennett, Fox, Mann, McIntosh, Miller, O'Haver, Rains and Winters

## ATTACHMENTS

1. Staff report
2. Rezoning Application
3. Original conditions
4. Comprehensive Plan Amendment Analysis

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 and Comprehensive Plan Amendment Analysis.



Ken A. Bowers, AICP  
Planning and Development Deputy Director

Date: 5/25/2021

Staff Coordinator: John Anagnost: (919) 996-2638; [John.Anagnost@raleighnc.gov](mailto:John.Anagnost@raleighnc.gov)



# ZONING STAFF REPORT – CASE Z-13-21

## Conditional Use District

### OVERVIEW

Rezoning Z-13-20 proposes a Commercial Mixed Use district with a three-story maximum height, the Parking Limited frontage, and zoning conditions (CX-3-PL-CU). The current zoning of the site is Industrial Mixed Use-3 Stories-Parking Limited (IX-3-PL). The size of the site is 2.68 acres contained in a single parcel. It is located at the northwest corner of Corporation Parkway and Hedingham Boulevard. The parcel measures around 600-feet from north to south and 200 feet from east to west. It is somewhat rectangular but expands at its south end to follow the curvature of Corporation Parkway and Hedingham Boulevard.

The subject parcel is fully wooded. The north end has a slight downward slope from northeast to southwest at a rate of around 4%. The parcel's south end falls more steeply in the same direction at around 8%, forming the upper part of a stream. The stream feeds a tributary flowing southward to meet Crabtree Creek. No floodplains are present on the site. The stream corridor passes the site on its west side and also serves as a greenway corridor in the Capital Area Greenway Master Plan. No greenway trail has been constructed in the area of the rezoning.

Major roadways in the area include N. New Hope Road one-quarter mile west, New Bern Avenue one-quarter mile to the south, and Southall Drive 900 feet to the east. To the southwest of the site, across Corporation Parkway, is a 36-acre shopping center anchored by a Wal-mart. Other large-scale retail uses as well as light industrial uses are present along New Bern Avenue and to the west of the site.

To the east and north, residential uses have been developed. The style of development is detached houses with density of six units per acre. Southeast of the rezoning area and closer to Raleigh Beach Road, higher densities are present. An apartment neighborhood is under construction to the southeast between Southall Road and Raleigh Beach Road. It will have 392 dwelling units at a density of 14 units per acre.

Zoning in the area generally matches the development pattern. CX and IX districts extend 1,800 feet north of New Bern Avenue along and to the west of Hedingham Boulevard. The new apartment complex to the east is zoned Residential Mixed Use-3 Stories (RX-3). North of the site, the zoning is Residential-10 (R-10) and Residential-6 (R-6).

While the zoning transitions from mixed use to residential just north of the rezoning area, the Future Land Use Map envisions this transition occurring at Corporation Parkway. Community Mixed Use is designated south of Corporation Parkway. On its north side, including for the rezoning site, the Future Land Use designation is Moderate Density Residential. North of the site are Moderate Density Residential and Low Density Residential categories. The stream corridor to the west of the site is mapped with Public Parks & Open Space.

The Urban Form Map in the area surrounding the rezoning shows Urban Throughfares on Hedingham Boulevard and Corporation Parkway. These Urban Form designations reflect the Bus Rapid Transit (BRT) service that is planned for New Bern Avenue. In addition to the Urban Thoroughfares, two circular Urban Form areas are centered on the intersection of New Bern Avenue and N. New Hope Road.

This intersection is the location of a proposed BRT stop. The two designations are Transit Station Area and Core Transit Area and have radii of one-quarter and one-half mile respectively. Those distances represent the distances transit riders are likely to walk to and from the stop. The rezoning site is located fully within the Core Transit Area.

The rezoning request includes a condition which prohibits many commercial and industrial uses. Four other conditions are offered that relate to the northern boundary of the site. These conditions further limit uses, restrict lighting, restrict building types, and require a 20-foot setback. If approved, the proposal would significantly reduce the range of allowed uses on the site both through the replacement of IX with CX and by zoning conditions.

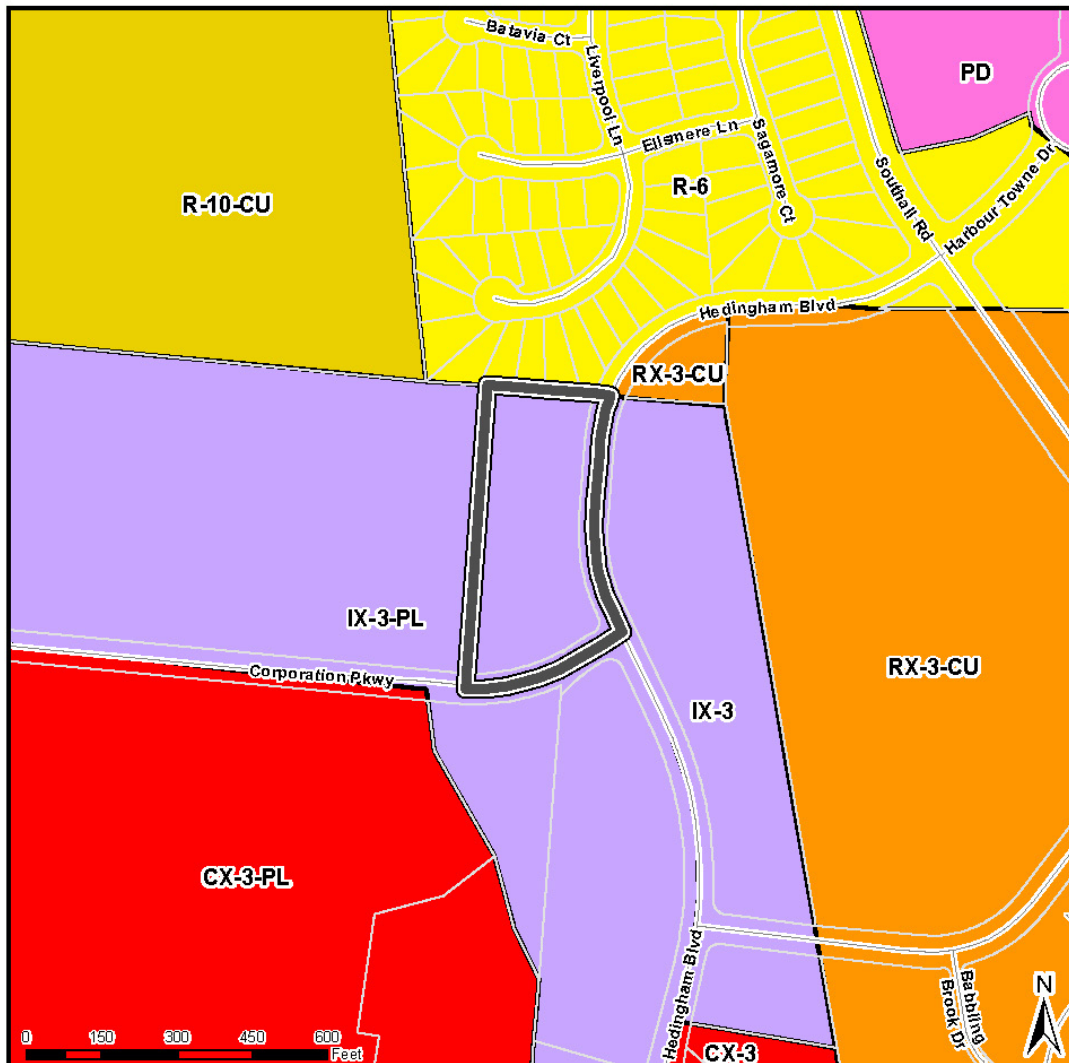
The request provides buffering to the north beyond what is currently required by the UDO. Total potential development on the site would be similar. The proposed CX district would allow residential units on the ground floor of buildings, which the IX district does not allow. This change creates the potential for a wider range of residential developments.

## OUTSTANDING ISSUES

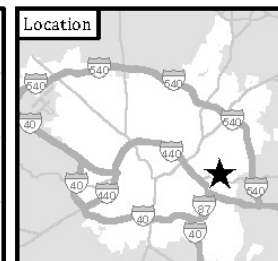
Outstanding Issues	1. None	Suggested Mitigation	1. None
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# Existing Zoning

Z-13-2021



Property	1751 Corporation Pkwy
Size	2.68 acres
Existing Zoning	IX-3-PL
Requested Zoning	CX-3-PL-CU

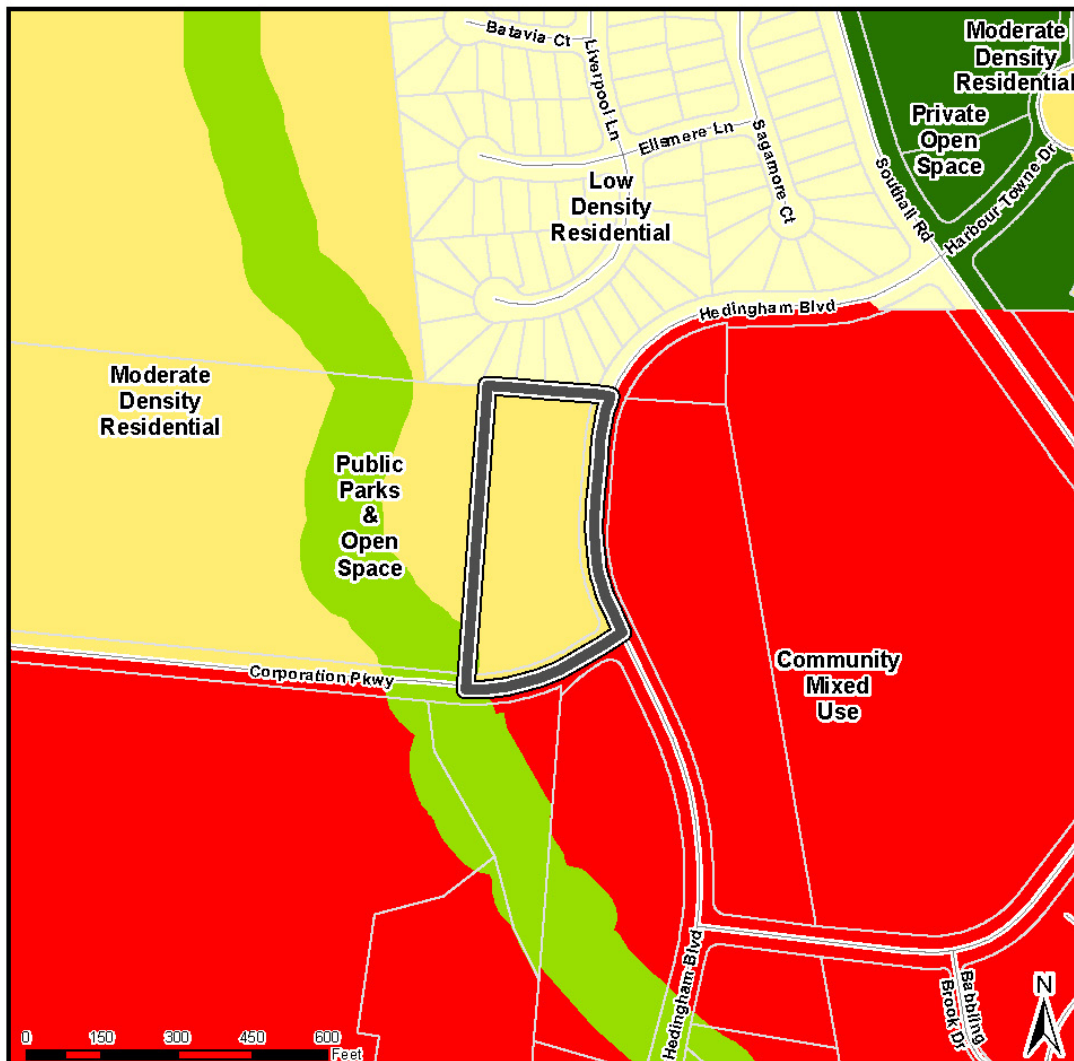


Map by Raleigh Department of City Planning (k.uano): 3/15/2021

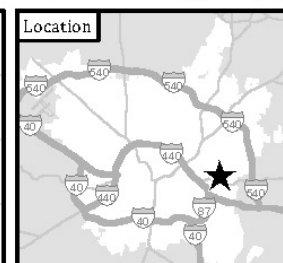


# Future Land Use

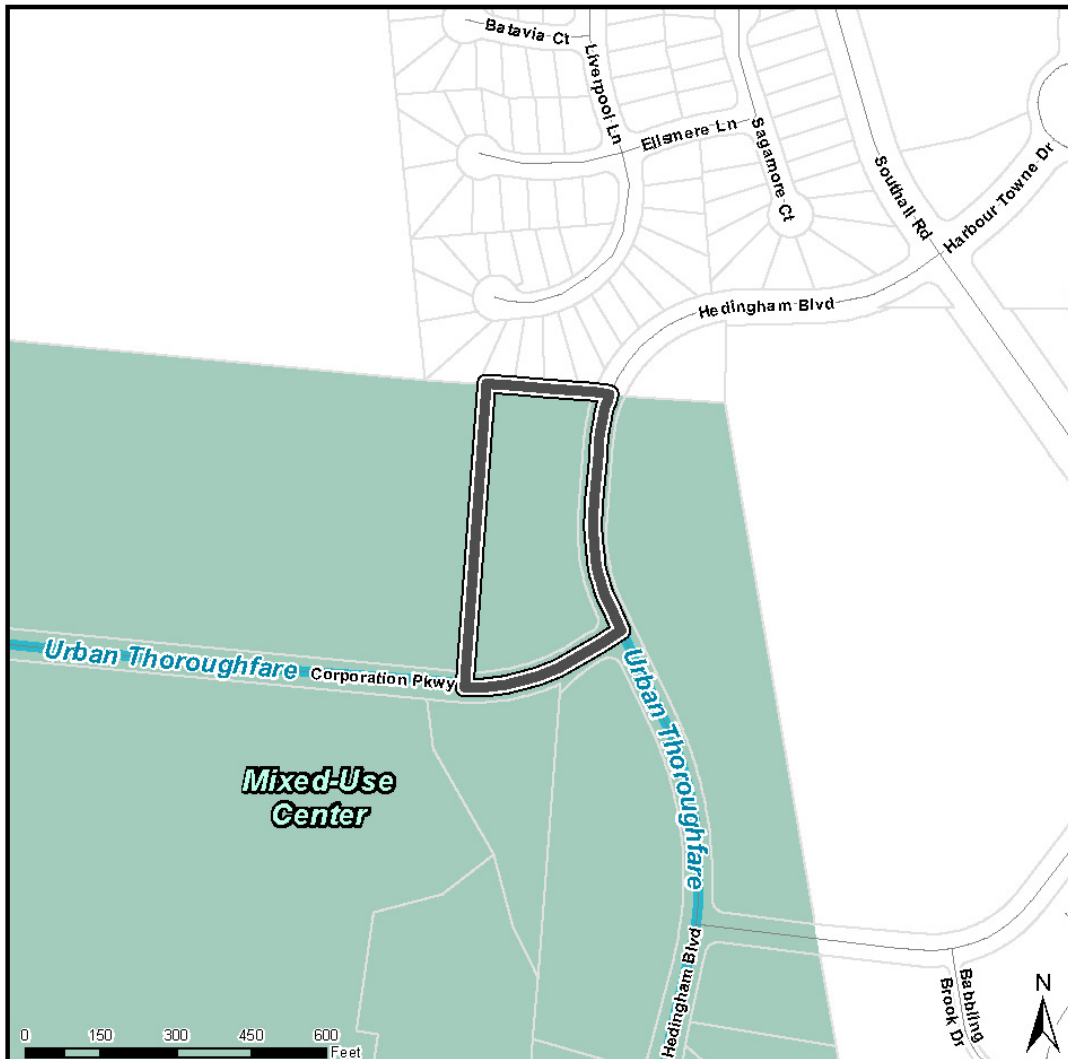
Z-13-2021



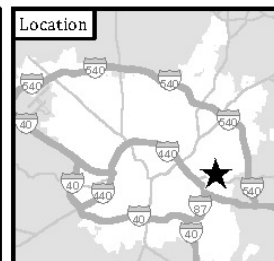
<b>Property</b>	1751 Corporation Pkwy
<b>Size</b>	2.68 acres
<b>Existing Zoning</b>	IX-3-PL
<b>Requested Zoning</b>	CX-3-PL-CU



Map by Raleigh Department of City Planning (k.uano): 3/15/2021



<b>Property</b>	1751 Corporation Pkwy
<b>Size</b>	2.68 acres
<b>Existing Zoning</b>	IX-3-PL
<b>Requested Zoning</b>	CX-3-PL-CU



Map by Raleigh Department of City Planning (k.uano): 3/15/2021

# 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?

Yes, the proposed CX zoning supports the Coordinating Land Use and Transportation Vision Theme because it would allow additional residential development options within walking distance of transit service, including future BRT service. In addition, the commercial uses allowed in CX and further limited by zoning conditions are more appropriate for transit supportive development. For example, the zoning conditions prohibit car washes and drive-thru restaurants. The Managing Our Growth and Growing Successful Neighborhoods and Communities Vision Themes also support the rezoning request. The restrictions on uses, lighting, and building types near the northern property line align with the “quality growth” and “careful infill” called for in these themes.

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

No, the Future Land Use Map recommends a Moderate Density Residential pattern of development for the site. Moderate Density Residential envisions primarily residential uses as well as the possibility of a small commercial use within a residential development. The proposed district would allow exclusively commercial development. Residential density enabled by the request would also exceed the maximum of 14 units per acre that Moderate Density Residential recommends.

- 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?

Yes. The rezoning proposal includes zoning conditions which prohibit a number of commercial uses entirely. Additional commercial uses are prohibited in proximity to the northern boundary of the site. This boundary borders a low density residential neighborhood. Other conditions regulate lighting and building types in this area. In combination, the zoning conditions reduce potential impacts from light, noise, or odor that may be created by commercial development. The request would therefore allow development that does not adversely impact local character and can provide a more gradual transition between uses than the current zoning.

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

Yes, facilities and infrastructure in the vicinity will be sufficient for the proposed development.

## Future Land Use

**Future Land Use designation:** Moderate Density Residential

**The rezoning request is**

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

☒ **Inconsistent**

The Future Land Use designation for the site is Moderate Density Residential. This designation envisions residential development with density between 6 and 14 dwelling units per acre. The rezoning request would allow commercial development as well as residential density in excess of 14 units per acre. The proposal could be more consistent by choosing a different district such as Residential-10 (R-10) or Residential Mixed Use (RX).

## Urban Form

**Urban Form designation:** Core Transit Area, Urban Thoroughfare

**The rezoning request is**

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

☐ **Inconsistent**

☐ **Other** (no Urban Form designation OR no Urban Form designation, but zoning frontage requested)

The requested zoning includes a Parking Limited (PL) frontage. The frontage will restrict the placement of buildings and parking on the site, which is likely to improve the experience of pedestrians and support transit use. Both of the Urban Form designations that apply to the site indicate that a hybrid frontage would be appropriate. Parking Limited is a hybrid frontage. The request is consistent with the Urban Form map.

## Compatibility

**The proposed rezoning is**

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

☐ **Incompatible.**

The requested district would allow commercial uses that may not be compatible with the adjacent neighborhood to the north. However, the offered zoning conditions restrict commercial uses and site elements in a way that significantly reduces the potential for negative impacts for the adjacent properties. Uses such as drive-thru restaurants, bars, gas stations, and car washes would not be permitted under the proposed zoning. The proposal provides appropriate use restrictions and buffering to be compatible with nearby houses.

## Public Benefits of the Proposed Rezoning

- The request would allow additional housing options near a planned bus rapid transit route and existing transit routes.
- Some light industrial uses that are currently allowed would be prohibited by the request. The prohibition of these uses may reduce the likelihood of light, noise, or other impacts on adjacent residential development.

## Detriments of the Proposed Rezoning

- No detriments identified.

## Policy Guidance

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

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### **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.

### **Policy LU 6.2 – Complementary Land Uses and Urban Vitality**

A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers to maintain the city's livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistently with this policy.

*The rezoning proposal allows a wider range of residential development styles than the existing zoning. The allowed uses in the requested district are also more appropriate to transit supportive development due to offered conditions prohibiting many vehicle-oriented uses.*

### **Policy LU-4.18 Missing Middle Housing**

Duplexes, triplexes, quadruplexes, and townhomes should be encouraged in existing neighborhoods in and near station areas. Additional housing stock and a diversity of housing types are needed in areas served by BRT to help ensure that as many people as possible have access to the service.

### **Policy UD 8.3 – Transit Area Infill**

Encourage sensitive densification in areas surrounding transit routes by promoting “missing middle” housing and accessory dwelling units in nearby residential areas, and the retrofit or redevelopment of existing underutilized properties.

*The proposal would allow residential units on the ground floor of development. Ground floor residential uses are not permitted in the existing IX district. The*

*rezoning request will expand the available development options to include more of the housing types recommended by this policy.*

**Policy LU 5.2 – Managing Commercial Development Impacts**

Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas.

**Policy LU 5.4 – Density Transitions**

Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.

**Policy LU 5.6 – Buffering Requirements**

New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.

**Policy LU 7.4 – Scale and Design of New Commercial Uses**

New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.

*The zoning conditions offered with the request restrict commercial uses and building types near the low-density subdivision to the north. Other conditions require a larger building setback and regulate site lighting. Due to these provisions, the request provides the buffering, transition, and mitigation of non-residential uses that is suggested in these policies.*

**Policy LU 11.4 – Rezoning/Development of Industrial Areas**

Allow the rezoning and/or redevelopment of industrial land for non-industrial purposes when the land can no longer viably support industrial activities or is located such that industry is not consistent with the Future Land Use Map. Examples include land in the immediate vicinity of planned transit stations.

*The rezoning site is in the vicinity of a proposed BRT station. The current zoning is primarily for light industrial development, which is not supported by the Future Land Use Map. The proposal would shift the allowed mix of uses toward the non-industrial uses this policy supports.*

**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.

### **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.

*The goals of the Urban Form map and the Design Guidelines are served by the requested Parking Limited frontage. This frontage will regulate the location of buildings and parking to create a streetscape that is more usable for pedestrians. The requested frontage also matches other existing frontages in the area which will lead to a consistent style of transit-supportive urban design over time..*

### **Policy H 1.8 – Zoning for Housing**

Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well-supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.

*A wide range of housing options is allowed by the proposal, and the amount of potential housing units is increased in comparison to the existing zoning. The offered zoning conditions create adequate separation and restrictions on uses and buildings to manage impacts on neighboring detached houses.*

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

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### **Policy LU 1.2 – Future Land Use Map and Zoning**

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 requested zoning of CX-3-PL-CU allows a number of commercial uses. The Moderate Density Residential designation for the site does not support commercial uses. The proposal would also enable housing density that is greater than the maximum of 14 units per acre that is called for in Moderate Density Residential. The permitted uses and potential density in the requested district are both inconsistent with the Future Land Use Map guidance. The request would be more consistent if it was modified to RX or R-10.*

### **Policy LU 8.12 – Infill Compatibility**

Vacant lots and infill sites within existing neighborhoods should be developed consistently with the design elements of adjacent structures, including height, setbacks, and massing through the use of zoning tools including Neighborhood Conservation Overlay Districts.

*The proposed zoning would allow large buildings with heights up to three stories. The character of the neighborhood to the north is two-story houses with pitched roofs and a detached building type. The bulk and design elements of new buildings could be significantly different from the nearby residential development pattern. The rezoning request would be more consistent with this policy if conditions were offered to limit height, require pitched roofs, and break up building massing through façade materials or articulation.*

### Area Plan Policy Guidance

There is no specific area plan policy guidance for the site. The site's location in a Core Transit Area makes the Equitable Development Around Transit (EDAT) policy guidance relevant to the proposal. Those policies were adopted as new policies in the general sections of the 2030 Comprehensive Plan such as Land Use, Transportation, and Housing as well as in the Urban Form Map and Table LU-2. Where applicable, they are evaluated in the sections above.



# Equity and Climate Change Analysis

## Transportation Cost and Energy Analysis

	City Average	Site	Notes
Transit Score	30	40	Transit service is present within walking distance with the closest stop being at the west end of the Wal-mart parking lot near the intersection of Corporation Parkway and N. New Hope Road.
Walk Score	30	46	There are numerous retail destinations in the Wal-mart shopping center to the southwest. However, it may be difficult to reach these destinations on foot because sidewalks are inconsistent and the block to the south has no pedestrian facilities crossing it.
Bike Score	41	44	It is unclear why this area is considered more bicycle-friendly than the Raleigh average. A greenway corridor passes the site on its west side. The greenway trail is not constructed. No nearby streets have bicycle lanes.
HUD Low Transportation Cost Index	[Not applicable, index is expressed as a percentile.]	69	The site has a somewhat low score, indicating that transportation costs are likely to be high.
HUD Jobs Proximity Index	[Not applicable, index is expressed as a percentile.]	49	The jobs proximity index is low for the rezoning site. The number of jobs accessible from the site is lower than many places in Raleigh.

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. HUD index scores are percentiles indicating how well the subject tract performs compared to all other census tracts in the United States. A higher percentile for Low Transportation Cost or Jobs Proximity indicates a lower the cost of transportation and higher access to jobs in the nearby area, respectively.

## Housing Energy Analysis

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.*

## Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Adds	As many as 38 additional housing units could be developed under the proposed zoning as compared to the existing zoning.
Is naturally occurring affordable housing present on the site?	No	
Does the proposal include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	All housing types would be allowed in the proposed district.
If not a mixed-use district, does it permit smaller lots than the average? *	N/A	The request is for a mixed-use district.
Is it within walking distance of transit?	Yes	There is a stop for GoRaleigh Route 15 WakeMed, Route 15L Trawick Connector, and Route 33 Knightdale on the westside of the Wal-mart on the south side of Corporation Parkway.

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

## Demographic Indicators from EJSCREEN\*

Indicator	Site Area	Raleigh
Demographic Index** (%)	30	38
People of Color Population (%)	49	46
Low Income Population (%)	11	30
Linguistically Isolated Population (%)	2	3
Population with Less Than High School Education (%)	3	9
Population under Age 5 (%)	5	6
Population over Age 64 (%)	9	11
% change in median 2 bedroom rent 2015-2019	10.1	20.3

\*Environmental Justice Screening and Mapping Tool from the Environmental Protection Agency  
<https://www.epa.gov/ejscreen>

\*\*The Demographic Index represents the average of the percentage of people who are low income and the percentage of people who are minorities.

## Health and Environmental Analysis

What is the life expectancy in this zip code tract? Is it higher or lower than the County average (78.1 years)?	81.6	The life expectancy for residents in the area is higher than the county average.
Are there known industrial uses or industrial zoning districts within 1,000 feet?	Yes	There are multiple Industrial Mixed Use (IX) districts to the west and south of the site. Current uses in those districts include outdoor storage of vehicles and heavy equipment as well as warehouse/distribution.
Are there hazardous waste facilities located within one kilometer?	Yes	The nearest facility is a pharmacy at the northwest corner of New Bern Avenue and N. New Hope Road.
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	No	Flood-prone soils are present within the stream corridor along the west side of the site. No floodplain has been delineated on the site.

Is this area considered a food desert by the USDA?	No	
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## Land Use History

When the property was annexed into the City or originally developed, was government sanctioned racial segregation in housing prevalent?*	No	The site was annexed into the City in 1993. Much of the development of the surrounding area occurred in the 1990s and 2000s.
Has the area around the site ever been the subject of an urban renewal program?*	No	
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups?*	No	Initial deed research did not show any covenants of this nature.
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires?*	No	None identified.

*\*The response to this question is not exhaustive, and additional information may be produced by further research. Absence of information in this report is not conclusive evidence that no such information exists.*

## Analysis questions

1. Does the rezoning increase the site's potential to provide more equitable access to housing, employment, and transportation options? Does the rezoning retain or increase options for housing and transportation choices that reduce carbon emissions?

*Response: The rezoning request would increase potential housing supply and options for housing development in an area that is within walking distance of transit as well as shopping and employment destinations. Walkability in the area is limited.*

2. Is the rezoning in an area where existing residents would benefit from access to lower cost housing, greater access to employment opportunities, and/or a wider variety of transportation modes? Do those benefits include reductions in energy costs or carbon emissions?

*Response: The existing residents of the area display a lower degree of economic vulnerability than the average Raleigh resident, according to the gathered demographic data.*

3. Have housing costs in this area increased in the last few years? If so, are housing costs increasing faster than the city average?

*Response: Housing costs in this area rose more slowly between 2015 and 2019 than they have in Raleigh as a whole. The median rent for a two-bedroom unit increased 10.1% between 2015 and 2019, compared to 20.3% for the city.*

4. Are there historical incidences of racial or ethnic discrimination specific to this area that have deprived Black, Indigenous, and People of Color (BIPOC) of access to economic opportunity, public services, or housing? If so, does the rezoning request improve any current conditions that were caused, associated with, or exacerbated by historical discrimination?

*Response: No specific instances of discriminatory policy or practices have been identified for this area.*

5. Do residents of the area have disproportionately low life expectancy, low access to healthy lifestyle choices, or high exposure to environmental hazards and/or toxins? If so, does the rezoning create any opportunities to improve these conditions?

*Response: The collected indicators suggest nearby residents have better opportunities for healthy lifestyles and outcomes than the average resident of Raleigh.*

# 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

1. This site contains the Crabtree Creek Trib B greenway corridor. At the time of a subdivision or site plan, this corridor will require the reservation of a 75-foot wide greenway easement, measured from waterbody top of bank, along the entire length of the water body within the property boundary (UDO Sec. 8.1.6(A)).
2. Nearest existing park access is provided by Milburnie Park (1.3 mile) and Marsh Creek Park (1.9 miles).
3. Nearest existing greenway trail access is provided by Neuse River Greenway Trail (1.3 mile).
4. Current park access level of service in this area is graded a C letter grade.

**Impact Identified:** None.

## Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	0	38,029	55,000
Waste Water	0	38,029	55,000

**Impact Identified:**

1. The proposed rezoning would add approximately 16,971 gpd to the wastewater collection and water distribution systems of the City. Industrial flow is not accounted for within this rezoning and should be used at time of development plan.
2. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.
3. 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.

4. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer.

## Stormwater

<b>Floodplain</b>	No FEMA, just touching Wo alluvial soils in SW corner of property
<b>Drainage Basin</b>	Crabtree
<b>Stormwater Management</b>	Subject to stormwater regulations under Article 9 of UDO
<b>Overlay District</b>	none

**Impact Identified:** Possible Neuse buffer on SW corner of property.

## Transportation

### **Site and Location Context**

#### *Location*

The Z-13-21 site is in East Raleigh at the northwest intersection of Corporation Parkway and Hedingham Boulevard.

#### *Area Plans*

The Z-13-21 site is not located in an area of an adopted area plan (Map AP-1) in the Comprehensive Plan.

### **Existing and Planned Infrastructure**

#### *Streets*

Corporation Parkway is designated as a undivided 2-laneavenue in the Raleigh Street Plan (Map T-1 in the Comprehensive Plan); Hedingham Boulevard is designated as a divided 2-lane avenue. Both streets are maintained by the City of Raleigh.

The existing block perimeter for the site is approximately 8,300 feet. In accordance with UDO section 8.3.2, the maximum block perimeter for CX-3 zoning districts is 3,000 feet.

#### *Pedestrian Facilities*

Sidewalks are complete on the western side of Hedingham Boulevard, including along the site's frontage. Sidewalks are complete on the southern portion of Corporation Parkway, as well as 400 feet of sidewalk on the northern side of the street, directly east of the intersection with New Hope Road There is no existing sidewalk along the site's frontage on Corporation Parkway. UDO Article 8.5 requires construction of sidewalks for subdivisions or tier 3 site plans.

### *Bicycle Facilities*

There are no existing on-street bicycle facilities within ½ mile of the Z-13-21 site. The BikeRaleigh plan calls for bicycle lanes on both Corporation Parkway and Hedingham Boulevard.

### *Transit*

There is a transfer station exists about ¼ mile south of the site at the New Hope Commons Shopping Center, which serves GoRaleigh routes 15, 15L, and 33. Route 15 operates primarily on New Bern Avenue between New Hope Commons Shopping Center, WakeMed, and Downtown Raleigh, with service every 15 minutes during peak hours and runs every hour or half-hour at other hours and on weekends and holidays. Route 15L operates between New Hope Commons Shopping Center, Capital Boulevard, and Trawick Road, with service every 45 minutes. Route 33 operates hourly on New Bern Avenue between New Hope Commons Shopping Center and the Town of Knightdale. This route only operates on weekdays. Bus Rapid Transit service is planned on New Bern Avenue; the infrastructure is currently in design. The service is expected to replace most of the frequency route 15, but with more speed and reliability.

### *Access*

The Z-13-21 site is accessed by Corporation Parkway and Hedingham Boulevard.

### **Other Projects in the Area**

The City of Raleigh is developing a project to improve the intersection of Hedingham Boulevard and New Bern Avenue, by adding pedestrian signals, crosswalks, completing sidewalk gaps, and adding a 400 feet of a third eastbound travel lane to eliminate a bottleneck and improve a safety concern. The project is funded for design but a construction schedule is not known at this time.

### **Traffic Impact Analysis (TIA) Determination**

Based on the Envision results, approval of case Z-13-21 would not increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from IX-3-PL to CX-3-PL is projected to generate no new trips in the AM or PM peak hours. This is because envision predicts that same entitlement for the highest potential peak hour trip generation (office in the AM and office + retail in the PM). The additional residential entitlement predicted by the envision analysis does lead to a marginal increase in daily trip generation. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual.

Z-13-21 Existing Land Use Vacant	Daily	AM	PM
	0	0	0
Z-13-21 Current Zoning Entitlements Industrial Mixed Use	Daily	AM	PM
	829	89	96
Z-13-21 Proposed Zoning Maximums Commercial Mixed Use	36	214	PM
	831	89	96
Z-13-21 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	2	0	0

**Impact Identified:** No significant impacts identified.



## Urban Forestry

Proposed zoning does not alter Tree Conservation Area requirements or street tree requirements of the UDO from the existing zoning.

**Impact Identified:** None.

## Impacts Summary

No significant impacts to nearby infrastructure have been identified.

## Mitigation of Impacts

No mitigation is recommended beyond the development plan requirements provided in the UDO.

## CONCLUSION

This rezoning case is a request to apply CX-3-PL-CU zoning to a 2.68-acre site at the northwestern corner of Corporation Parkway and Hedingham Boulevard. The existing zoning is IX-3-PL. The proposal includes conditions to restrict uses, building types, and uses near the residentially zoned area to the north. The Future Land Use Map calls for Moderate Density Residential, and there are multiple Urban Form designations that apply to the site.

The request is inconsistent with the Future Land Use Map due to the uses and density proposed to be allowed. The Parking Limited frontage is proposed, gaining the case consistency with the Urban Form Map. There are other policies that are aligned with the proposal which include those encouraging infill, housing, and active uses near future BRT routes. Policies in support of compatibility, transitions, and buffering between commercial and residential uses are consistent due to the offered zoning conditions. The request is consistent with 2030 Comprehensive Plan.

## CASE TIMELINE

Date	Action	Notes
3/11/2021	Application submitted	
3/25/2021	Application complete	
5/11/2021	Placed on Planning Commission consent agenda and not discussed	
5/25/2021	Placed on the Planning Commission business agenda	Recommended for approval.

# APPENDIX

## SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	IX-3-PL	R-6	IX-3-PL	IX-3	IX-3-PL
Additional Overlay	None	None	None	None	None
Future Land Use	Moderate Density Residential	Low Density Residential	Community Mixed Use	Community Mixed Use	Moderate Density Residential
Current Land Use	Open Space	Low Density Residential	Retail, Outdoor Storage	Church	Warehouse/ Distribution
Urban Form	Core Transit Area, Urban Thoroughfare	Core Transit Area	Core Transit Area, Urban Thoroughfare	Core Transit Area, Urban Thoroughfare	Core Transit Area, Urban Thoroughfare

## CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	IX-3-PL	CX-3-PL
Total Acreage	2.68	2.68
Setbacks:		
Front	5'-100' (build-to)	5'-100' (build-to)
Side	0' or 6'	0' or 6'
Rear	0' or 6'	0' or 6'
Residential Density:	18.66	32.84
Max. # of Residential Units	50	88
Max. Gross Building SF	227,000	104,000
Max. Gross Office SF	67,000	67,000
Max. Gross Retail SF	26,000	26,000
Max. Gross Industrial SF	227,000	Not estimated
Potential F.A.R	1.94	0.89

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



# COMPREHENSIVE PLAN AMENDMENT ANALYSIS – CASE Z-13-21

## OVERVIEW

If the proposal is approved, the Future Land Use designation for the site will be amended to Community Mixed Use to reflect the CX zoning.

## LIST OF AMENDMENTS

Amend the Future Land Use Map for the site from Moderate Density Residential to Community Mixed Use.
--

## AMENDED MAPS

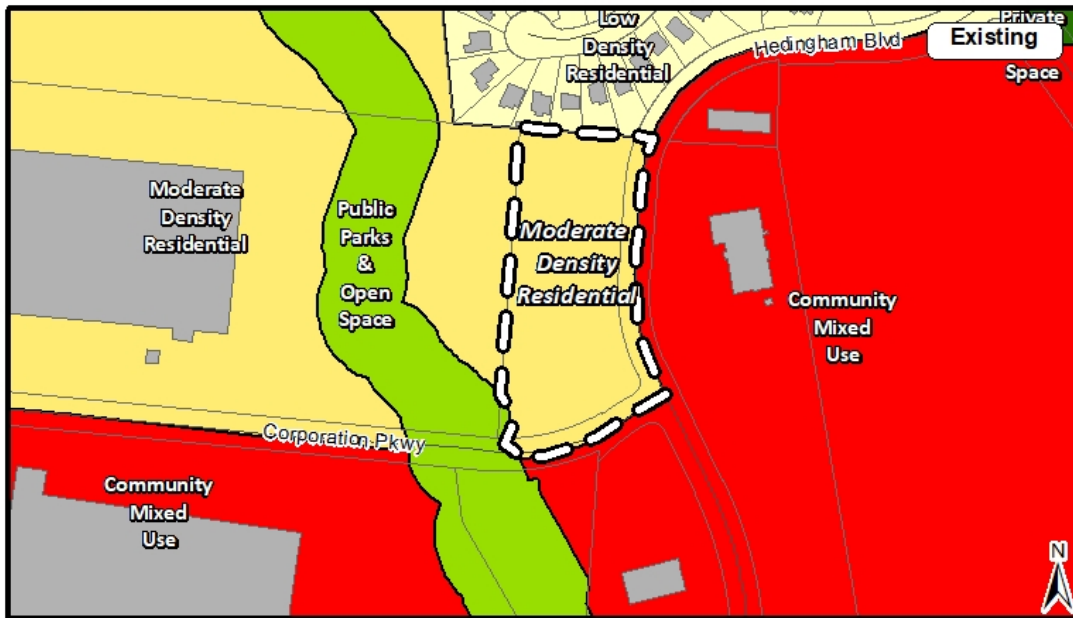
The Future Land Use Map is amended from Moderate Density Residential to Community Mixed Use for the subject site (see map on following page).

## IMPACT ANALYSIS

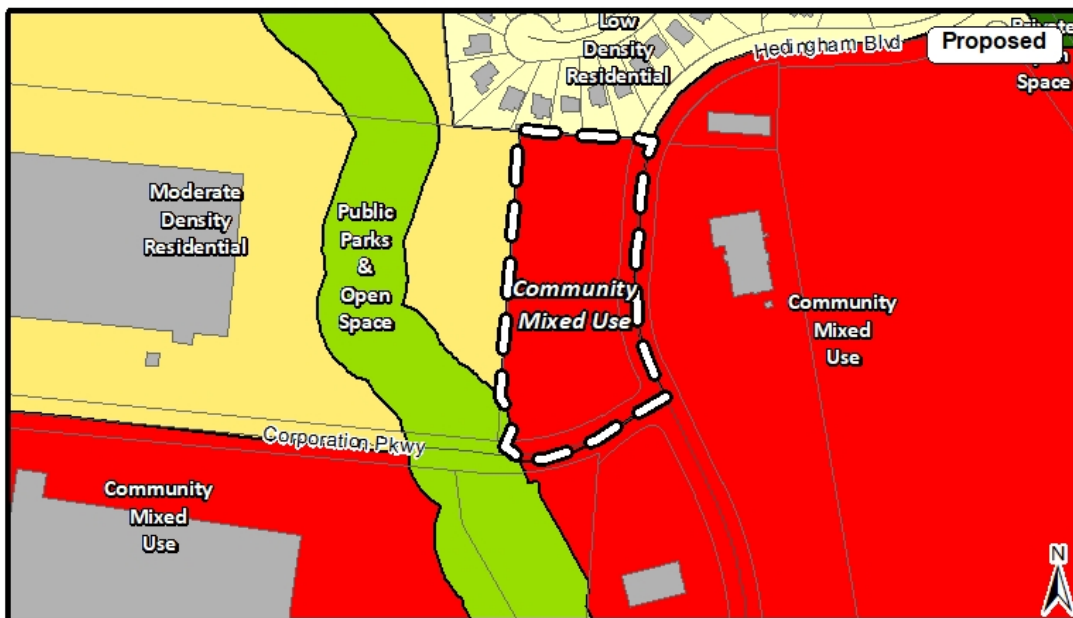
Impacts are described in the Zoning Staff Report above.

## Z-13-2021: Required Amendment to the Future Land Use Map

Existing Designation: Moderate Density Residential



Proposed Designation: Community Mixed Use



# Rezoning Application and Checklist

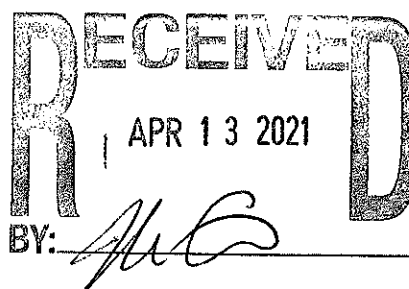
Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500



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

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		OFFICE USE ONLY Rezoning case #
Existing zoning base district: IX	Height: 3	Frontage: PL	Overlay(s):
Proposed zoning base district: CX	Height: 3	Frontage: PL	Overlay(s):
<b>Helpful Tip:</b> View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			

General Information		
Date: March 3, 2021	Date amended (1): April 9, 2021	Date amended (2):
Property address: 1751 Corporation Pkwy, Raleigh, NC, 78610		
Property PIN: 1734172229 (Real Estate ID: 0310555)		
Deed reference (book/page): 018379 / 02187		
Nearest intersection: Hedingham Blvd.		Property size (acres): 2.68
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Seventeen 51 Group, LLC, PO Box 1274, Buda, TX 78610		
Property owner email: <a href="mailto:contact@1751group.email">contact@1751group.email</a>		
Property owner phone: 858 348 2024		
Applicant name and address: Seventeen 51 Group, LLC, PO Box 1274, Buda, TX 78610		
Applicant email: <a href="mailto:contact@1751group.email">contact@1751group.email</a>		
Applicant phone: 858 348 2024		
Applicant signature(s): <i>David Staggs</i>		David Staggs, for Seventeen 51 Group LLC
Additional email(s):		



**Conditional Use District Zoning Conditions**

Zoning case #: Z-13-21	Date submitted: April 9, 2021	<b>OFFICE USE ONLY</b> Rezoning case #
Existing zoning: IX-3-PL	Proposed zoning: CX-3-PL	

**Narrative of Zoning Conditions Offered**

If it is determined by the Planning and Development Department to be compatible with all other requirements in the UDO, the following conditions will apply:

The following principal uses will be prohibited: prison, jail, detention center, emergency medical office, urgent care center, veterinary clinic, adult establishment as defined by N.C. Gen. Stat. §14-202-10(b), vehicle fuel sales (excluding vehicle charging stations), hospital, shooting range (both indoor and outdoor), batting cage (both indoor and outdoor), water park, motor track (both indoor and outdoor), payday loan business, drive-thru restaurant, bar/nightclub/tavern/lounge (as defined by UDO Section 6.4.10.B), commercial car wash, vehicle sales, commercial vehicle repair.

Within 100' of the northern property line (PIN 1734171673, Deed Book 008323, Page 01341; PIN 1734172623, Deed Book 017452, Page 02261; PIN 1734172683, Deed Book 017670, Page 02359; PIN 1734173625, Deed Book 010075, Page 02184), only uses allowed in an RX-3 zoning district (including "permitted use," "limited use," and "special use") will be permitted.

All parking and pedestrian area lighting, as described in Section 7.4.5 of the UDO, within 30' of the northern property line (PIN 1734171673, Deed Book 008323, Page 01341; PIN 1734172623, Deed Book 017452, Page 02261; PIN 1734172683, Deed Book 017670, Page 02359; PIN 1734173625, Deed Book 010075, Page 02184) shall use full cutoff light fixtures.

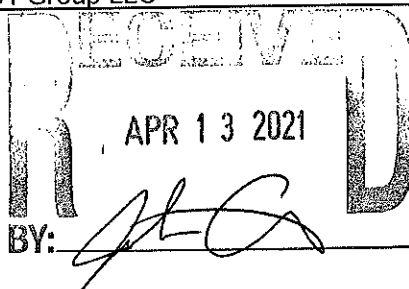
Within 100' of the northern property line (PIN 1734171673, Deed Book 008323, Page 01341; PIN 1734172623, Deed Book 017452, Page 02261; PIN 1734172683, Deed Book 017670, Page 02359; PIN 1734173625, Deed Book 010075, Page 02184) buildings will be restricted to those building types allowed in an RX-3 zoning district.

No principal buildings within 20' of the northern property line (PIN 1734171673, Deed Book 008323, Page 01341; PIN 1734172623, Deed Book 017452, Page 02261; PIN 1734172683, Deed Book 017670, Page 02359; PIN 1734173625, Deed Book 010075, Page 02184) will be permitted.

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

Property Owner(s) Signature: David Staggs

Printed Name: David Staggs, for Seventeen 51 Group LLC



Rezoning Application Addendum #1	
<p align="center"><b>Comprehensive Plan Analysis</b></p> <p>The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.</p>	<p align="center"><b>OFFICE USE ONLY</b></p> <p align="center">Rezoning case #</p> <p align="center">_____</p>
<p align="center"><b>Statement of Consistency</b></p> <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>This rezoning request is not consistent with the future land use designation.</p> <p>However, the proposed zoning district of CX is more consistent with the future land use designation than the current industrial mixed use (IX) zoning district. Rezoning the site to CX will remove the potential for industrial and commercial uses that are inconsistent with future land use designation "moderate density residential."</p>	
<p align="center"><b>Public Benefits</b></p> <p>Provide brief statements explaining how the rezoning request is reasonable and in the public interest.</p> <p>The rezoning request is consistent with the city of Raleigh policy LU-8.1 because the request would increase the potential for housing variety through mixed-use neighborhoods.</p> <p>The rezoning request is consistent with the city of Raleigh policy LU-8.10 because the request would encourage development on vacant land within the city.</p>	



Rezoning Application Addendum #2	
Impact on Historic Resources	<b>OFFICE USE ONLY</b> 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.	
<b>Inventory of Historic Resources</b>	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
<p>There are no historic resources on the property to be rezoned.</p>	
<b>Proposed Mitigation</b>	
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: Mixed Use Center      Click <a href="#">here</a> to view the Urban Form Map.	
1	<p>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.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
2	<p>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.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
3	<p>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.</p> <p><b>Response:</b></p> <p>No new roads are proposed at this time.</p>
4	<p>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.</p> <p><b>Response:</b></p> <p>No new roads are proposed at this time.</p>
5	<p>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.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
6	<p>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><b>Response:</b></p> <p>To be determined at site plan review.</p>

7	<p>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high-volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
8	<p>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
9	<p>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
10	<p>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
11	<p>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
12	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
13	<p>New public spaces should provide seating opportunities.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>

14	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
15	<p>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
16	<p>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
17	<p>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</p> <p><b>Response:</b></p> <p>The site is less than 0.3 mile from the New Hope Commons Walmart bus stop #9623 serving route 15 (WakeMed), route 15L (Trawick Connector), and route 33 (Knightdale).</p>
18	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p><b>Response:</b></p> <p>A sidewalk runs along the south side of Corporation Pkwy that connects the site to the New Hope Commons Walmart bus stop #9623 serving route 15 (WakeMed), route 15L (Trawick Connector), and route 33 (Knightdale).</p>
19	<p>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</p> <p><b>Response:</b></p> <p>There are currently no slopes greater than 15 percent, watercourses, or floodplains.</p>
20	<p>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</p> <p><b>Response:</b></p> <p>No new roads are proposed at this time.</p>

21	<p>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
22	<p>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
23	<p>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
24	<p>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
25	<p>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>
26	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p><b>Response:</b></p> <p>To be determined at site plan review.</p>

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

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

## Who Can Initiate a Zoning Request?

If requesting to down-zone property, the rezoning application must be signed by all the property owners whose property is subject to the downzoning. Downzoning is defined as a zoning ordinance that affects an area of land in one of the following ways:

1. By decreasing the development density of the land to be less dense than was allowed under its previous usage.
2. By reducing the permitted uses of the land that are specified in a zoning ordinance or land development regulation to fewer uses than were allowed under its previous usage.

If requesting to rezone property to a conditional district, the rezoning application must be signed by all owners of the property to be included in the district. For purposes of the application only (not the zoning conditions), the City will accept signatures on behalf of the property owner from the following:

1. the property owner;
2. an attorney acting on behalf of the property owner with an executed power of attorney; or
3. a person authorized to act on behalf of the property owner with an executed owner's affidavit.

An owner's affidavit must be made under oath, properly notarized and, at a minimum, include the following information:

- The property owner's name and, if applicable, the property owner's title and organization name.
- The address, PIN and Deed Book/Page Number of the property.
- A statement that the person listed as the property owner is the legal owner of the property described.
- The name of the person authorized to act on behalf of the property owner as the applicant. If applicable, the authorized person's title and organization name.
- A statement that the property owner, as legal owner of the described property, hereby gives authorization and permission to the authorized person, to submit to the City of Raleigh an application to rezone the described property.
- A statement that the property owner understands and acknowledges that zoning conditions must be signed, approved and consented to by the property owner.
- The property owner's signature and the date the property owner signed the affidavit.

If requesting to rezone property to a general use district that is not a down-zoning, the rezoning application may be signed, for the purpose of initiating the request, by property owners or third-party applicants.



## Temporary Option for Virtual Neighborhood Meetings

During times when in-person gatherings are restricted, this document consists of guidance and templates for conducting a virtual meeting that may satisfy the pre-submittal neighborhood meeting prerequisite for filing a rezoning request and, when required, the second neighborhood meeting prerequisite for Planning Commission review. All requirements related to notice and neighborhood meetings found in the UDO are still applicable and should be reviewed when preparing for a neighborhood meeting.

Raleigh Planning & Development staff are available to advise you in the preparation for virtual neighborhood meetings. For more information, contact JP Mansolf (919) 996-2180 or [jp.mansolf@raleighnc.gov](mailto:jp.mansolf@raleighnc.gov).

### WHAT IS THE PURPOSE OF A NEIGHBORHOOD MEETING?

A neighborhood meeting is a required form of community outreach to receive community feedback regarding a rezoning prior to submittal to Raleigh Planning & Development or prior to Planning Commission review, per the standards found in UDO Ch. 10. The intention of the meeting is to facilitate neighbor communication; identify issues of concern early on; and provide the applicant an opportunity to address neighbors' concerns about the potential impacts of the rezoning request at key steps in the rezoning process.

### GUIDANCE FOR VIRTUAL NEIGHBORHOOD MEETINGS

The virtual neighborhood meeting option is available to applicants on a temporary basis during times when in-person gatherings are restricted. Above and beyond the requirements for neighborhood meetings found in the UDO, the following practices are strongly encouraged for virtual neighborhood meetings:

**Verification of mailed notice for virtual neighborhood meetings can be completed by USPS or Raleigh Planning & Development staff.**

Neighborhood meeting notification letters can be verified in one of two ways for virtual neighborhood meetings:

- By using USPS in compliance with UDO Sec. 10.2.1.C.1.b.
- By coordinating with Raleigh Planning & Development staff.
  - When City of Raleigh facilities are open to the public, applicants may present stuffed, stamped, addressed, and unsealed neighborhood meeting notifications to Raleigh Planning & Development staff prior to the 10-day period for confirmation that the complete list of property owners is being noticed and that the notices contain adequate information to satisfy the requirements of the UDO and are in keeping with this guidance document.
  - When City of Raleigh facilities are closed to the public, applicants may present electronic documentation to city staff prior to the 10-day period for verification. Documentation should include: an electronic copy of the notification letter and any enclosures, the mailing list, photographs of the mailing that demonstrates the number of envelopes prepared for mailing, an attestation from the applicant that the mailing satisfies all UDO requirements and that acknowledges that false statements negate validity of the mailing.

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**The meeting should be held within specific timeframes and meet certain requirements.**

The UDO requires that "the applicant shall provide an opportunity to meet with property owners of the development site and property owners within the mailing radius described in UDO Sec. 10.2.1.C.1. In order to provide meaningful opportunity, a virtual neighborhood meeting should follow these guidelines:

- Electronically via an interactive online video conferencing software such as Microsoft Teams, Zoom, WebEx, or any similar platform of the applicant's choice.
- The software must support a two-way conversation that allows for residents to ask questions and provide thoughts, as well as hear the applicant's presentation.
- The software should provide an option for an individual to participate exclusively by telephone.
- The meeting should be conducted for a minimum of two (2) hours, Monday through Thursday, during the 5:00 p.m. - 9:00 p.m. time period.
- The meeting should not be held on City of Raleigh or State of North Carolina recognized holidays.
- Just as with an in-person meeting, an attendance sheet must be completed to log known attendees of the virtual meeting. Note if no one attended.

**Additional informational material should be provided by post to all invitees.**

To help facilitate discussion during the meeting for all participants, especially those that may participate exclusively by telephone, informational material should be provided by post. A copy of all mailed materials should be included as part of the Neighborhood Meeting report required for the rezoning application. In addition to details required by UDO Sec. 10.2.1.C.1, the following information should be mailed with the meeting notice:

- The date, time, and detailed instructions for how to participate in the virtual meeting either online or by telephone.
- A current aerial photograph of the area.
- A current zoning map of the area.
- A draft of the rezoning petition to be submitted.
- For a rezoning request to a district that requires a master plan (UDO Art. 4.6 and 4.7) preliminary or schematic plans of the proposed master plan should be provided to help facilitate discussion.

**The meeting agenda should describe the action to be requested and the nature of the questions involved.**

This information should be addressed during the meeting:

- Explanation of the rezoning process.
- Explanation of future meetings (additional neighborhood meetings, if any; Planning Commission review; City Council public hearing).
- Explanation of the development proposal, including proposed uses and zoning conditions; explanation of any proposed master plan; and any public information available about the property owner or buyer, developer or builder, and/or likely tenant.
- Questions or concerns by virtual attendees and responses by the applicant.
- Report of any questions and concerns received by the applicant in correspondence or phone call in advance of the meeting, along with any applicant-provided responses.

The applicant shall be responsible for notifying any neighbors who request to be kept up-to-date of any additional neighborhood meetings and the actual submittal date to the City of Raleigh Development Portal.

## NOTIFICATION LETTER TEMPLATE

Date:

Re: (SITE LOCATION)

Neighboring Property Owners:

You are invited to attend a neighborhood meeting on (MEETING DATE and TIME). The meeting will be held virtually. You can participate online or by telephone. To participate, visit:

(MEETING WEB ADDRESS)

Or call:

(MEETING PHONE NUMBER)

The purpose of this meeting is to discuss a potential rezoning of the property located at (SITE ADDRESS AND NEARBY LANDMARKS). This site is currently zoned (CURRENT ZONING DISTRICT) and is proposed to be rezoned to (PROPOSED ZONING DISTRICT). (ANY OTHER RELEVANT DETAILS OF THE REQUEST.)

Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners within 500 feet of the area requested for rezoning.

Information about the rezoning process is available online; visit [www.raleighnc.gov](http://www.raleighnc.gov) and search for "Rezoning Process." If you have further questions about the rezoning process, please contact:

JP Mansolf

Raleigh Planning & Development

(919)996-2180

[JP.Mansolf@raleighnc.gov](mailto:JP.Mansolf@raleighnc.gov)

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

(NAME)

(CONTACT INFO)

Sincerely,

ATTESTATION TEMPLATE

Attestation Statement

I, the undersigned, do hereby attest that the electronic verification document submitted herewith accurately reflects notification letters, enclosures, envelopes and mailing list for mailing the neighborhood meeting notification letters as required by Chapter 10 of the City of Raleigh UDO, and I do hereby further attest that that I did in fact deposit all of the required neighborhood meeting notification letters with the US. Postal Service on the 1ST, day of September, 2020. I do hereby attest that this information is true, accurate and complete to the best of my knowledge and I understand that any falsification, omission, or concealment of material fact may be a violation of the UDO subjecting me to administrative, civil, and/or, criminal liability, including, but not limited to, invalidation of the application to which such required neighborhood meeting relates.



Signature of Applicant/Applicant Representative

September 1, 2020

Date

For Seventeen 51 Group LLC

## SUMMARY OF ISSUES

A neighborhood meeting was held on September 17, 2020 (date) to discuss a potential rezoning located at 1751 Corporation Pkwy, Raleigh, NC 27604 (property address). The neighborhood meeting was held at Conference Call (location). There were approximately 3 (number) neighbors in attendance. The general issues discussed were:

### Summary of Issues:

Suggested the lot be reserved as a City park.
Did not want commercial building on the lot.
Did not want any additional noise in area.

### ATTENDANCE ROSTER

[illegible]