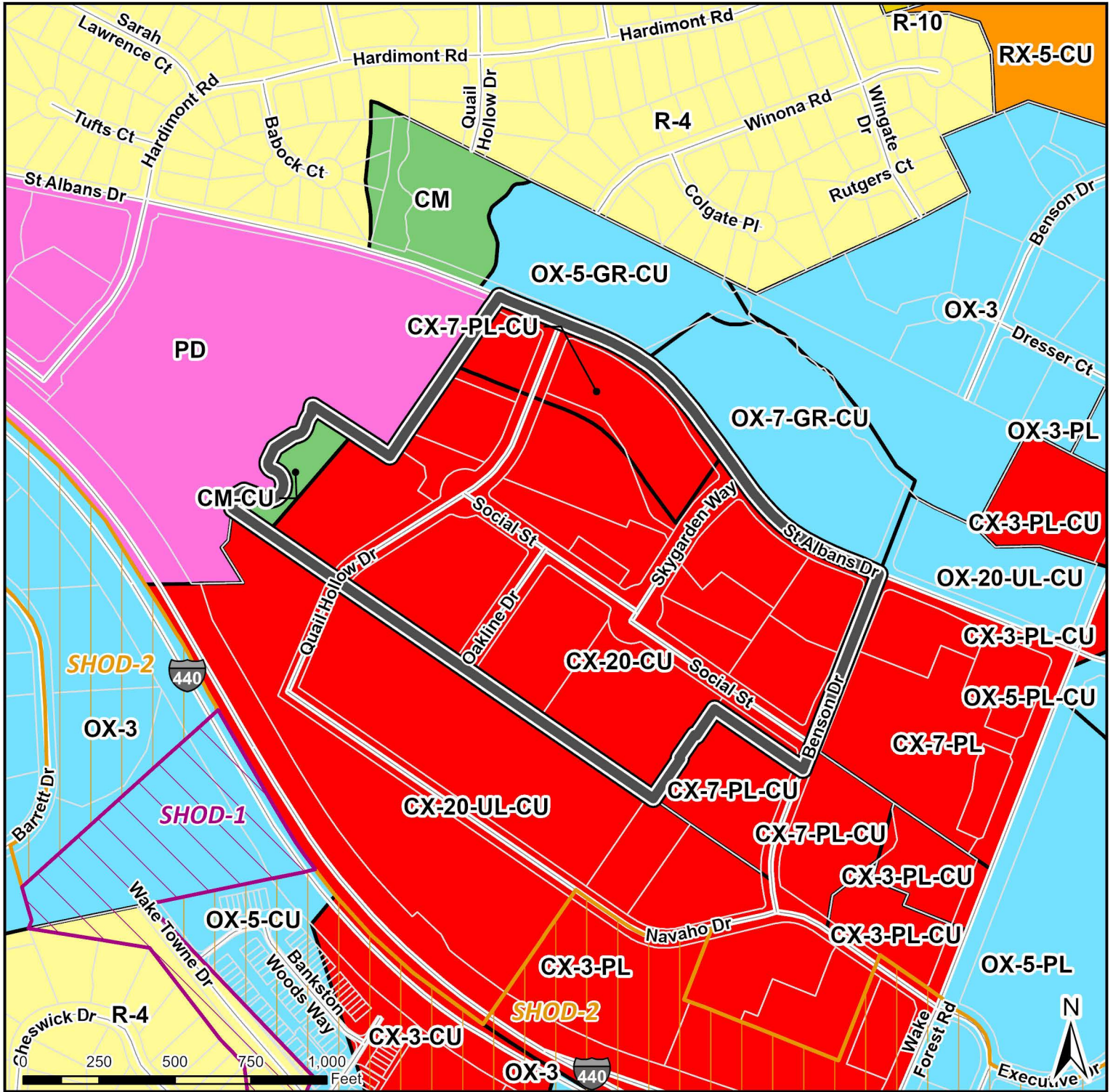
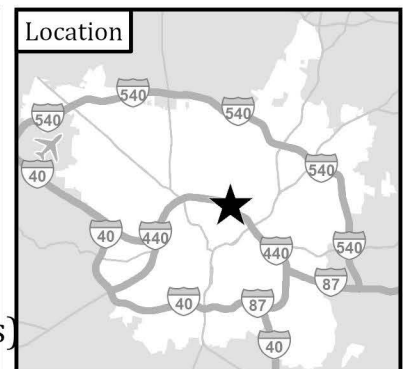


Existing Zoning

TCZ-16-2023



Property	St Albans / Benson / Social / Oakline / Quail Hollow / Skygarden
Size	39.41 acres
Existing Zoning	CX-7-PL-CU, CX-20-CU, CM-CU
Requested Zoning	CX-7-PL-CU, CX-20-CU, CM-CU (Amend Zoning Conditions)





Rezoning Application and Checklist

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

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

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input checked="" type="checkbox"/> Text change to zoning conditions		
			OFFICE USE ONLY Rezoning case #
Existing zoning base district: CX	Height: 7/20	Frontage: PL (portion)	Overlay(s):
Proposed zoning base district: CX	Height: 7/20	Frontage: PL (portion)	Overlay(s):
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number: Z-13-16			

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: See Attachment A		
Property PIN: See Attachment A		
Deed reference (book/page): See Attachment A		
Nearest intersection: St. Albans Drive and Benson Drive		Property size (acres): 32.24
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: See Attachment A		
Property owner email: steven.beattie@dewittcarolinas.com		
Property owner phone: (919) 863-1000		
Applicant name and address: Samuel Morris, Longleaf Law Partners		
Applicant email: smorris@longleaflp.com		
Applicant phone: (919) 780-5438		
Applicant signature(s): <i>Lonnie C. Poole, III, Manager</i>		
Additional email(s):		

RECEIVED

By Robert Tate at 4:36 pm, Mar 20, 2023

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning: CX-20-CU, CX-7-PL-CU, and CM-CU	Proposed zoning: CX-20-CU, CX-7-PL-CU, and CM-CU	

Narrative of Zoning Conditions Offered

See Attachments B and C.

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.

DocuSigned by:
Property Owner(s) Signature: Lonnie C. Poole, III, Manager
E7E545F8EB79439...

Printed Name: Lonnie C. Poole, III, Manager

RECEIVED
By Robert Tate at 4:36 pm, Mar 20, 2023

Rezoning Application Addendum #1

Comprehensive Plan Analysis

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.

OFFICE USE ONLY

Rezoning case #

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.

Public Benefits

Provide brief statements explaining how the rezoning request is reasonable and in the public interest.

Rezoning Application Addendum #2

Impact on Historic Resources

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.

OFFICE USE ONLY
Rezoning case #

Inventory of Historic Resources

List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.

[Empty space for listing historic resources and their impacts]

Proposed Mitigation

Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.

[Empty space for providing mitigation statements]

Urban Design Guidelines Addendum

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



Urban Design Guidelines	
<p>The Applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:</p> <ul style="list-style-type: none"> a) The property to be rezoned is within a "City Growth Center", "Mixed-Use Center", or "Transit Station Areas", 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. <p>Policy UD 7.3: 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.</p>	
<p>Urban Form Designation: Click here to view the Urban Form map.</p>	
1	<p>All mixed-use developments should generally provide retail (such as eating establishments, food stores, and banks), and other uses such as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian-friendly form.</p> <p>Response:</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>Response:</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 street. Preferred and discouraged street networks.</p> <p>Response:</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 Street Plan. Streets should connect adjacent developments.</p> <p>Response:</p>

5	<p>New development should be composed 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>Response:</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>Response:</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>Response:</p>
8	<p>If the site is located at a street intersection, the main building of a complex or main part of a single building should be placed at the corner. Parking, loading, or service should not be located at an intersection.</p> <p>Response:</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>Response:</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>Response:</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>Response:</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>Response:</p>

13	<p>New public spaces should provide seating opportunities.</p> <p>Response:</p>
14	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p>Response:</p>
15	<p>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</p> <p>Response:</p>
16	<p>Parking structures are clearly an important and necessary element of the overall urban infrastructure, but, given their utilitarian elements, can have serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would. Care in the use of basic design elements can make a significant improvement.</p> <p>Response:</p>
17	<p>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</p> <p>Response:</p>
18	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p>Response:</p>
19	<p>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</p> <p>Response:</p>
20	<p>All development should incorporate high-quality, productive landscapes that serve multiple functions. Such functions include noise mitigation and absorption; capturing and cleaning of particulate matter; collection and filtering of stormwater; and reduction of the urban heat island effect. Strategies include green walls, trellises, carefully planted trees, green infrastructure, and green roofs.</p> <p>Response:</p>

21	<p>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the city and should be scaled for pedestrians.</p> <p>Response:</p>
22	<p>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and other areas where walkability is a focus should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising, and outdoor seating.</p> <p>Response:</p>
23	<p>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees that complement the face of the buildings and that shade the sidewalk. Residential streets should provide for an appropriate tree 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 ¼" caliper and should be consistent with the city's landscaping, lighting, and street sight distance requirements.</p> <p>Response:</p>
24	<p>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</p> <p>Response:</p>
25	<p>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances should be designed to convey their prominence on the fronting facade.</p> <p>Response:</p>
26	<p>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</p> <p>Response:</p>
27	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p>Response:</p>

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

ATTACHMENT A

PIN #	ADDRESS	ACRES	BOOK	PAGE	OWNER	OWNER ADDRESS
1715175222	1000 SOCIAL ST	4.15	19116	842	1000 SOCIAL LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715183063	3410 QUAIL HOLLOW DR	2.75	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715180399	800 ST ALBANS DR	1.29	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715089178	3411 QUAIL HOLLOW DR	1.37	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715185145	3420 QUAIL HOLLOW DR	3.26	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715174721	921 SOCIAL ST	0.28	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715173872	901 SOCIAL ST	1.63	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715179703	1010 ST ALBANS DR	1.74	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715178527	3410 SKYGARDEN WAY	0.97	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715177467	1001 SOCIAL ST	0.8	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715271547	1020 ST ALBANS DR	1.29	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715270335	1021 SOCIAL ST	1.58	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715172434	920 SOCIAL ST	2.68	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715079605	900 SOCIAL ST	3.56	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715075954	3321 QUAIL HOLLOW DR	4.31	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715088084	3401 QUAIL HOLLOW DR	0.58	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332
1715179145	1020 SOCIAL ST	0.32	16847	2029	ST ALBANS HOLDINGS LLC	3301 BENSON DR STE 103 RALEIGH NC 27609-7332

ATTACHMENT B

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.~~ Any eating establishment with a drive-thru window shall be located at least 300 feet from the right-of-way from St. Albans Drive.
2. For the properties located at 800 St. Albans Drive and 3420 Quail Hollow Drive, there shall be no outdoor seating or primary public entrance associated with a Bar, Nightclub, Tavern, Lounge use located on the ground-story of the St. Albans Road right of way.
3. 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.
4. The full width of 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.
5. 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.
6. 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 public roadway or public utility construction activity, or to activities related to special use permits subsequently issued by the City.

7. No later than the issuance of the first building permit for the property subject to this rezoning, the property owner shall request that the City post that portion of St. Albans Drive along the property with signs indicating that 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 City, signs shall be posted indicating this prohibition.
8. 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.
9. 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.
10. 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.
11. 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 the maximum light level of parking deck light fixtures shall not exceed 1.0 foot-candle when measured at the St. Albans Drive right-of-way.

12. There shall be a minimum building and parking setback of 20 feet along St. Albans Drive for the property located at 800 St. Albans Drive (PIN: 1715180399). There shall be an average building and parking setback of 10 feet along St. Albans Drive for the property located at 3420 Quail Hollow Drive (PIN: 1715185145).
13. 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.
14. 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.
15. 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.
16. At least one emergency phone shall be located on each level of a parking structure.
17. 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 cutoff design.
18. ~~The maximum development intensities for the property shall be one of the following scenarios, at the election of the property owner:~~
 - ~~1. 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~~
 - ~~2. 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.~~

~~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 prohibited in Condition 1 of this rezoning ordinance. 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.~~

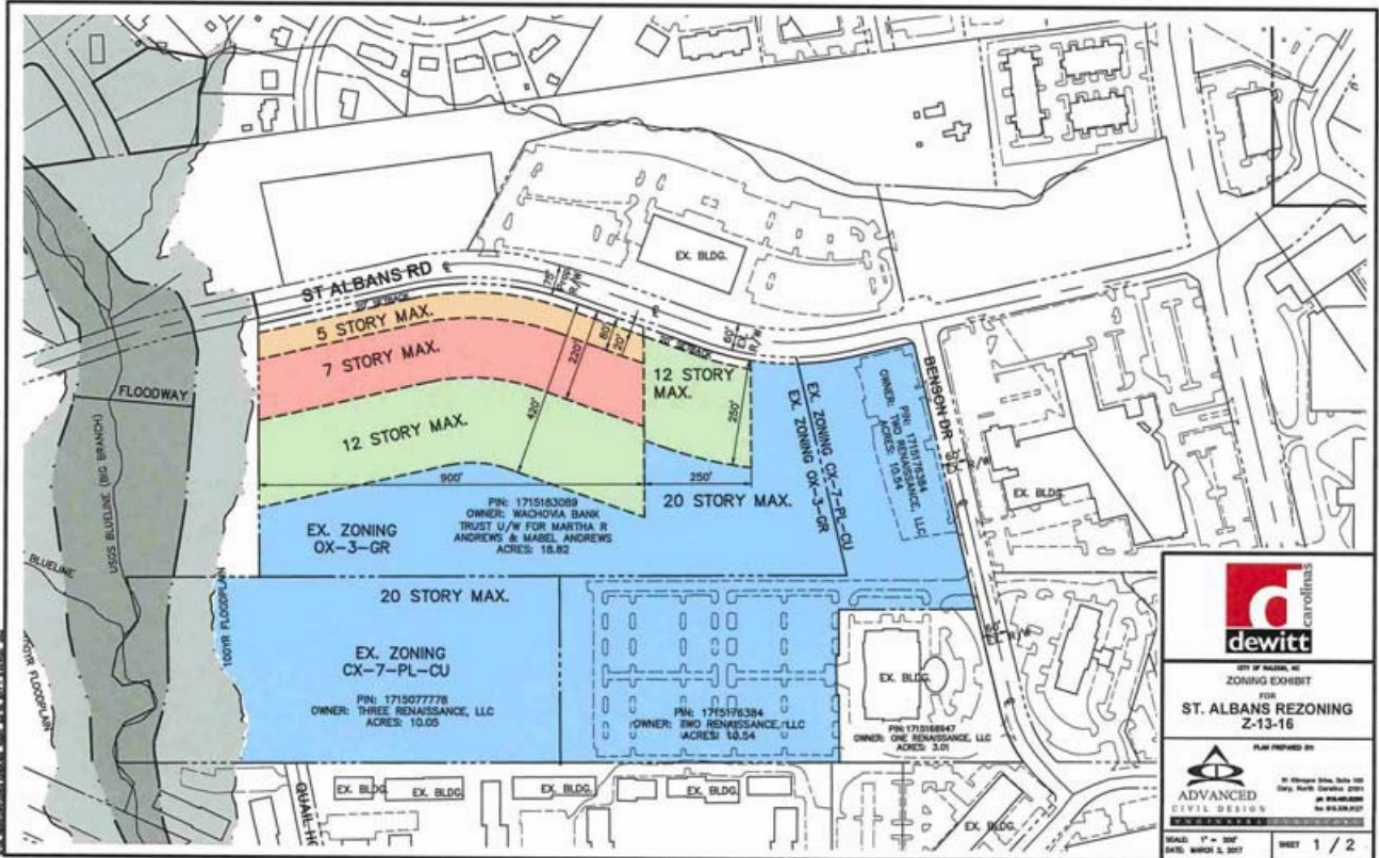
~~Prior to issuance of the first building permit for development of the property or the recordation of the first subdivision plat for the property, whichever occurs first, the developer shall elect one of the above scenarios. However, this shall not preclude the subsequent election of another scenario 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.~~

For the purpose of obtaining building permits, the cumulative total AM peak hour and total PM peak hour trips generated on the property shall be no more than the following:

AM Peak Hour: 1,686 total trips

PM Peak Hour: 1,919 total trips.

- 19.** 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%; and (iv) 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. This condition does not apply to an Open Lot or Civic Building building type.



dewitt carolinas

CITY OF WACHOVIA, VA
ZONING EXHIBIT
FOR
**ST. ALBANS REZONING
Z-13-16**

PLAN PREPARED BY:
ADVANCED CIVIL DESIGN

© Copyright 2016, by the City of Wachovia, VA
City, North Carolina 22911
All Rights Reserved
No Part May Be Reproduced Without Permission

SCALE: 1" = 300'
DATE: MARCH 2, 2017

SHEET 1 / 2

ATTACHMENT C

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. Any eating establishment with a drive-thru window shall be located at least 300 feet from the right-of-way from St. Albans Drive.
2. For the properties located at 800 St. Albans Drive and 3420 Quail Hollow Drive, there shall be no outdoor seating or primary public entrance associated with a Bar, Nightclub, Tavern, Lounge use located on the ground level along the St. Albans Road right of way.
3. 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.
4. The full width of 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.
5. 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.
6. 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 public roadway or public utility construction activity, or to activities related to special use permits subsequently issued by the City.
7. No later than the issuance of the first building permit for the property subject to this rezoning, the property owner shall request that the City post that portion of St. Albans

Drive along the property with signs indicating that 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 City, signs shall be posted indicating this prohibition.

8. 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.
9. 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.
10. 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.
11. 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 the maximum light level of parking deck light fixtures shall not exceed 1.0 foot-candle when measured at the St. Albans Drive right-of-way.
12. There shall be a minimum building and parking setback of 20 feet along St. Albans Drive for the property located at 800 St. Albans Drive (PIN: 1715180399). There shall be an

average building and parking setback of 10 feet along St. Albans Drive for the property located at 3420 Quail Hollow Drive (PIN: 1715185145).

13. 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.
14. 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.
15. 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.
16. At least one emergency phone shall be located on each level of a parking structure.
17. 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 cutoff design.
18. For the purpose of obtaining building permits, the cumulative total AM peak hour and total PM peak hour trips generated on the property shall be no more than the following:
 - AM Peak Hour: 1,686 total trips
 - PM Peak Hour: 1,919 total trips.
19. 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%; and (iv) 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. This condition does not apply to an Open Lot or Civic Building building type.

[SIGNATURE PAGE TO FOLLOW]

The property owner(s) hereby offers, consents to, and agrees to abide, if this Text Change to Zoning Conditions request is approved, the conditions written above.

PROPERTY OWNERS:

1000 SOCIAL LLC
 By: Lonnie C. Poole, III, Manager
E7E645F8EB79439...
 Title: Manager
 Date: 03/10/2023 | 11:05:36 AM PST

RECEIVED
By Robert Tate at 4:36 pm, Mar 20, 2023

ST. ALBANS HOLDINGS LLC
 By: Lonnie C. Poole, III, Manager
E7E645F8EB79439...
 Title: Manager
 Date: 03/10/2023 | 11:05:36 AM PST

ATTACHMENT D

EXECUTIVE SUMMARY

In 2017, the City of Raleigh approved rezoning case Z-13-16, which rezoned the property subject to this request (“The Exchange Property”) 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-PL-CU, and CM-CU). The rezoning included 18 zoning conditions.

The applicant seeks four amendments to the existing zoning conditions:

1. Removal of the prohibition on heliports.
2. Removal of the requirement that a bar, nightclub, tavern, lounge must be located at least 300 ft from St. Albans and located within a multi-tenant building in favor of a prohibition on outdoor seating or primary public entrances associated with a bar, nightclub, tavern, lounge along the St. Albans Road right of way at 800 St. Albans Drive and 3420 Quail Hollow Drive.
3. Limiting the 20-foot building and parking setback on St. Albans to only 800 St. Albans Drive and requiring an average setback of 10 feet for 3420 Quail Hollow Drive.
4. Adding a trip budget as an alternative measure of maximum development intensity.

In the eight years that have passed since Z-13-16 was adopted, the pace and scale of development in the North Hills/Midtown area has increased dramatically. The Exchange will be one of the largest and most advanced mixed-use developments in the City of Raleigh and seeks to amend the existing conditions to allow greater flexibility for the development of The Exchange in a manner that is consistent with the Comprehensive Plan and pattern of surrounding development.

STATEMENT OF CONSISTENCY

1. The Exchange Property is designated as Regional Mixed Use on the Future Land Use Map, which calls for a high intensity mix of residential, office, retail, as well as regional and visitor-serving, cultural, and entertainment uses. The 2030 Comprehensive Plan provides that CX- is the closest corresponding zoning district for this land use designation. This request seeks to maintain the predominant CX- District but remove the prohibition on heliports and on bar, nightclub, tavern, lounge uses being located within 300 feet on St. Albans and/or in standalone buildings. The Exchange will be one of the largest and most advanced mixed-use developments in the City of Raleigh and seeks to have similar flexibility regarding uses permitted in the CX- district as surrounding developments in the North Hills/Midtown area. The Exchange will include a large, central park area that will provide substantial green space, multi-level water features, and numerous attractive areas for patrons to gather, play, and relax. Part of the vision for the park is

to provide kiosk-style, standalone retail, beverage, and dining options, which might rise to the definition of a bar, nightclub, tavern, lounge under the UDO (“alcoholic beverage sales in excess of 70% of the business’s total annual sales”). Accordingly, the requirement that a bar, nightclub, tavern, lounge must be located at least 300 ft from St. Albans and located within a multi-tenant building has been changed to a prohibition on outdoor seating or primary entrances associated with a bar, nightclub, tavern, lounge along the ground level of the St. Albans Road right of way. The request also seeks to utilize a trip budget for measuring the maximum development intensity. The AM and PM peak hour trip maximums proposed come directly from the 2018 Traffic Impact Analysis that was conducted for The Exchange at the subdivision stage and correspond to the currently-approved development intensity options. Accordingly, utilizing a trip budget will not allow any more trips that are allowed under the current zoning conditions. Using the trip budget will simply allow The Exchange greater flexibility to respond to the demands of the Raleigh real estate markets for office, retail, and residential housing, rather than being locked-in to specific, inflexible square-footage maximums for each particular use.

2. The Exchange Property is designated as a Frequent Transit Area and is located within City Growth Center on the Urban Form Map. This Urban Form map designation corresponds with compact, pedestrian-oriented development patterns, designed to encourage alternate travel modes such as transit, bicycle and walking as opposed to an automobile-oriented development pattern. This request seeks to limit the 20-foot building and parking setback on St. Albans to only 800 St. Albans Drive and to provide an average setback of 10 feet for 3420 Quail Hollow Drive. The Exchange will include a large, central park area that provides substantial green space, multi-level water features, and numerous attractive areas for patrons to gather, play, and relax. The 20-foot setback along the entire length of St. Albans pushes the buildings further into the property, pinching the available park space and reducing the urban form along St. Albans.

3. This Text Change to Zoning Conditions request is consistent with Comprehensive Plan policies: LU 1.2 (Future Land Use Map and Zoning Consistency); LU 1.3 (Conditional Use District Consistency); LU 2.2 (Compact Development); LU 3.2 (Location of Growth); LU 4.4 (Reducing Vehicle Miles Travelled through Mixed Use); LU 4.5 (Connectivity); LU 5.1 (Reinforcing the Urban Pattern); LU 6.1 (Composition of Mixed-Use Centers); LU 6.2 (Complementary Land Uses and Urban Vitality); LU 6.3 (Mixed-Use and Multimodal Transportation); LU 7.6 (Pedestrian-Friendly Development); LU 10.4 (Siting of Regional Retail); AP-MT 4 (Connected and Walkable Streets); AP-MT 11 (Midtown Zoning Consistency); and Map AP-MT 1.

STATEMENT OF PUBLIC BENEFITS

This Text Change to Zoning Conditions request is reasonable and in the public interest because it allows for a flexible mix of residential, office and retail uses within a Regional Mixed Use area. Providing an intense mix of living, working, shopping, and dining opportunities comes with both region-wide benefits and increased pedestrian and bike-friendly opportunities in the neighborhood. This request is also consistent with other approved cases in the North Hills/Midtown area.

The request embraces urban form, hybrid frontage standards, and vegetation requirements in an area that is located near major transportation corridors but is also within walking distance to residential neighborhoods. The changes associated with this request will help provide a vibrant park on the property and a more pedestrian-friendly, walkable streetscape for both visitors and neighbors.