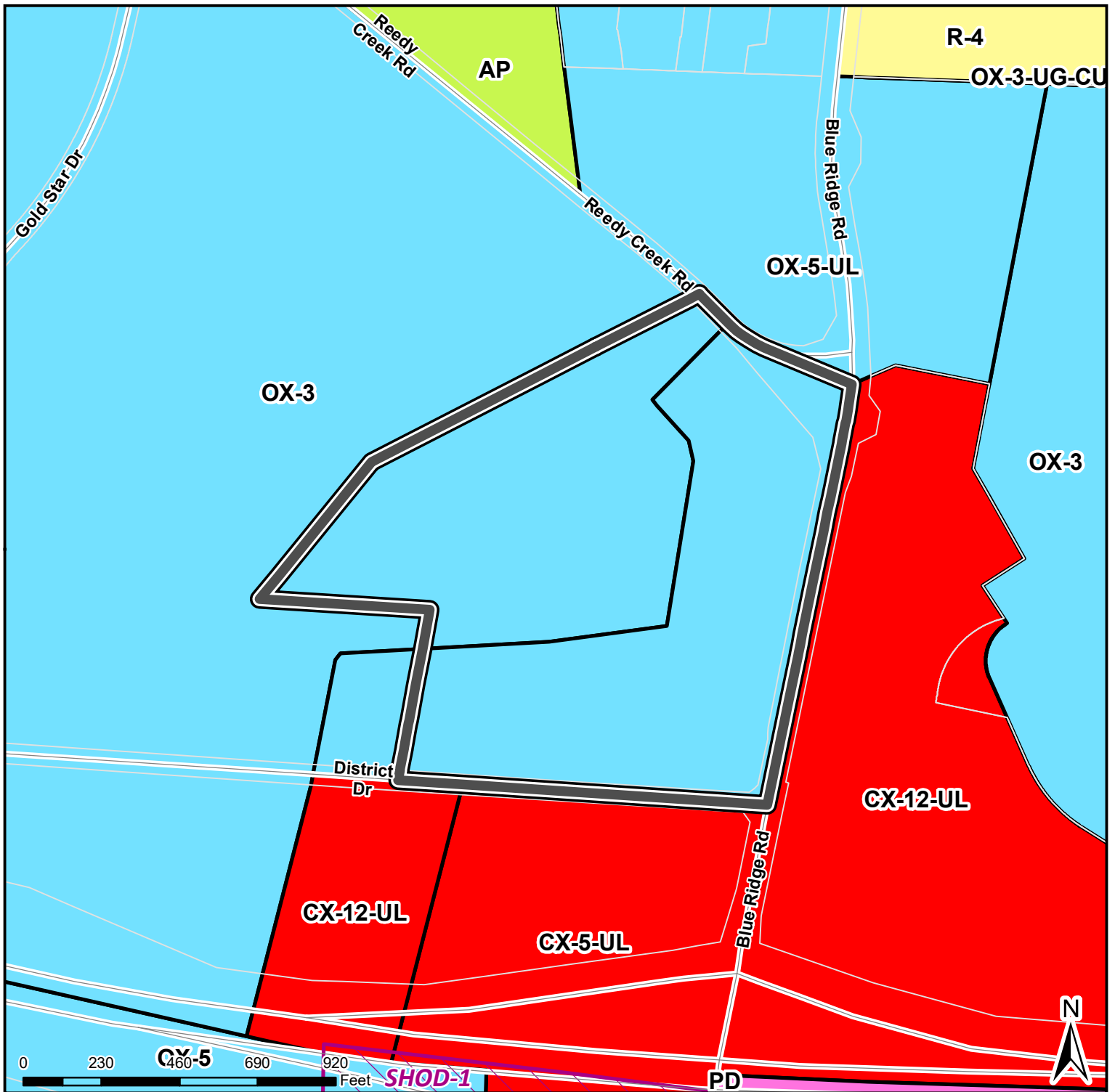
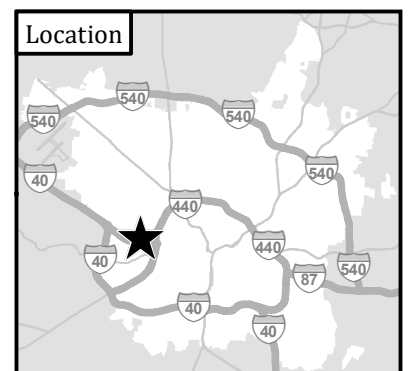


# Existing Zoning

# Z-20-2021



<b>Property</b>	3905 Reedy Creek Rd (portion)
<b>Size</b>	34.15 acres
<b>Existing Zoning</b>	OX-3 & OX-5-UL
<b>Requested Zoning</b>	CX-12



To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	John Anagnost, Senior Planner
Department	Planning and Development
Date	September 20, 2021
Subject	Public Hearing Agenda Item: October 5, 2021 Meeting Rezoning Z-20-21 3905 Reedy Creek Road

At its September 7, 2021 meeting, the City Council scheduled a public hearing for the following item at its October 5, 2021 meeting:

**Rezoning Z-20-21: 3905 Reedy Creek Road**, at the southwest corner of its intersection with Blue Ridge Road, being Wake County PIN 0784695116. Approximately 34.15 acres are proposed to be rezoned by the State of North Carolina from Office Mixed Use-3 Stories (OX-3) and Office Mixed Use-5 Stories-Urban Limited (OX-5-UL) to Commercial Mixed Use-12 Stories (CX-12).

**Current Zoning:** Office Mixed Use-3 Stories (OX-3) and Office Mixed Use-5 Stories-Urban Limited (OX-5-UL)

**Requested Zoning:** Commercial Mixed Use-12 Stories (CX-12)

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

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

The **Planning Commission** voted 6-0 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# 13045

## CASE INFORMATION: Z-20-21 3905 REEDY CREEK ROAD

<b>Location</b>	Reedy Creek Road, at the southwest corner of its intersection with Blue Ridge Road Address: 3905 Reedy Creek Road PIN: 0784695116 <a href="#">iMaps</a> , <a href="#">Google Maps</a> , <a href="#">Directions from City Hall</a>
<b>Current Zoning</b>	OX-3 and OX-5-UL
<b>Requested Zoning</b>	CX-12
<b>Area of Request</b>	34.15 acres
<b>Corporate Limits</b>	The site is within Raleigh's planning jurisdiction and corporate limits.
<b>Property Owner</b>	State of North Carolina 116 West Jones Street Raleigh, NC 27603
<b>Applicant</b>	Jamie Schwedler 301 Fayetteville Street, Suite 1400 Raleigh, NC 27601
<b>Council District</b>	District D
<b>PC Recommendation Deadline</b>	September 20, 2021

## SUMMARY OF PROPOSED CONDITIONS

None.
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## COMPREHENSIVE PLAN GUIDANCE

<b>Future Land Use</b>	Community Mixed Use, Office & Residential Mixed
<b>Urban Form</b>	City Growth Center, Transit Emphasis Corridor, Urban Thoroughfare
<b>Consistent Policies</b>	Policy LU 2.2—Compact Development Policy LU 4.10—Development at Freeway Interchanges Policy LU 6.1—Composition of Mixed-use Centers Policy LU 6.2—Complementary Land Uses and Urban Vitality Policy ED 3.4—Reducing Barriers to Core Sector Growth Policy ED 5.11—Prioritizing Investment Policy AP-AB 7 Mixed-Use Development Intensities

	Policy AP-AB 37 State Offices
<b>Inconsistent Policies</b>	Policy LU 1.2—Future Land Use Map and Zoning Consistency Policy LU 2.5—Healthy Communities Policy LU 4.9—Corridor Development Policy LU 7.6—Pedestrian-Friendly Development Policy PR 3.13—Greenway Oriented Development Policy UD 1.10—Frontage Policy UD 3.11—Parking Structures Policy UD 7.3—Design Guidelines Policy AP-AB 9 Parking Lot Siting

### **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**

<b>First Neighborhood Meeting</b>	<b>Second Neighborhood Meeting</b>	<b>Planning Commission</b>	<b>City Council</b>
3/23/2021 (1 attendee)	6/23/2021 (1 attendee)	6/22/2021 (consent); 8/5/2021 (COW); 8/24/2021	

### **PLANNING COMMISSION RECOMMENDATION**

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

<b>Reasonableness and Public Interest</b>	The proposal is consistent with the Future Land Use Map and the 2030 Comprehensive Plan including policies related to compact development, capitalizing on transit, reducing greenhouse gas emissions, and design quality.
<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.

**Motion and Vote**

Motion: Fox  
Second: Miller  
In Favor: Dautel, Elder, Fox, Mann, Miller and O'Haver

**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: 8/24/2021

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



# ZONING STAFF REPORT – CASE Z-20-21

## General Use District

### OVERVIEW

The rezoning site is 34.15 acres on the west side of Blue Ridge Road between Reedy Creek Road and District Drive. The request is to rezone from Office Mixed Use-3 Stories (OX-3) and Office Mixed Use-5 Stories-Urban Limited (OX-5-UL) to Commercial Mixed Use-12 Stories (CX-12). The shape of the site is irregular and roughly trapezoidal. It measures about 1,000 feet in the north-south dimension and 1,600 feet at its widest point from east to west. A private street connecting Reedy Creek Road with District Drive forms most of the site's western boundary.

The current use of the site is State of North Carolina motor fleet facilities and offices. Existing buildings are primarily one-story, brick, and industrial in character. Surface parking occupies about one-third of the rezoning area. A stream is present beginning at the center of the site and draining toward the west. The area surrounding the stream is mostly wooded as is another area to the south.

The southern forested area extends 1,200 feet to the east from the western edge of the property and has a width of about 150 feet. The slope of the site is slight overall, dropping at about 2-3% from the northeast to the southwest. Areas of sharper grade change are present around the edges of graded building sites.

Wade Avenue passes the rezoning property about 800 feet to the south. The I-440/Wade Avenue interchange is three-quarters of a mile to the east, and Edwards Mill Road is located 3,000 feet to the west. Lake Boone Trail is 2,000 feet north of the rezoning area. Rex Hospital forms the northeast corner of the intersection of Blue Ridge Road and Lake Boone Trail.

The North Carolina Museum of Art is on the opposite side of Blue Ridge Road from the rezoning site. A number of other state government facilities are present in the surrounding area. Directly west of the site is the North Carolina National Guard headquarters. South of Wade Avenue are uses associated with North Carolina State University and the State Fairgrounds.

The zoning in the vicinity of the rezoning is a mix of Office Mixed Use and Commercial Mixed Use. Heights of 3, 5, and 12 stories are mapped. The Urban Limited frontage applies to a number of parcels along Blue Ridge Road. A Special Highway Overlay District-1 (SHOD-1) is present in the southwest quadrant of Wade Avenue and Blue Ridge Road.

The Future Land Use Map calls for Community Mixed Use and Office & Residential Mixed Use for much of the land adjacent to Blue Ridge Road. Behind those designations, the Public Facilities category is mapped to reflect the state ownership and use of those areas.

The Urban Form map shows a large City Growth Center extending from the intersection of Duraleigh Road and Blue Ridge Road southward to Hillsborough Street/Chapel Hill Road. The City Growth Center reaches from I-40 on the west to I-440 on the east. Blue Ridge Road is a Transit Emphasis Corridor for most of its length. Reedy Creek Road and District Drive are Urban Thoroughfares along the frontage of the rezoning property.

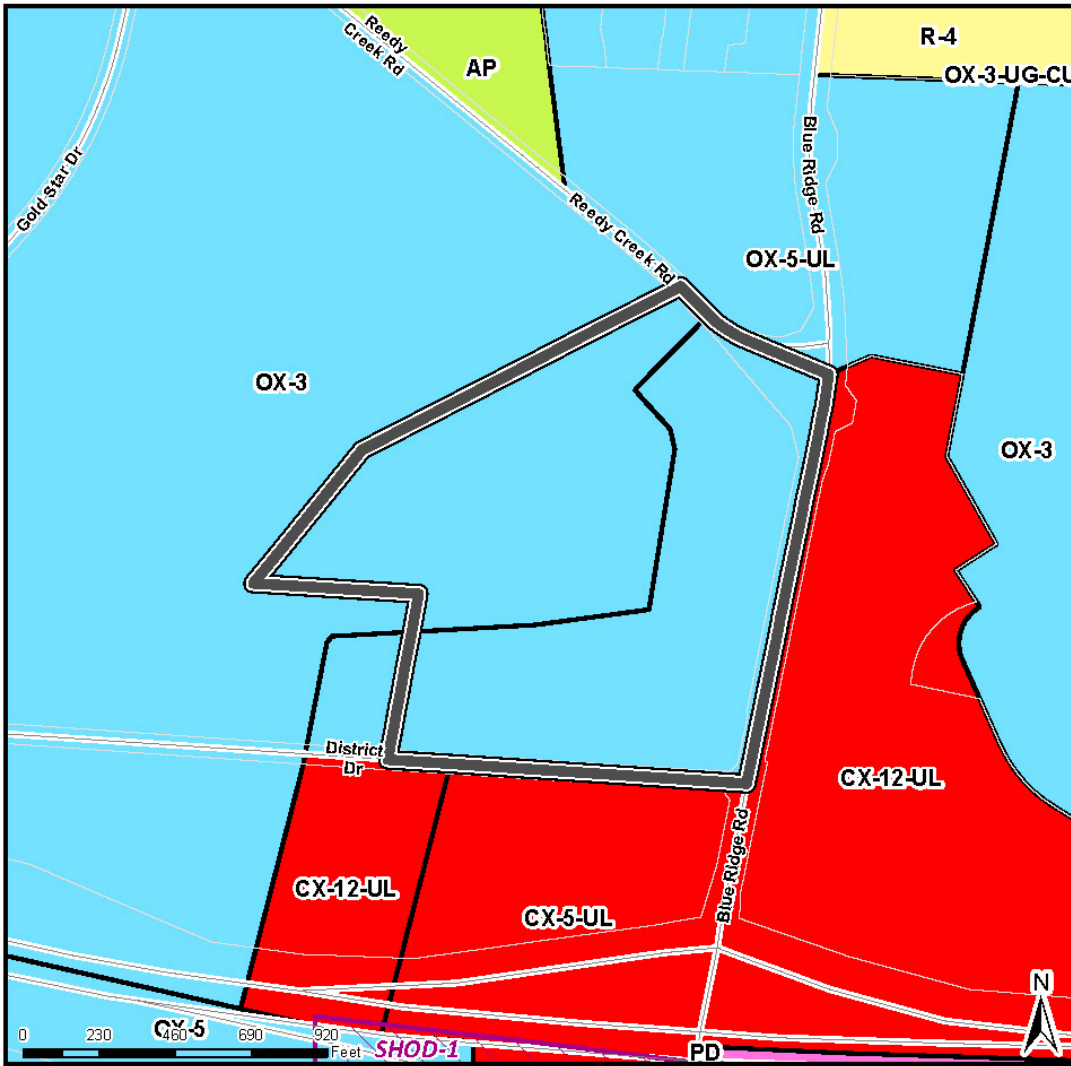
The rezoning request would change the base zoning from OX to CX, increase allowed height from three and five stories to twelve, and remove the Urban Limited frontage. The proposal enables a more than twofold increase in potential development. Several commercial uses would be allowed without being located in mixed-use buildings, as is required in OX. Other commercial and light industrial uses would be newly permitted. These include light manufacturing and vehicle repair. Without the frontage, the requested zoning would allow parking lots to front the street and buildings to be placed behind them. A site plan has been submitted for the site with case number ASR-0048-2021. Details of the site plan are not yet publicly available.

### **OUTSTANDING ISSUES**

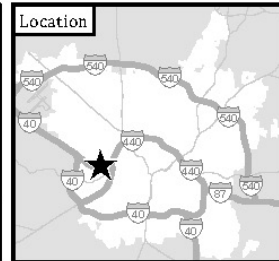
Outstanding Issues	None	Suggested Mitigation	N/A
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# Existing Zoning

# Z-20-2021



<b>Property</b>	3905 Reedy Creek Rd
<b>Size</b>	34.15 acres
<b>Existing Zoning</b>	OX-3 & OX-5-UL
<b>Requested Zoning</b>	CX-12

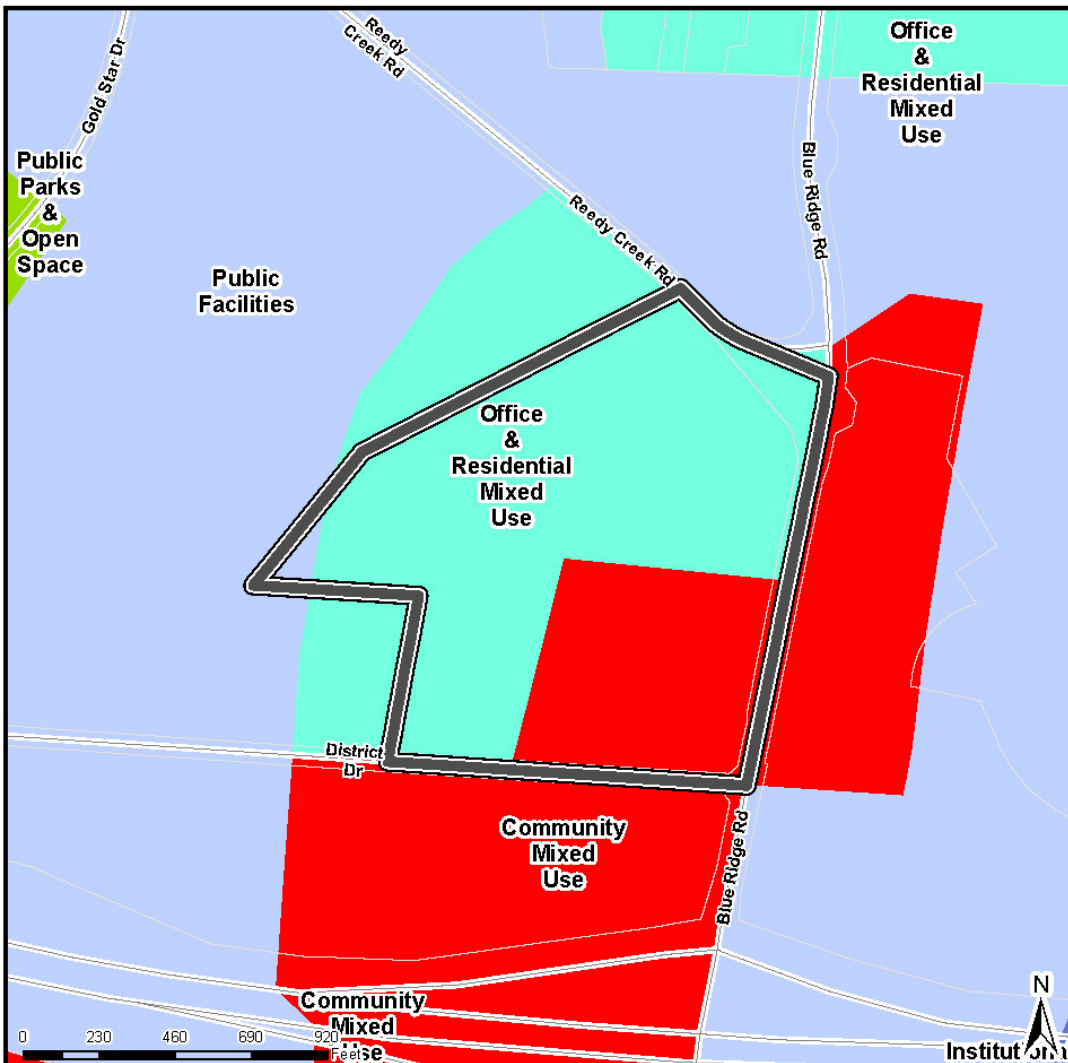


Map by Raleigh Department of Planning and Development (mancollf): 4/19/2021

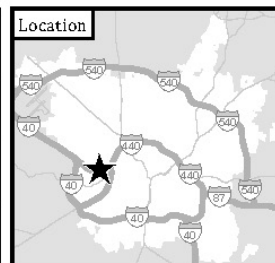


# Future Land Use

# Z-20-2021



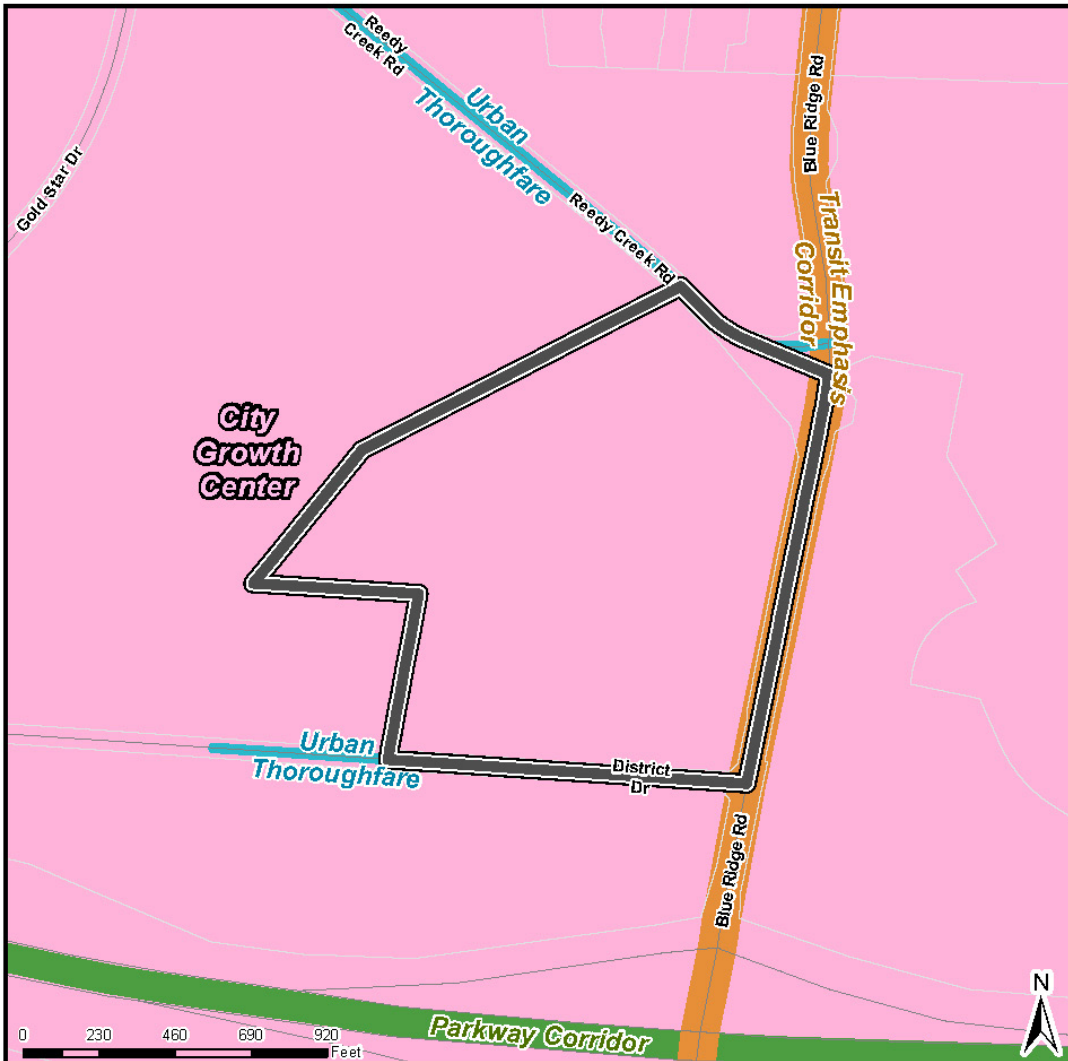
<b>Property</b>	3905 Reedy Creek Rd
<b>Size</b>	34.15 acres
<b>Existing Zoning</b>	OX-3 & OX-5-UL
<b>Requested Zoning</b>	CX-12



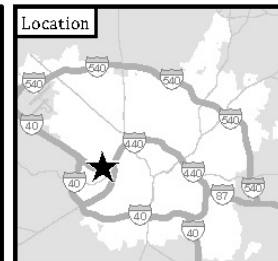
Map by Raleigh Department of Planning and Development (manc of): 4/19/2021

# Urban Form

# Z-20-2021



<b>Property</b>	3905 Reedy Creek Rd
<b>Size</b>	34.15 acres
<b>Existing Zoning</b>	OX-3 & OX-5-UL
<b>Requested Zoning</b>	CX-12



Map by Raleigh Department of Planning and Development (mancolfj): 4/19/2021

# 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?

No, the request is inconsistent with the Managing Our Growth Vision Theme because it may allow new development with a lower quality of urban design than would be provided by the current zoning. The Urban Limited frontage that is part of the existing zoning requires buildings to be placed near the street with no parking in front and regular pedestrian entrances. The proposed removal of the frontage enables development that is less comfortable and supportive of walking.

The request also conflicts with the Coordinating Land Use and Transportation Vision Theme. Traffic analysis for the proposal shows serious impacts to the local street network if the site is developed to the full potential allowed by the request. Mitigations are proposed which alleviate some of the impact but which also create new impacts to bicycle and pedestrian travel as well as to circulation at the NC Museum of Art (NCMA) on the east side of Blue Ridge Road. Even if the mitigations are constructed, development of the site may be limited by zoning requirements related to transportation infrastructure sufficiency, indicating that the amount of development proposed is not appropriate given the site's context.

The Economic Prosperity and Equity Vision Theme is supportive of the proposal. The requested zoning would enable offices of the NC Department of Health and Human Services (DHHS) to move from their current location at Dix Park to the subject site. The new DHHS facility would be a significant contributor to employment and economic activity in the area, which aligns with the Vision Themes recommendation for "cooperative relationships" with government and "quality . . . employment opportunities". This consistency is reduced somewhat by the potential impacts of traffic mitigations on the NCMA property. The Vision Theme also espouses "creative economic sectors" and "nationally-regarded arts groups" whose activities through NCMA may be hampered by access limitations.

Overall, the request is inconsistent with the 2030 Comprehensive Plan due to its potential to detract from urban form, walkability, and infrastructure sufficiency.

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

No, not completely. There are two Future Land Use designations mapped on the rezoning site. The majority of the site is designated for Office & Residential Mixed Use. Office & Residential Mixed Use does not recommend developments that are composed exclusively of retail or other non-office commercial uses. Approximately one quarter of the site has the Community Mixed Use category applied. This designation does support stand-alone retail uses.

The requested CX district would allow the entire site to be developed as a shopping center or other commercial uses that are not called for by the Office & Residential

Mixed Use designation. The proposed zoning is inconsistent with Office & Residential Mixed Use for this reason. It is consistent with Community Mixed Use. A request for an OX district would be more consistent with the Future Land Use Map. Alternatively, the request could be for a combination of OX and CX zoning with the CX district aligned with the Community Mixed Use area of the site.

- 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?

The proposed zoning would allow a range of uses that are compatible with the institutional-scale uses in the vicinity. Uses enabled by the request would not harm the existing character and could potentially improve it by adding service and shopping uses that are currently not prevalent. The risk of adverse changes to the character is further reduced by the site's ownership by the state and intended use as departmental office. The prospect of this outcome decreases the likelihood of a stand-alone, high-intensity commercial use being established.

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

No, the results of the Traffic Impact Analysis (TIA) indicate that the maximum amount of development under the proposed zoning would lead to significant degradation of level of service at multiple points in the street network around the site. The TIA proposes several improvements to mitigate the increase in vehicle trips. Many of the mitigations conflict with bicycle and pedestrian improvements planned as part of City and NCDOT transportation projects that are already in design. Additionally, some mitigations may reduce or impede the accessibility of the NC Museum of Art site. Other infrastructure and facilities are expected to be sufficient for the development potential enabled by the proposal.

## Future Land Use

**Future Land Use designation:** Community Mixed Use, Office & Residential Mixed

**The rezoning request is**

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

**Inconsistent**

Most of the land area within the site is designated for Office & Residential Mixed Use by the Future Land Use Map. Approximately 9 of the site's 34 acres are mapped with the Community Mixed Use category. The requested CX zoning would allow development types not envisioned in the Office & Residential Mixed Use designation such as large shopping centers and car dealerships. The requested height of 12 stories also conflicts with the height guidance from Table LU-2 of the 2030 Comprehensive Plan.

The table indicates that a maximum height of seven stories is appropriate for areas that are mapped Office & Residential Mixed Use and within a mixed-use center on the Urban Form Map. The proposal is consistent with the portion of the site where Community Mixed Use is applied. The request would be more consistent with the Office & Residential Mixed Use designation and the Future Land Use Map in general if OX was the proposed base district and if the requested height was seven stories or less.

## Urban Form

**Urban Form designation:** City Growth Center, Transit Emphasis Corridor, 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)

Three designations from the Urban Form Map apply to the rezoning site. The site is within a City Growth Center. Blue Ridge Road is a Transit Emphasis Corridor, and both Reedy Creek Road and District Drive are Urban Thoroughfares. These designations all suggest that a zoning frontage is desired. The current zoning includes the Urban Limited frontage. The requested zoning proposes to remove the Urban Limited frontage. The removal of the frontage is counter to the recommendations of the Urban Form designations. Without a frontage, the zoning will not guarantee that the interface between buildings and the street will be as supportive of walking and transit use as it would be under frontage regulations. The request would be more consistent if any frontage other than Parkway was requested.

## Compatibility

**The proposed rezoning is**

- Compatible** with the property and surrounding area.
- Incompatible.**

The rezoning request would allow a mix of residential, office, and commercial uses in an area with multiple large, institutional uses. The introduction of the proposed uses would not impact the operations of existing nearby facilities. The rezoning site is also well-buffered from potentially impactful uses, such as vehicle storage, by public and private streets. The development allowed by the request is compatible with the surrounding area.

## Public Benefits of the Proposed Rezoning

- The proposal would allow additional opportunities for housing, employment, shopping, and services in an area served by transit routes and greenway trails.
- The rezoning request will facilitate the relocation of DHHS offices from Dix Park, which will allow for the park to be developed for public recreational use.

## Detriments of the Proposed Rezoning

- The request may create additional vehicle trips on nearby roads.

## Policy Guidance

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

### **Policy LU 2.2—Compact Development**

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

### **Policy LU 4.10—Development at Freeway Interchanges**

Development near freeway interchanges should cluster to create a node or nodes located at a nearby intersection of two streets, preferably classified two-lane avenue or higher, and preferably including a vertical and/or horizontal mix of uses. Development should be encouraged to build either frontage or access roads behind businesses to provide visibility to the business from the major street while limiting driveway connections to the major street.

### **Policy LU 6.1—Composition of Mixed-use Centers**

Mixed-use centers should comprise a variety of integrated residential and commercial uses – mixed both vertically and horizontally - that have well planned public spaces that bring people together and provide opportunities for active living and interaction.

### **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 request would allow substantially more development on a site located in a mixed-use center and near a highway interchange. A wider range and greater amount of commercial uses would also be permitted under the proposed zoning in comparison to the existing zoning. The increased density and diversity of uses may allow more daily trips to be made within the site rather than in vehicles on nearby public streets. Fiscal efficiency of existing and improved infrastructure may also be improved through greater density.*

### **Policy ED 3.4—Reducing Barriers to Core Sector Growth**

Assist Raleigh’s largest employment sectors, including the education, health care, social services, and public administration sectors, to resolve land use constraints so that they can continue to grow, expand job opportunities, and provide a stable economic base.

### **Policy ED 5.11—Prioritizing Investment**

Prioritize incentives and programs for public and private investments in commercial and industrial areas based on criteria evaluating need and effectiveness. Need is demonstrated by socio economic indicators and evidence of physical disinvestment. Effectiveness means that the priority area is appropriate and ready for economic development.

*The rezoning request would facilitate the transition of DHHS offices from their current location at Dix Park to the rezoning site. The introduction of a large core-employment use would bring substantial new economic activity to the Blue Ridge corridor. The rezoning area is also identified on Map ED-1 “Priority Areas for Economic Development” as a priority area for economic development. The possibility of additional employment, goods, and services created by the proposal serves the goal of the map to strengthen economic conditions in the area.*

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

### **Policy LU 1.2—Future Land Use Map and Zoning Consistency**

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

*The proposed zoning of CX would enable large shopping centers and a number of heavy commercial and light industrial uses. Those types of development are not supported by the Office & Residential Mixed Use (ORMU) designation that applies to more than 70% of the site area. The recommended height for this designation, in combination with the City Growth Center from the Urban Form Map, is a maximum of seven stories. The request is for a maximum height of 12 stories. The rezoning is inconsistent with the ORMU Future Land Use category. The remaining area of the site has the Community Mixed Use designation mapped. This designation is aligned with the uses and height permitted in the requested CX-12 zoning. The request would be more consistent with the Future Land Use Map if the OX district was proposed for the ORMU portion of the site.*

### **Policy LU 2.5—Healthy Communities**

New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.

**Policy LU 4.9—Corridor Development**

Promote pedestrian-friendly and transit supportive development patterns along multi-modal corridors designated on the Growth Framework Map, and any corridor programmed for “transit intensive” investments such as reduced headways, consolidated stops, and bus priority lanes and signals.

**Policy LU 7.6—Pedestrian-Friendly Development**

New and redeveloped commercial and mixed-use developments should be pedestrian-friendly.

**Policy PR 3.13—Greenway Oriented Development**

Development adjacent to or encompassing a designated greenway corridor or greenway connector should provide links between internal pedestrian infrastructure and the greenway network, where appropriate. The development should pro-actively respond to greenways as an amenity, incorporating and maintaining greenway viewsheds and aesthetic character, as well as storm water management and flood control benefits.

*The rezoning site is directly adjacent to the Reedy Creek Greenway Trail which passes the north side of the site on Reedy Creek Road. The existing Urban Limited frontage on the site provides for an active, visually interesting relationship between the street and new buildings on the site by requiring buildings to be close to the street, prohibiting parking in front of buildings, and requiring pedestrian entrances with direct access from the greenway trail. The proposal would remove the Urban Limited frontage and does not propose an alternate frontage. The lack of a frontage may diminish the quality of the travel experience for pedestrians, cyclists, and users of development on the site. Retaining the Urban Limited frontage or proposing a different frontage would improve consistency with these policies.*

**Policy UD 1.10—Frontage**

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

**Policy UD 3.11—Parking Structures**

Encourage creative solutions including landscaping and other aesthetic treatments to design and retrofit parking structures to minimize their visual prominence. Where feasible, the street side of parking structures should be lined with active and visually attractive uses to lessen their impact on the streetscape.

**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 Urban Form Map shows three designations that are relevant to this site. A City Growth Center is mapped on the entirety of the site. A Transit Emphasis Corridor is applied to Blue Ridge Road. Reedy Creek Road and District Drive have Urban Thoroughfare corridors along the site's frontage. All three categories call for a frontage to be part of the zoning. The requested zoning does not include a frontage. A frontage would also support many of the recommendations of the Design Guidelines, which direct development to activate the street, limit parking lots in front of buildings, and provide visual interest along the street.*

*Zoning frontages, and urban frontages in particular, impose regulations that serve these goals. Those regulations include requiring specific streetscape types, build-to ranges, and regularity of pedestrian entrances. Urban frontages also require the ground floor of parking structures to be wrapped with active uses and upper floors to be screened with certain materials. The absence of this type of regulation allows for a lower quality urban form than the applicable policies indicate.*

## Area Plan Policy Guidance

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

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### **Policy AP-AB 7 Mixed-Use Development Intensities**

Encourage mixed-use developments that serve visitors as well as residents. Enable greater land use intensity near transit corridors and regional attractions.

*The proposal would allow a higher intensity of mixed-use development including a range of commercial uses which may serve as amenities for visitors and residents. The site is located across Blue Ridge Road from the NC Museum of Art, a major tourism attraction.*

### **Policy AP-AB 37 State Offices**

Encourage and support the location of potential state offices west of Blue Ridge Road on North Carolina Department of Agriculture property.

*Development permitted by the requested zoning would support the relocation of DHHS offices from Dix Park to the rezoning site.*

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

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### **Policy AP-AB 9 Parking Lot Siting**

No large parking lots should be sited in front of the buildings or along the streets, unless heavily buffered.

*The request lacks a zoning frontage or zoning conditions that would prohibit parking in between buildings and Blue Ridge Road. In the absence of such controls, a large parking area may be placed along Blue Ridge Road as part of new development on the site.*

# EQUITY AND CLIMATE CHANGE ANALYSIS

## Transportation Cost and Energy Analysis

	City Average	Site	Notes
Transit Score	30	34	The transit score is slightly higher than the city average. A stop for GoRaleigh Route 27 Blue Ridge is located at the north end of the site's frontage on Blue Ridge Road.
Walk Score	30	25	The walk score is lower than the average for Raleigh. There are not many destinations nearby, and roads in the area tend to be wide with high posted speeds. Walkability through the Wade Avenue interchange and to the south toward Trinity Road will improve when the Blue Ridge Road Bike-Ped Improvement Project is complete.
Bike Score	41	49	The site has a higher Bike Score than the city's overall score. This is likely due to the Reedy Creek Greenway Trail passing the site on its east and north sides. The trail links the site with destinations such as the NC Museum of Art and Meredith College.
HUD Low Transportation Cost Index	[Not applicable, index is expressed as a percentile.]	81	The index is high, suggesting that transportation costs are low in this area. This may be based on transit and greenway access. While transit service is helpful for those without private vehicles, the nearby area does not offer many shopping destinations.
HUD Jobs Proximity Index	[Not applicable, index is expressed as a percentile.]	96	The index has a high score. The surrounding area contains many large employers including large offices and facilities of state agencies. Rex Hospital and other associated medical uses are also relatively close to the site.

*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.*

**Summary:** There are substantial transit and greenway facilities in the vicinity of the site that support multi-modal transportation. Additionally, there are multiple, large employers nearby, including along the transit route serving the site. Conversely, there are not many services or shopping destinations in the immediate vicinity, sidewalks are inconsistent, and streets are fairly large. Redevelopment of the site will add sidewalks and potentially introduce more active uses.

## 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.*

**Summary:** All housing types are allowed by the requested zoning. The site is unlikely to be developed with a substantial amount of housing considering the state's expressed desire to use it as a department campus.

## Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Adds	The request would allow as many as 1,800 additional housing units on the site.
Is naturally occurring affordable housing present on the site?	No	No housing is present on the site.
Does the proposal include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	All residential building types would be allowed by the request.
If not a mixed-use district, does it permit smaller lots than the average? *	N/A	The site is a mixed-use district.
Is it within walking distance of transit?	Yes	There is a transit stop for GoRaleigh Route 27 at the northeast end of the site.

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

**Summary:** The rezoning request would allow more than double the amount of housing compared to the current zoning. However, the property is owned by the State of North Carolina. The state intends to use the site as a headquarters for the Department of Health and Human Services. The predominant development type is likely to be offices.

## Demographic Indicators from EJSCREEN\*

Indicator	Site Area	Raleigh
Demographic Index** (%)	25	38
People of Color Population (%)	28	46
Low Income Population (%)	28	30
Linguistically Isolated Population (%)	0	3
Population with Less Than High School Education (%)	1	9
Population under Age 5 (%)	3	6
Population over Age 64 (%)	7	11
% change in median rent since 2015	33.4	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

**Summary:** The population of the rezoning area displays demographic indicators that suggest less than average vulnerability to displacement or other development impacts. Existing housing in the area is limited by the presence of large institutional developments. Housing costs has risen sharply in recent years.

## Health and Environmental Analysis

What is the life expectancy in this zip code tract? Is it higher or lower than the City average?	78.2 years	The life expectancy in the subject tract is nearly identical to the average life expectancy in Wake County
Are there known industrial uses or industrial zoning districts within 1,000 feet?	Yes	There is no industrial zoning within 1,000 feet. Multiple facilities used for outdoor storage of vehicles/equipment are located on state property to the west of the site.
Are there hazardous waste facilities are located within one kilometer?	Yes	four hazardous waste sites have been identified by the Department of Environmental Quality. Of these, two are laboratories serving the Department of Agriculture and the Division of Public Health. One is a motor fleet facility, and the fourth is the National Guard facility to the west.

Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	No	No hazards identified.
Is this area considered a food desert by the USDA?	Yes	The area around the rezoning site contains many large-scale office and institutional facilities. Retail uses are sparse. The rezoning request may increase opportunities for outlets that sell food.

**Summary:** The rezoning area is characterized by very large developments and blocks designed for institutional uses. Environmental toxins and hazards appear to be minimal. The mix of land uses is currently narrow in the immediate vicinity of the site, leading to low access to food shopping.

### Land Use History

When the property was annexed into the City or originally developed, was government sanctioned racial segregation in housing prevalent?*	No	Historical records indicate the site was originally annexed and developed in the 1980s.
Has the area around the site ever been the subject of an urban renewal program?*	No	No such program has been identified.
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups?*	No	No covenants of this nature were located.
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires?*	No	No such covenants located.

*\*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.*

**Summary:** The rezoning site does not appear to be subject to current or historical factors that would have had direct discriminatory impacts.

### 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: Yes, the request would increase the potential supply of housing in an area with access to transit and near many large employers. The possibility of a*

*development with a large residential component may be limited by the state's desire for an office campus on the site.*

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 proportion of existing residents of the area that are low income is similar to the Raleigh average. This suggests that additional supply and diversity of housing may be needed. The request allows more housing units than the existing zoning, though the state may choose not to include much housing in the final development. The possibility of more commercial uses within the site may improve access to employment, services, and shopping for residents of the area.*

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: The median rent for a two-bedroom apartment increased by 13 percentage points more in the subject tract than in Raleigh as a whole. This suggests that new housing being built in the area is significantly more expensive than existing housing and/or that older housing is being lost.*

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: The initial development of the site in the 1980s suggests that discriminatory laws, policies, and practices were not a significant factor in the use of or access to the site.*

5. Do residents of the area have disproportionately low life expectancy, low access to health insurance, 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 proportion of low-income households in the area suggests some degree of health disadvantage for existing residents. Other demographic indicators show lower overall vulnerability. The rezoning proposal may create new opportunities for shopping and services that are accessible by transit and bicycle.*

# 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 Reedy Creek Greenway Trail.
2. Nearest existing park access is provided by Laurel Hills Park (1.8 miles) and Method Park (2.0 miles).
3. Nearest existing greenway trail access is provided by the Reedy Creek Greenway Trail (located in ROW of property).
4. Current park access level of service in this area is graded a B letter grade.

**Impact Identified:** None.

## Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	0	946,875	2,088,750
Waste Water	0	946,875	2,088,750

**Impact Identified:**

1. The proposed rezoning would add approximately 1,141,875 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.
2. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy.
3. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developed.

## Stormwater

<b>Floodplain</b>	None
<b>Drainage Basin</b>	Richland
<b>Stormwater Management</b>	UDO Section 9.2
<b>Overlay District</b>	None

**Impact Identified:** Site subject to Stormwater regulations under UDO 9.2 for runoff and nitrogen. No floodplain exists onsite. Possible Neuse Buffers exist. No impacts identified.

## Transportation

### **Location**

The Z-20-21 site is located in northwest Raleigh on the southwest corner of Blue Ridge Road and Reedy Creek Road.

### **Area Plans**

The Z-20-21 site is located within the Area-Blue Ridge Area plan. It includes a focus on developing the Blue Ridge Road corridor into a vibrant, well-connected mixed-use district.

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

There are three public transportation projects near the Z-20-21 site:

- The Blue Ridge Road Bicycle and Pedestrian Improvement Project, located adjacent to the site, will add a 10-foot shared-use path from Blue Ridge Road from Trinity Road to Reedy Creek Road and a protected intersection at the intersection of Reedy Creek. The project is estimated to be completed in Summer 2022.
- The Blue Ridge Road Widening project is located approximately 0.8 miles north of the site and will widening the segment of Blue Ridge Road between Duraleigh Road to Crabtree Valley Avenue to three lanes and will also add sidewalks and a shared-use path. The project is estimated to be complete in Fall 2023.
- Approximately one mile south of the site, NCDOT will be widening Wade Avenue to six lanes from I-40 to I-440. The project is estimated to be completed in 2027.

### **Existing and Planned Infrastructure**

#### *Streets*

Blue Ridge Road is designated as a four-lane divided avenue in the Street Plan (Map T-1 of the Comprehensive Plan). The section of Reedy Creek adjacent to the site designated as a two-lane undivided avenue. The site also fronts on District Drive, which is designated as a two-lane divided avenue. All three streets are maintained by NCDOT. There are two planned two-lane undivided avenues that bisect the Z-20-21 site; one is parallel to Blue Ridge Road, the other is parallel to District Drive.



In accordance with the UDO Section 8.3.2, the maximum block perimeter for an CX-12 zoning district is 2,500 feet and a dead-end street length of 300 feet. The existing block is approximately 8,700 feet in perimeter. The Z-20-21 site itself is approximately 5,300 feet in perimeter. Construction of the planned two-lane avenues in Map T-1 would result in blocks meeting the block perimeter standard. Addition of these streets is supported by Comprehensive Plan Policy T 1.1:

#### Policy T 1.1 Coordination with Land Use Map

Transportation planning, development, expansion, and investment in transportation facilities should be coordinated with the Future Land Use Map.

The street grid proposed by Blue Ridge Corridor Study and contained in Map T-1 is coordinated with the intensity of land use proposed by the Future Land Use Map (Map LU-2) and the Growth Framework Map (Map F-2).

The Traffic Impact Analysis prepared for Z-20-21 included a conceptual site plan that is inconsistent with Map T-1 and policies in the Comprehensive Plan related to connectivity and transportation networks, including policies T1.3 (Multimodal Transportation Design), T2.5 (Multimodal Grids), AP-AB1 (Complete Streets and Network Connectivity), and AP-AB38 (Connectivity).

#### *Pedestrian Facilities*

There is no sidewalk on the site's frontage of Blue Ridge Road or District Drive. There is an existing shared use path along the site's frontage on Reedy Creek Road. This path is a part of the Reedy Creek Greenway Trail connecting Umstead State Park to the North Carolina Museum of Art and the rest of the Capital Area Greenway system.

If this site were private property, tier 3 site plan or subdivision approval would require sidewalk construction in accordance to UDO Article 8.5.

#### *Bicycle Facilities*

In the vicinity of the Z-20-21 Site, there are existing bicycle lanes on Reedy Creek Road. There is a northbound separated bikeway on Blue Ridge Road along the frontage of the North Carolina Museum of Art. There is an existing shared use path along the site's frontage on Reedy Creek Road. This path is a part of the Reedy Creek Greenway Trail connecting Umstead State Park to the North Carolina Museum of Art and the rest of the Capital Area Greenway system.

Map T-3 in the Comprehensive Plan (Planned Bicycle Facilities) designates Blue Ridge Road for a separated bikeway. The two lane-lane avenues, including District Drive, Reedy Creek Road, and the proposed new streets, are designated for bicycle lanes. If this site were private property, tier 3 site plan or subdivision approval would require frontage improvements in accordance to UDO Article 8.5, including applicable bikeways.

The Z-20-21 site is directly adjacent to the existing bikeshare service area. The nearest existing station is at the North Carolina Museum of Art (NCMA). This is also a location where frequent transit is planned. NCMA bikeshare station is connected core service area of the bikeshare system by the Capital Area Greenway System. This site is large enough that the additional of a bikeshare station in the middle or southwestern portions of the site would be

within bikeshare station spacing guidelines. The addition of Bikeshare infrastructure may help to mitigate traffic concerns, as trips would be converted from motorized vehicles to bicycles. Bikeshare may also improve “last mile” connectivity to transit.

#### *Transit*

The Z-20-21 site is currently served by GoRaleigh route 27 with a stop along the site’s frontage on Blue Ridge Road. The route runs service every 30 minutes. It is planned to be a frequent route in the Wake Transit Plan.

#### *Access*

Access to the Z-20-21 site is from Blue Ridge Road, District Drive, and Reedy Creek Road.

### **Traffic Impact Analysis**

Comprehensive Plan Policy T 1.6 directs staff to identify transportation impacts proactively:

Policy T 1.6 Transportation Impacts

Identify and address transportation impacts before a development is implemented.

#### *TIA Determination*

Based on the Envision results, approval of case Z-20-21 would increase the amount of projected vehicular peak hour trips to and from the site by approximately 30,000 daily trips. The proposed rezoning from OX-3 and OX-5-UL to CX-12 is projected to generate new trips in the AM and PM peak hours well above the thresholds in the Raleigh Street Design Manual to trigger a rezoning Traffic Impact Analysis (TIA) based on the trip generation.

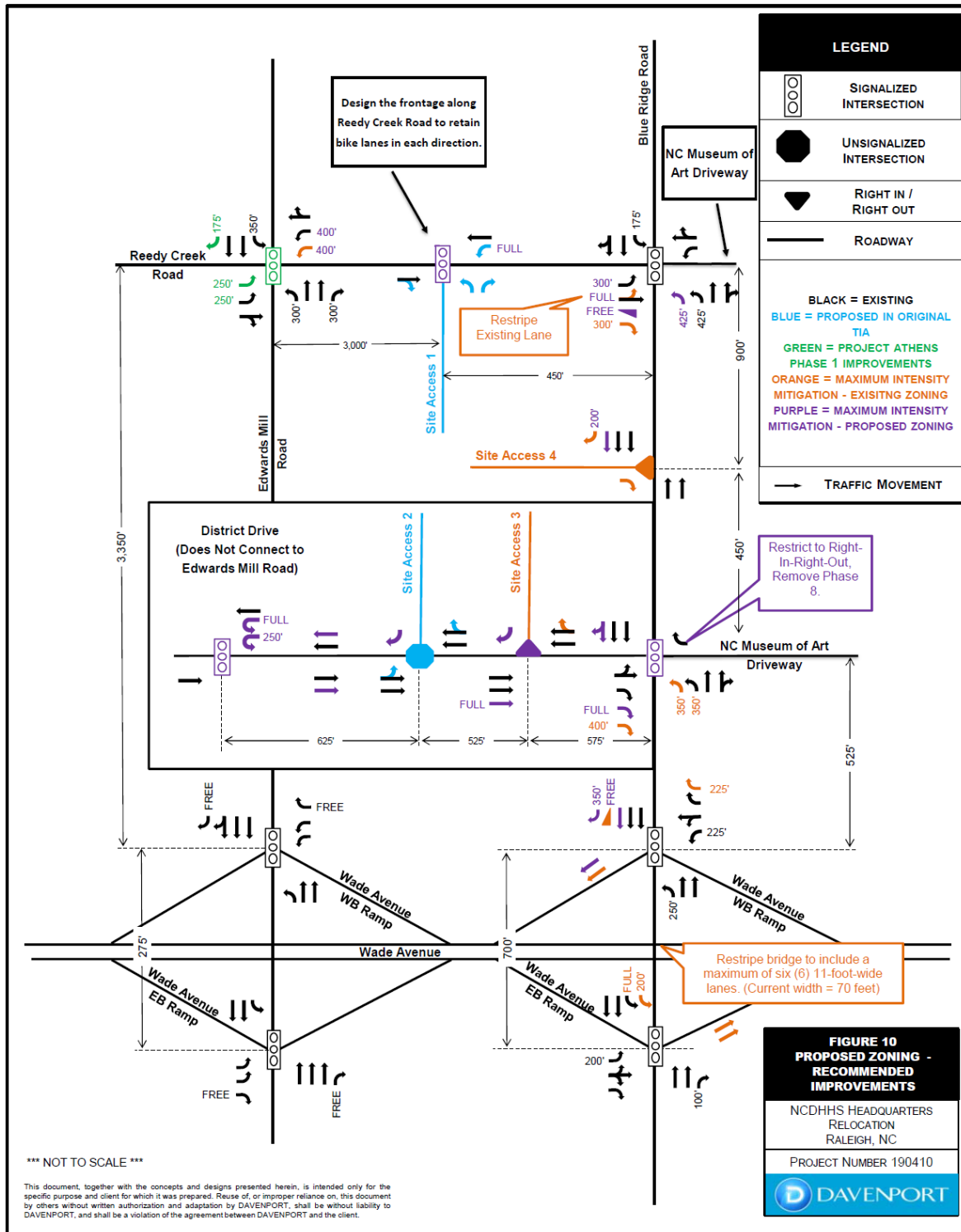
#### *TIA Review*

A TIA was performed by Davenport and reviewed by City staff. The analysis shows that the development as proposed will have significant impacts to the surrounding roadway network. Five signalized intersections are projected to operate at LOS F during the peak hour period with site trips added to existing street infrastructure. The TIA identifies extensive roadway and intersection improvements that could bring *most* intersections to LOS E or better. The following intersections are projected to continue to operate at LOS F with the proposed improvements:

- Blue Ridge Road at District Drive during the PM peak hour,
- Blue Ridge Road at Wade Avenue westbound ramps during the AM peak hour,
- and Edwards Mill Road at Wade Avenue eastbound ramps during the AM peak hour.

Many of the mitigations proposed in the TIA conflict with programmed transportation projects or the pedestrian and bicycle focus of the Blue Ridge Area Plan. The attached figure is an overview of mitigations proposed by the TIA.

Figure 1: Proposed Zoning – Recommended Improvements



Transportation staff recommends that the specific proposed improvements be reconsidered as the site is developed to identify more opportunities to encourage walking, biking, and transit trips in alignment with the goals of the area plan. Transportation Demand Strategies and additional pedestrian, bicycle, and transit enhancements around the site may provide an alternative strategy to support site trips that allows the developer to avoid some of the proposed improvements that are most in conflict with other corridor goals (e.g. triple right turn lanes) and avoid impacts to museum access. Additional coordination and analysis are recommended as plans for the site advance.

See the attached technical review memo for additional details regarding the TIA.

### *Infrastructure Sufficiency*

Comprehensive Plan Policy T 2.10 provides articulates policy related to peak hour congestion:

#### Policy T 2.10 Level of Service

Maintain level of service (LOS) "E" or better on all roadways and for overall intersection operation at all times, including peak travel times, unless maintaining this LOS would be infeasible and/or conflict with the achievement of other goals.

UDO Article 8.2 regulates infrastructure sufficiency for site plans. Where a TIA demonstrates a degradation of overall intersection LOS below E or impacts to an existing intersection operating at LOS F, build out of a site may be limited and a traffic mitigation plan is required.

The analysis by Davenport shows that overall intersection LOS at several intersections is projected to degrade below LOS E. Proposed mitigations are inconsistent with adopted plans. For instance:

- To mitigate LOS F at the intersection of Blue Ridge Road with Reedy Creek Road, the TIA proposes construction of a free flow right turn lane. This turn lane conflicts with the intersection design included in the Blue Ridge Road Bicycle and Pedestrian Improvement Project.
- To mitigate LOS F at the intersection of Blue Ridge Road with District Drive, the TIA proposes construction of triple right turn lanes from District Drive to Blue Ridge Road. This improvement conflicts with Policies AP-AB1 (Complete Streets and Network Connectivity) and T3.1 (Complete Street Implementation).
- To mitigate LOS F at the intersection of Blue Ridge Road with Wade Avenue Westbound, the TIA proposes construction of dual right turn lanes from Wade Avenue to Blue Ridge Road. This improvement conflicts with Policies AP-AB1 (Complete Streets and Network Connectivity) and T3.1 (Complete Street Implementation) and the intersection design included in the Blue Ridge Road Bicycle and Pedestrian Improvement Project.
- To mitigate LOS F at the intersection of Blue Ridge Road with Wade Avenue Eastbound, the TIA proposes restriping the bridge to add an additional southbound lane. This improvement conflicts with Policies AP-AB1 (Complete Streets and Network Connectivity) and T3.1 (Complete Street Implementation) and plans to retrofit the bridge over Wade Avenue to include a sidewalk on the east side. (A walkway on the west side is planned as a part of the Blue Ridge Road Bicycle and Pedestrian Improvement Project.

According to the results of the TIA, street infrastructure may not be sufficient to fully build out the entitlement for the zoning case. If this site were private property, UDO Section 8.2.2.E would be in effect, meaning that build out of the site would potentially be limited at the discretion of the Transportation Director unless a reasonable and adequate traffic mitigation plan is provided. Final approval of site access and traffic impacts on this site will be by NCDOT.

**Impact Identified:** Significant additional vehicle trips may be generated by development permitted under the proposed zoning. Proposed mitigations are likely to conflict with planned bicycle and pedestrian improvements. Level of service may still be substantially worsened after are mitigations applied.

### Urban Forestry

Proposed rezoning does not conflict with Urban Forestry related requirements

**Impact Identified:** None.

### Impacts Summary

The rezoning request would allow an amount of development that is likely to be detrimental to the level of service for vehicle trips on the surrounding street network. Multiple movements would operate at level of service F even after proposed mitigations are provided. Mitigations identified in the TIA may also harm the quality of bicycle and pedestrian travel at the site.

### Mitigation of Impacts

Traffic impacts may be reduced by requesting zoning that would allow less overall development, such as by reducing requested height. Mitigations should be reevaluated and potentially modified at the point of site plan review.

# CONCLUSION

The requested rezoning is to apply CX-12 for a portion of 2110 Blue Ridge Road that is currently zoned OX-3 and OX-5-UL. The rezoning area is just over 34 acres and forms the east side of a block bounded by District Drive, Blue Ridge Road, Reedy Creek Road, and Gold Star Drive. The request is inconsistent with the Future Land Use Map because of allow height and uses that are not recommended by the Office & Residential Mixed Use designation that is mapped on the majority of the site. The Urban Form Map is also in conflict with the proposal. Three Urban Form categories are relevant to the rezoning, all of which call for a frontage.

Additional inconsistency with the 2030 Comprehensive Plan arises from significant new vehicle trips that may be generated if the site is developed to the maximum intensity allowed by the requested district. Mitigations identified by the applicant are not likely to resolve the impacts completely and pose new transportation issues for modes other than vehicles. The case is supported by economic development policies in support of core employment uses and corridor revitalization, including two from the Arena Blue Ridge Area Specific Guidance for the site. The request is generally inconsistent with the 2030 Comprehensive Plan.

## CASE TIMELINE

Date	Action	Notes
4/19/2021	Application submitted	
5/4/2021	Initial review complete	TIA required
6/8/2021	TIA accepted as complete	
6/22/2021	Case placed on Planning Commission consent agenda and not discussed	
6/23/2021	Second neighborhood meeting held.	
8/5/2021	Case placed on Planning Commission Committee of the Whole agenda	Meeting canceled
8/10/2021	Meeting placed on 8/24/2021 meeting agenda	
8/24/2021	Meeting placed on Planning Commission agenda	

# APPENDIX

## SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	OX-5-UL, OX-3	OX-5-UL, OX-3, AP	CX-12-UL, CX-5-UL, OX-3	CX-12-UL, OX-3	OX-3
Additional Overlay	None	None	SHOD-1	None	None
Future Land Use	Community Mixed Use, Office & Residential Mixed Use	Public Facilities, Office & Residential Mixed Use	Community Mixed Use, Public Facilities	Community Mixed Use, Public Facilities	Public Facilities
Current Land Use	Office, Outdoor Storage of Vehicles, Open Space	Office	Office	Museum	Office, Outdoor Storage of Vehicles
Urban Form	City Growth Center, Transit Emphasis Corridor, Urban Thoroughfare	City Growth Center, Transit Emphasis Corridor, Urban Thoroughfare	City Growth Center, Transit Emphasis Corridor, Urban Thoroughfare, Parkway Corridor	City Growth Center, Transit Emphasis Corridor	City Growth Center, Urban Thoroughfare

## CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	OX-5-UL, OX-3	CX-12
Total Acreage	34.15	34.15
Setbacks:		
Front	0'-20' (build-to)	5'
Side	0' or 6'	0' or 6'
Rear	0' or 6'	0' or 6'
Residential Density:	44.36	97.86
Max. # of Residential Units	1,515	3,342
Max. Gross Building SF	1,781,000	3,932,000
Max. Gross Office SF	1,039,000	2,402,000

<b>Max. Gross Retail SF</b>	236,000	289,000
<b>Max. Gross Industrial SF</b>	Not estimated	Not estimated
<b>Potential F.A.R</b>	1.2	2.64

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



**AGENDA ITEM (F) 1: Z-20-21 – 3905 Reedy Creek Rd.**

This case is located 3905 Reedy Creek Road, at the southwest corner of its intersection with Reedy Creek Road.

Approximately 34.15 acres are proposed to be rezoned by the State of North Carolina from Office Mixed Use-3 Stories (OX-3) and Office Mixed Use-5 Stories-Urban Limited (OX-5-UL) to Commercial Mixed Use-12 Stories (CX-12).

The request is inconsistent with the 2030 Comprehensive Plan.

The request is inconsistent with the Future Land Use Map.

The second neighborhood meeting for this case was held on June 23. This item was scheduled to be discussed at the August 5 Committee of the Whole meeting. That meeting was canceled, and during the August 10 Planning Commission meeting the item was placed on this agenda. Legal notice was provided for the item to be discussed at this meeting. The deadline for Planning Commission action is September 20, 2021.

Planner Anagnost presented this case.

Jamie Schwedler, 301 Fayetteville Street representing the applicant gave a brief overview of the case.

Jeff Murison Executive Director of Blue Ridge Corridor Alliance spoke in complete support of this project and applauds the State's investment in the corridor.

Katherine White, Deputy Director, NC Museum of Art also spoke in support of the case. She stated this will promote walkability and enhance the growth the city.

Mark Paterni, 3317 Roller Mill Court spoke in opposition, stating this project will bring more traffic; secondary road will become more congested. Would like to see the project move forward but would like more creative.

Kathy Matilo-Rhoney, 2404 Trinity Farm Road regarding stating she was not opposed to rezoning, just thinks that more thought needs to be taken regarding traffic volume and congestion on the primary road and local road around the area.

Ms. Schwedler spoke regarding the reason for this case coming forward as a General Use case was at the Direction of State and General Assembly.

There was discussion regarding what the concerns are regarding not being able to meet frontage requirements on this request; phase I ASR and any proposed mitigation.

Planner Burrus with Transportation Department spoke regarding protected intersection of Reedy Creek and Blue Ridge.

There was discussion regarding frontage concerns.

Ms. Schwedler spoke regarding the State working on project regarding the shape of the building; the P 3 and hesitancy regarding adding the frontage because it is looked as being similar to a condition.

**Chair Fox made a motion to recommend approval of case Z-20-21 3905 Reedy Creek Road. Ms. Miller seconded the motion.**

**By show of hands and without objection the case is approved unanimously, 6-0**

# 3095 Reedy Creek Rd (Z-20-21)

## Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
162	4	6	10

Do you have any **questions** about this rezoning case? If so, ask in the comment box below. We will be sure to respond to your question here. Please note that your question is public and can be seen by others.



**Elizabeth** Will the applicant be required to build the roads shown on the City's street map?

one month ago



**John Anagnost** According to the requested zoning, the applicant will have to dedicate and build the streets shown on the Street Plan Map.

one month ago



**Daniel Washburn** Will there be an urban frontage?

one month ago



**John Anagnost** Hi! This is John Anagnost from the Planning and Development department at the City of Raleigh. The applicant has not requested an urban frontage as part of their application for rezoning.

one month ago

Do you have any **comments** about this rezoning case? If so, leave them in the comments box below. Please note that your comments are public, can be seen by others, and will be presented to the Planning Commission.



**Jeff Murison** The Blue Ridge Corridor Alliance supports the approval of rezoning case Z-20-21, and applauds the State's investment in the corridor. This rezoning allows for dense mixed use development and a major employment hub, and begin to build a critical link between the Medical & Wellness, Arts & Research, and Entertainment & Educations Districts as set forth in the Blue Ridge Road District Study. This repositioning of state-owned properties is a strong example of how the corridor can evolve into a more urban and people-friendly district while still meeting state office space needs. Preliminary plans show thoughtful siting of Phase 1 buildings to orient towards preserved natural site features, placement of parking at the rear of the site, and building form that holds the corner and addresses the North Carolina Museum of Art across the street. Continued consideration of sustainable architectural practices, provision of bicycle and pedestrian facilities to echo and connect to that of the NCMA, and construction of the street network as called for in the Blue Ridge Road District Study and referenced in the City's Street Plan is encouraged. We support the approval of the rezoning and continued investment in the corridor.

20 days ago



**Daniel Washburn** I support this rezoning

one month ago



I support this rezoning.

one month ago



Raleigh

MEMO

TO: Bynum Walter, AICP, Comprehensive Planning Supervisor

FROM: Eric J. Lamb, PE, Transportation Planning Manager

DATE: June 8, 2021

SUBJECT: Traffic Impact Analysis Review for NC DHHS Headquarters  
Rezoning – Blue Ridge Road (Z-20-21)

We have reviewed the Traffic Impact Analysis (TIA) prepared by Davenport for the rezoning of the site on Blue Ridge Road where the North Carolina Department of Health and Human Services (NC DHHS) is relocating (case Z-20-21). The following memorandum summarizes the most relevant information pertaining to the study as well as City Staff's review of the analysis and recommendations.

**Development Details**

<i>Site Location:</i>	West Raleigh on the southwest corner of Reedy Creek Road and Blue Ridge Road
<i>Address:</i>	2110 Blue Ridge Road
<i>Property PIN(s):</i>	0785121112
<i>Current Zoning:</i>	OX-3, OX-5-UL
<i>Proposed Zoning:</i>	CX-12
<i>Existing Land Use:</i>	State Mail Service Center and Textbook Warehouse
<i>Allowable Land Use:</i>	871,000 SF office 154,000 SF shopping center
<i>Maximum Proposed Zoning Land Use:</i>	2,165,000 SF office 189,000 SF shopping center
<i>Build-out Year:</i>	2025

Municipal Building  
222 West Hargett Street  
Raleigh, North Carolina 27601

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

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

## Site Context

The site is in the *Arts & Research District* of the Blue Ridge Corridor, as designated by the Blue Ridge Corridor Alliance (BRCA). The BRCA envisions the corridor as a distinct destination where major institutional assets are “connected by safe, walkable, pedestrian/bicycle friendly, mixed-use, transit-oriented development projects”. Transportation access is provided to the site via the following infrastructure:

- **Roadway**
  - Blue Ridge Road - existing and planned 4-lane divided avenue, 24,500 Annual Average Daily Traffic (AADT) as of 2019, 45 mph
  - Reedy Creek Road - existing and planned 2-lane undivided avenue, 2,700 Annual Average Daily Traffic (AADT) as of 2015, 35 mph
  - District Drive - existing 4-lane undivided, planned 2-lane divided, 35 mph (Note: 4-lane undivided roadways are no longer recommended due to their poor safety record)
- **Transit**
  - Existing GoRaleigh Blue Ridge route, 30-minute peak hour service
  - Existing GoTriangle CRX route, 30-minute peak hour service, park-and-ride located south of District Drive
  - Planned 15-minute peak hour service on Blue Ridge Road
- **Pedestrian/Bicycle**
  - Reedy Creek Road – existing bike lanes and wide sidewalk adjacent to the site
  - Blue Ridge Road – existing separated bikeway and sidewalk on the east side of the road across from the site
  - Planned bicycle/pedestrian improvements to connect the existing facilities on the east side of Blue Ridge Road through the interchange with Wade Avenue; includes a protected intersection for bicyclists at Reedy Creek Road and Blue Ridge Road (C-5604OF)

## Scenarios and Study Area

The following scenarios were studied during the weekday AM (7-9 AM) and PM (4-6 PM) peak hours:

- Existing Zoning – 2025 Future Build Conditions (AM / PM)
- Existing Zoning – 2025 Future Build Conditions + Improvements (AM / PM)
- Proposed Zoning – 2025 Future Build Conditions (AM / PM)
- Proposed Zoning – 2025 Future Build Conditions + Improvements (AM / PM)

The rezoning TIA also references the existing and no-build scenarios that were studied as part of a separate TIA submittal to support site plan review.

The following intersections were studied:

- Edwards Mill Road at Reedy Creek Road *(Signalized)*
- Reedy Creek Road at Site Access 1 *(Unsignalized)*
- Blue Ridge Road at Reedy Creek Road *(Signalized)*
- Blue Ridge Road at District Drive *(Signalized)*
- Blue Ridge Road at Wade Avenue Westbound Ramps *(Signalized)*
- Blue Ridge Road at Wade Avenue Eastbound Ramps *(Signalized)*
- Edwards Mill Road at Wade Avenue Westbound Ramps *(Signalized)*
- Edwards Mill Road at Wade Avenue Eastbound Ramps *(Signalized)*

## Traffic Volumes and Trip Generation

Davenport made the following assumptions as agreed to by City and NCDOT staff:

- Traffic counts were collected in January 2021 and adjusted to account for COVID impacts.
- The 10<sup>th</sup> Edition ITE Trip Generation Manual was used to project site trips, as summarized in Table 1. The Corporate Headquarters Building Land Use Code was selected based upon the planned operation of the headquarters (limited visitors, flexible employee schedules).
- A 5% multi-modal reduction was applied based on access to bicycle and pedestrian facilities and planned frequent transit service.
- The following growth rates were applied for projected volumes (2025): Edwards Mill Road – 1.5%, Blue Ridge Road – 1%, truck volumes – 2%
- Background developments included Project Athens Phase 1 and the Macon Pond Road development.
- Committed projects included Blue Ridge Road bicycle and pedestrian improvements (C-5604OF), Wade Avenue widening (U-5936), and park and ride improvements on District Drive.

*Table 1: Estimated Proposed Zoning Trip Generation*

Land Use	ITE Code	Intensity	Daily Traffic (vpd)	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
General Office Building	710	2,165,000 SF	21,384	1,795	293	2,088	350	1,838	2,188
Shopping Center	820	189,000 SF	9,269	153	93	246	418	452	870
Multi-Modal Trip Reduction (5%)				-97	-19	-116	-38	-115	-153
Internal Capture (AM 6%, PM 2%)				-111	-22	-133	-15	-44	-59
Existing Uses Trip Reduction				-30	-3	-33	-6	-6	-12
Pass-by Trips				-	-	-	-131	-142	-273
<b>Net Total Trips</b>				<b>1,710</b>	<b>342</b>	<b>2,052</b>	<b>578</b>	<b>1,983</b>	<b>2,561</b>

## Site Traffic Distribution

Trips generated by the proposed development were distributed based on a review of surrounding land uses, existing traffic patterns, and engineering judgement.

The following percentages were used in the AM and PM peak hours for traffic:

- 30% to/from the west via Wade Avenue
- 30% to/from the east via Wade Avenue
- 10% to/from the south via Edwards Mill Road
- 10% to/from the south via Blue Ridge Road
- 10% to/from the north via Edwards Mill Road
- 10% to/from the north via Blue Ridge Road

## Results and Impacts

The following impacts and proposed mitigations at select intersections are noted. Detailed level of service tables are provided in the full report.

*Reedy Creek Road and Site Drive 1* – The intersection is projected to degrade from LOS D under the existing zoning condition to LOS F under the proposed zoning condition during the PM peak hour. Davenport recommends northbound left and right turn lanes, a full-length westbound left turn lane, and a traffic signal to address impacts. With these improvements, the intersection is projected to operate at LOS B and C respectively during the AM and PM peak hours. A traffic signal warrant analysis and additional coordination with Raleigh Traffic Engineering is required for this signal to be considered.

*Reedy Creek Road and Blue Ridge Road* – The intersection is projected to degrade from LOS C under the existing zoning condition to LOS F under the proposed zoning condition during the PM peak hour. Davenport recommends additional turn lanes on the eastbound and northbound approaches to address the impacts, including a channelized free flowing right turn lane. This turn lane design conflicts with the bicycle protected intersection design currently being implemented at this location and should be further evaluated to identify a compatible solution. All pedestrian and bicycle infrastructure along intersection approaches should be retained and relocated as necessary. Staff also notes that the proposed laneage may require the removal or reconfiguration of existing parking on the state-owned parcel to the north of the eastbound approach.

*Blue Ridge Road at District Drive* – The intersection is projected to degrade from LOS E under the existing zoning scenario to LOS F under the proposed zoning scenario during the PM peak hour. Davenport recommends widening of District Drive, triple eastbound right turn lanes, dual northbound left turn lanes, and the conversion of the NC Museum of Art Driveway to right-in-right-out only. This conversion of the Museum driveway requires additional coordination between all stakeholders and the proposed triple right turn lanes should be considered against the walk- and bike-friendly goals for the corridor. Staff recommends alternative options be considered to avoid any change in access for the museum.

*Blue Ridge Road at Wade Avenue Westbound Ramps* – The intersection is projected to degrade from LOS D under the existing zoning scenario to LOS F under the proposed zoning scenario during the AM peak hour. The intersection is projected to operate at LOS F under both scenarios during the PM peak hour, with the proposed zoning adding approximately 150 seconds of delay relative to the existing zoning. Davenport recommends multiple improvements, as laid out in the *Study Recommendations* section, which include dual westbound right turn lanes. Staff notes that the installation of these right turn lanes necessitates the relocation of the programmed crosswalk of Blue Ridge Road at this location to District Drive.

*Blue Ridge Road at Wade Avenue Eastbound Ramps* – The intersection is projected to degrade from LOS D under the existing zoning scenario to LOS F under the proposed zoning scenario during the PM peak hour. Davenport recommends the bridge over Wade Avenue be restriped to accommodate the addition of a full-length southbound left turn lane and that a second receiving lane be installed on the ramp to accommodate these impacts.

*Blue Ridge Road at Site Access 4* – The intersection is projected to degrade from LOS D under the existing zoning scenario to LOS F under the proposed zoning scenario with or without improvements. A 200-foot southbound right turn lane is proposed at this driveway on Blue Ridge Road. Staff recommends this improvement be weighed against the walk- and bike-friendly goals for the corridor.

## Study Recommendations

The analysis performed by Davenport indicates that the proposed zoning build-out will have multiple impacts to the surrounding roadway network and intersections but can be mitigated with significant infrastructure investments, as laid out in the study’s recommended improvements below.

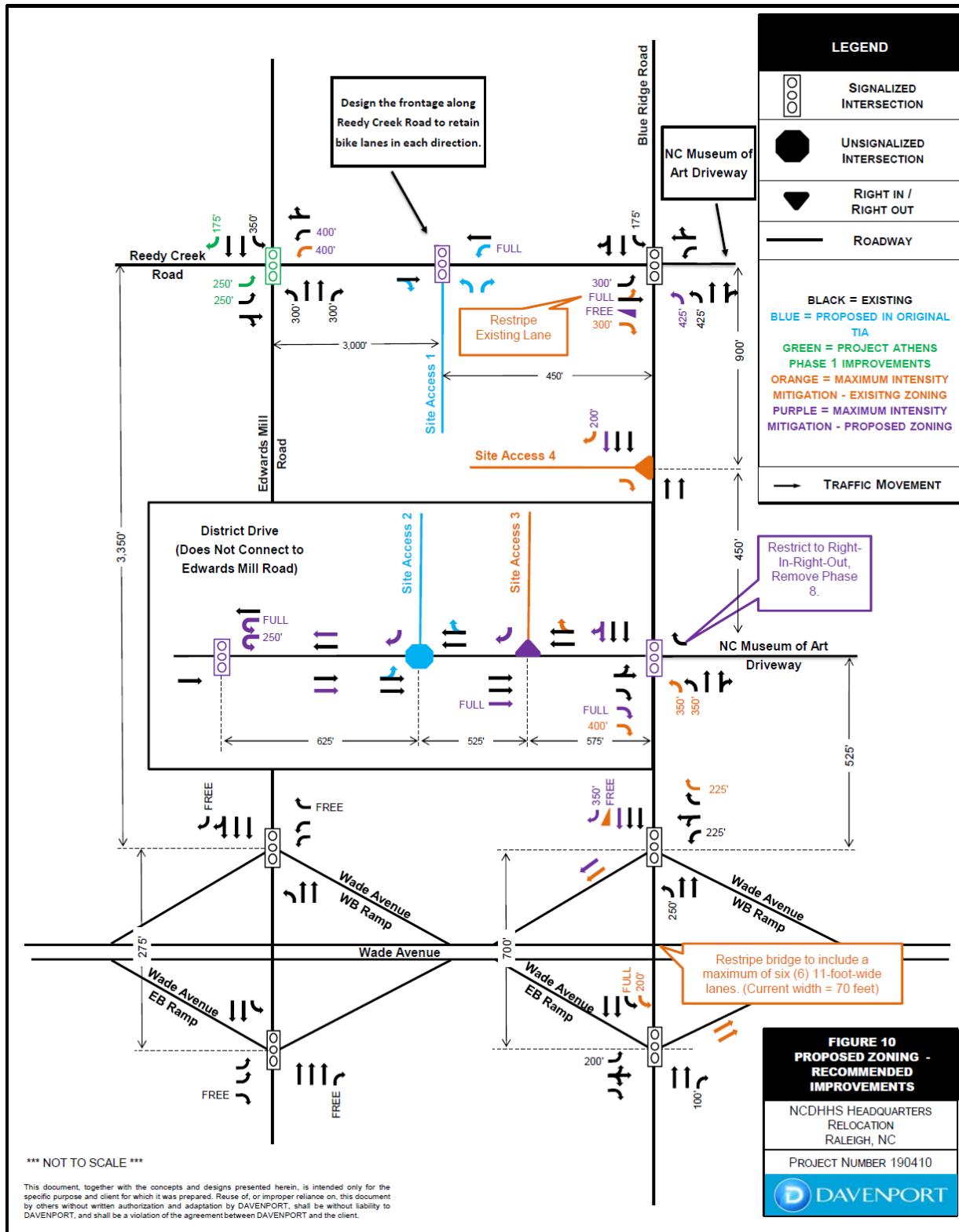
Table 6.3 – Proposed Zoning Recommended Improvements	
Intersection	Recommendations
Reedy Creek Road at Site Access 1 (Proposed)	<p><u>Proposed Zoning:</u></p> <ul style="list-style-type: none"> <li>• Provide separate right and left turn egress lanes from the site access.</li> <li>• Provide a full-length left turn lane along the westbound approach of Reedy Creek Road between Site Access 1 and Blue Ridge Road.</li> <li>• Signalize this intersection.</li> <li>• Site access should be designed according to NCDOT standards.</li> </ul>
Blue Ridge Road at Reedy Creek Road	<p><u>Proposed Zoning:</u></p> <ul style="list-style-type: none"> <li>• Extend the existing left turn lane along the eastbound approach of Reedy Creek Road to provide 300 feet of exclusive left turn storage with appropriate taper.</li> <li>• Provide a channelized, free flowing right turn lane along the eastbound approach of Reedy Creek Road with 300 feet of dedicated right turn storage, with appropriate taper, and an added receiving lane along Blue Ridge Road.</li> <li>• Restripe the existing shared through-right lane into a shared through-left lane.</li> <li>• Provide an additional left turn lane along the northbound approach of Blue Ridge Road consisting of 425 feet of left turn storage with appropriate taper.</li> </ul>
Blue Ridge Road at District Drive	<p><u>Proposed Zoning:</u></p> <ul style="list-style-type: none"> <li>• Widen District Drive to a 5-lane section from Blue Ridge Road approximately 1,100 feet west of this intersection at Site Access 2 to allow for the construction of a second full-length right turn lane along the eastbound approach of District Drive.</li> <li>• Provide a third right turn lane along the eastbound approach of District Drive with 400 feet of storage and appropriate taper.</li> <li>• Widen Blue Ridge Road to a 5-lane section between Reedy Creek Road and the Eastbound Wade Avenue Ramps and add an additional southbound through lane at the District Drive intersection.</li> <li>• Convert the southern NC Museum of Art Driveway to right-in-right-out only and eliminate phase 8 from the signal to provide more timing to the heavier movements along the other approaches.</li> <li>• Provide an additional left turn lane along the northbound approach of Blue Ridge Road consisting of 350' feet of exclusive left turn storage with appropriate taper.</li> </ul> <p>Extend the existing northbound left turn lane to allow an additional 50 feet of storage with appropriate taper.</p>
District Drive at Site Access 2 (Proposed)	<p><u>Proposed Zoning:</u></p> <ul style="list-style-type: none"> <li>• Convert this site access to right-out only and provide a U-turn bulb to the west along District Drive.</li> </ul> <p>Site access should be designed according to NCDOT standards.</p>
Blue Ridge Road at Wade Avenue Westbound Ramps	<p><u>Proposed Zoning:</u></p> <ul style="list-style-type: none"> <li>• Widen Blue Ridge Road along the southbound approach to allow for the addition of a third through lane. The inner-most through lane will drop into a left turn at the Eastbound Wade Avenue Ramps.</li> <li>• Provide a channelized, free flowing right turn lane along the southbound approach of Blue Ridge Road with 350 feet of dedicated right turn storage, with appropriate taper.</li> <li>• Provide an additional receiving lane along the Westbound Wade Avenue On-ramp.</li> <li>• Provide a westbound left turn lane of 225 feet of storage and appropriate taper</li> <li>• Provide a westbound left-through lane</li> <li>• Provide dual westbound right turn lanes with 225 feet of storage and appropriate taper</li> </ul>



**Table 6.3 – Proposed Zoning Recommended Improvements cont.**

Blue Ridge Road at Wade Avenue Eastbound Ramps	<ul style="list-style-type: none"> <li>No additional improvements recommended.</li> </ul>
Edwards Mill Road at Reedy Creek Road	<p><u>Proposed Zoning:</u></p> <ul style="list-style-type: none"> <li>Provide an additional left turn lane with 400 feet of storage with appropriate taper along the westbound approach of Reedy Creek Road.</li> <li>Extend the existing westbound left turn lane to allow for 400 feet of full storage with appropriate taper.</li> </ul>
Edwards Mill Road at Wade Avenue Westbound Ramps	<ul style="list-style-type: none"> <li>No improvements recommended.</li> </ul>
Edwards Mill Road at Wade Avenue Eastbound Ramps	<ul style="list-style-type: none"> <li>No improvements recommended.</li> </ul>
District Drive at Site Access 3 (Not proposed as a part of this development)	<p><u>Proposed Zoning:</u></p> <ul style="list-style-type: none"> <li>Convert this site access to right-in-right-out only and provide a U-turn bulb to the west along District Drive.</li> <li>Site access should be designed according to NCDOT standards.</li> </ul>
Blue Ridge Road at Site Access 4 (Not proposed as a part of this development)	<p><u>Proposed Zoning:</u></p> <ul style="list-style-type: none"> <li>Design site access as a right-in-right-out intersection.</li> <li>Provide 200 feet of right turn storage with appropriate taper along the southbound approach of Blue Ridge Road.</li> <li>Site access should be designed according to NCDOT standards</li> </ul>
District Drive U-turn Bulb (Not proposed as a part of this development)	<p><u>Proposed Zoning:</u></p> <ul style="list-style-type: none"> <li>Widen District Drive to a 4-lane section from Site Access 2 to the U-turn Bulb.</li> <li>Provide dual U-turn lanes including one full-length drop lane and an inner lane with 250 feet of storage with appropriate taper.</li> <li>Signalize the intersection.</li> </ul>

Figure 1: Proposed Zoning – Recommended Improvements



## **Conclusions**

City Staff agrees with the analysis performed in the TIA. Staff recommends that the specific proposed improvements be reconsidered as the site is developed to identify more opportunities to encourage walking, biking, and transit trips in alignment with the goals of the Blue Ridge Corridor Alliance. Transportation Demand Strategies and additional pedestrian, bicycle, and transit enhancements around the site may provide an alternative strategy to support site trips that allows the developer to avoid some of the proposed improvements that are most in conflict with other corridor goals (e.g. triple right turn lanes) and avoid impacts to museum access. Additional coordination and analysis are recommended as plans for the site advance.

EJL/ac

# Rezoning Application and Checklist

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

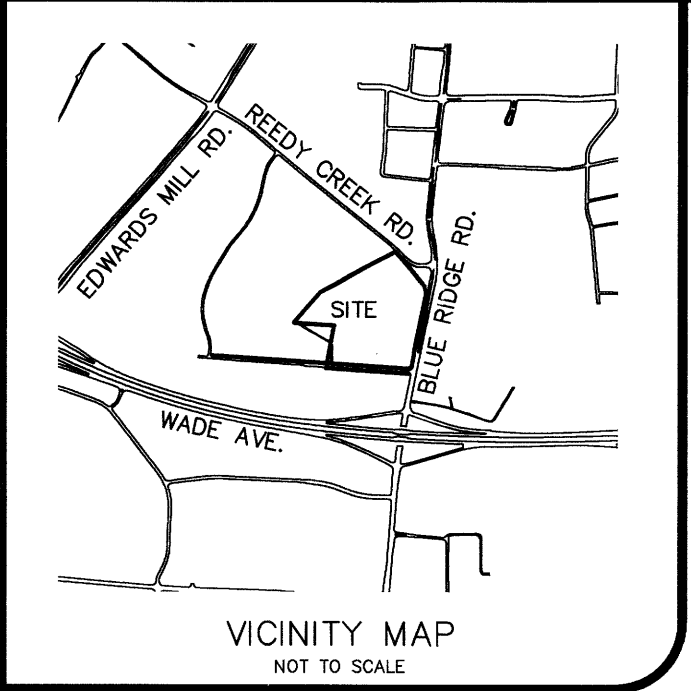


Please complete all sections of the form and upload via the Permit and Development Portal ([permitportal.raleighnc.gov](http://permitportal.raleighnc.gov)). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all 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 checked="" type="checkbox"/> General use	<input type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan	OFFICE USE ONLY Rezoning case #
	<input type="checkbox"/> Text change to zoning conditions			
Existing zoning base district:	OX	Height: 3/5	Frontage: UL	Overlay(s): N/A
Proposed zoning base district:	CX	Height: 12	Frontage:	Overlay(s): N/A
<b>Helpful Tip:</b> <a href="#">View the Zoning Map</a> 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: April 16, 2021	Date amended (1):	Date amended (2):
Property address: 3905 Reedy Creek Road		
Property PIN: 0785121112 (partial, see attached recorded plat)		
Deed reference (book/page): 017183/02086		
Nearest intersection: Reedy Creek Road and Blue Ridge Road		Property size (acres): 34.15 ac
For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A
Property owner name and address: State of North Carolina; 116 West Jones Street Raleigh, NC 27603		
Property owner email: <a href="mailto:tim.walton@doa.nc.gov">tim.walton@doa.nc.gov</a>		
Property owner phone: (984) 236-0278		
Applicant name and address: Jamie Schwedler; 301 Fayetteville Street, Suite 1400 Raleigh, NC 27601		
Applicant email: <a href="mailto:jamieschwedler@parkerpoe.com">jamieschwedler@parkerpoe.com</a>		
Applicant phone: (919) 835-4529		
Applicant signature(s):	DocuSigned by: <i>Jamie Schwedler</i>	
Additional email(s):	5C514D73CD624AD...	

**RECEIVED**  
By JP Mansolf at 4:12 pm, Apr 19, 2021



I, RONALD T. FREDERICK, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION FROM DEED DESCRIPTION RECORDED IN BOOK AND PAGE (AS SHOWN); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AND DRAWN FROM INFORMATION FOUND IN BOOK AND PAGE (AS SHOWN); THAT THE RATIO OF PRECISION AS CALCULATED IS 1:83,200±; AND THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER, AND SEAL THIS 3<sup>RD</sup> DAY OF FEBRUARY 2021.

RONALD T. FREDERICK PLS L-4720



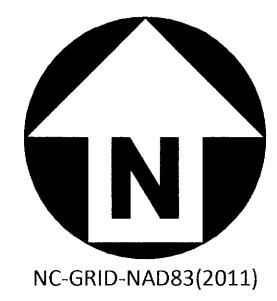
I HEREBY CERTIFY THAT THIS PLAT IS OF THE FOLLOWING TYPE: G.S. 47-30 (f)(1)(c). THIS SURVEY IS OF ANOTHER CATEGORY, SUCH AS THE RECOMBINATION OF EXISTING PARCELS, A COURT-ORDERED SURVEY, OR OTHER EXCEPTION TO THE DEFINITION OF SUBDIVISION.

*Jessica R. Gladwin* 2/10/2021  
 JESSICA R. GLADWIN  
 PLANNING AND DEVELOPMENT OFFICER/WAKE COUNTY REVIEW OFFICER

"THIS PLAT OR MAP IS NOT A SUBDIVISION, BUT A RECOMBINATION OF PREVIOUSLY PLATTED PROPERTY, AND MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING."

GENERAL NOTES

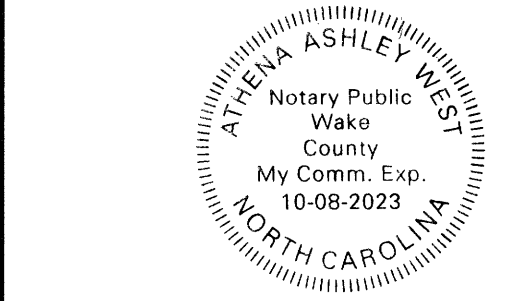
- THIS IS A SURVEY OF AN EXISTING PARCEL(S) OF LAND, THIS IS A RECOMBINATION PLAT.
- BEARINGS FOR THIS SURVEY ARE BASED ON NC GRID NAD 83(2011).
- ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
- ZONING: OX-3
- AREA BY COORDINATE GEOMETRY.
- FLOOD NOTE: THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD ZONE. IT IS LOCATED IN ZONE "X" AS DEFINED BY F.E.M.A. F.I.R.M. COMMUNITY PANEL #377200784003 DATED MAY, 02, 2006. THIS IS THE CURRENT FLOOD ZONE MAP FOR SUBJECT PROPERTY.
- REFERENCES: DB 17183, PG 2086 OF THE WAKE COUNTY REGISTRY. SEVERAL UNRECORDED MAPS PROVIDED TO MCADAMS ON THE STATE PROPERTY WERE ALSO INCORPORATED HEREON.
- UTILITY STATEMENT: THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.
- NO GRID MONUMENTS FOUND WITHIN 2000' OF SITE.
- THIS SURVEY WAS COMPLETED WITHOUT THE BENEFIT OF A TITLE REPORT.
- RECOMBINED PROPERTIES ARE SUBJECT TO UDO 9.2 STORMWATER MANAGEMENT REGULATIONS.
- AREAS IDENTIFIED AS NEUSE RIVER RIPARIAN BUFFER SHALL BE MAINTAINED IN PERPETUITY IN THEIR NATURAL OR MITIGATED CONDITION. NO PERSON OR ENTITY SHALL FILL, GRADE, EXCAVATE, OR PERFORM ANY OTHER LAND-DISTURBING ACTIVITIES; NOR CUT, REMOVE, OR HARM ANY VEGETATION; NOR CONSTRUCT ANY STRUCTURES NOR ADD ANY ADDITIONAL IMPERVIOUS SURFACE, NOR ALLOW ANIMAL, GRAZING OR WATERING OR ANY OTHER AGRICULTURAL USE ON SUCH PROTECTED AREAS WITHOUT WRITTEN AUTHORIZATION OF THE DIVISION OF WATER RESOURCES (DWR) OR COMPLIANCE WITH THE RIPARIAN BUFFER PROTECTION RULES (15A NCAC 2B .0233 OR .0259). THIS COVENANT IS TO RUN WITH THE LAND, AND SHALL BE BINDING ON THE OWNER, AND ALL PARTIES CLAIMING UNDER IT.



PROPERTY OWNERS CERTIFICATE (BOUNDARY AND RECOMBINATION PLATS): THIS CERTIFIES AND WARRANTS THAT THE UNDERSIGNED IS (ARE) THE SOLE OWNER(S) OF THE PROPERTY SHOWN ON THE MAP OR PLAT AND ANY ACCOMPANYING SHEETS HAVING ACQUIRED THE PROPERTY IN FEE SIMPLE BY DEED(S) RECORDED IN THE COUNTY REGISTER OF DEEDS OFFICE WHERE THE PROPERTY IS LOCATED AND AS SUCH HAS (HAVE) THE RIGHT TO CONVEY THE PROPERTY IN FEE SIMPLE.

BOOK NO.: \_\_\_\_\_  
 PAGE NO.: \_\_\_\_\_  
 SIGNATURE(S) & TITLE/POSITION OF PROPERTY OWNER(S):  
*Mike Moser* *Mike Moser*  
 (PRINTED NAME AND SIGNATURE OF OWNER)  
*General Real Estate Manager*  
 (TITLE OF OWNER)

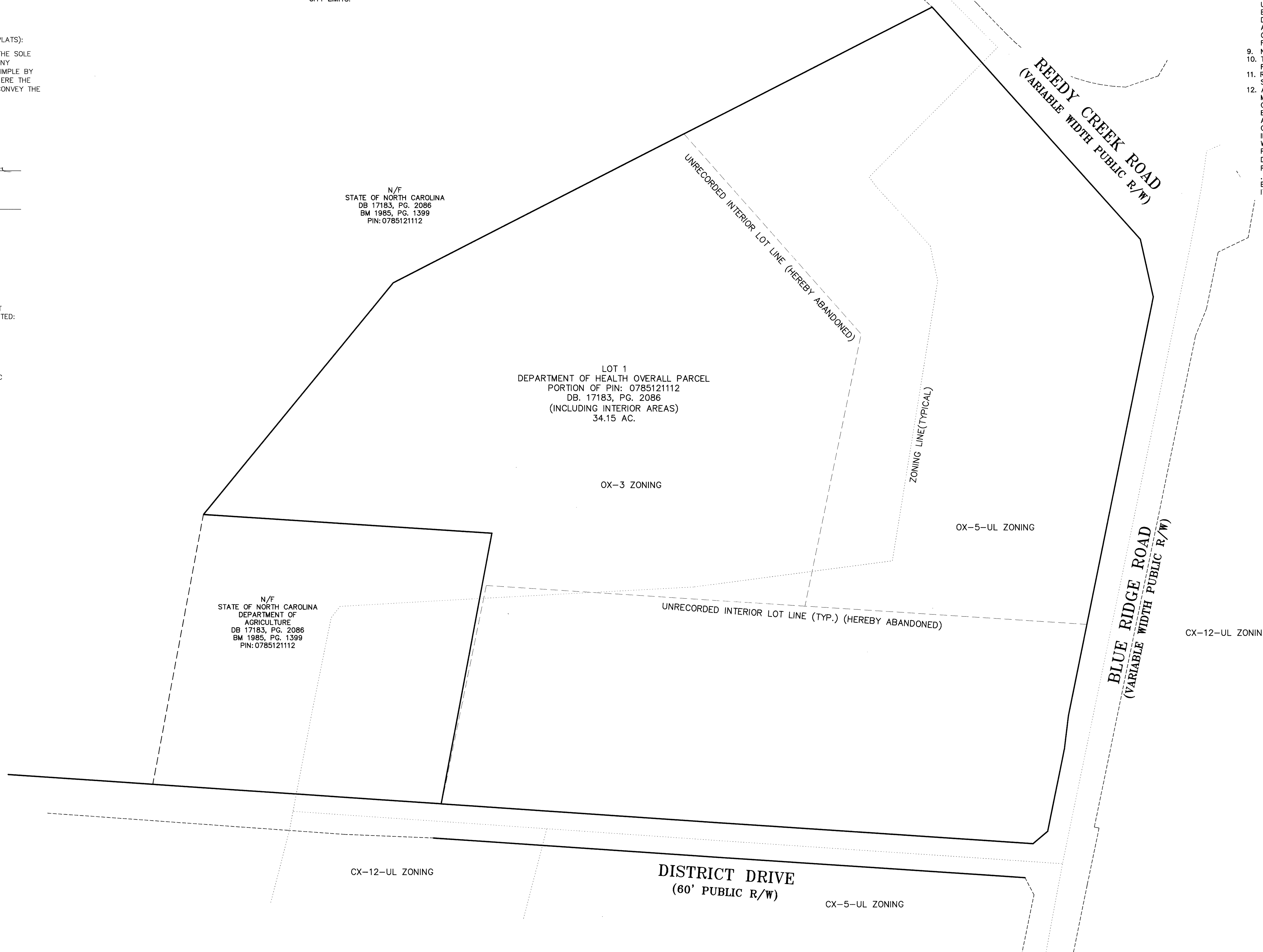
STATE OF NORTH CAROLINA  
 COUNTY OF WAKE  
 I HEREBY CERTIFY THAT THE FOLLOWING PERSON(S) PERSONALLY APPEARED BEFORE ME THIS DAY, EACH ACKNOWLEDGING TO ME THAT HE OR SHE VOLUNTARILY SIGNED THE FOREGOING DOCUMENT FOR THE PURPOSE STATED THEREIN AND IN THE CAPACITY INDICATED:  
*Mike Moser, General Real Estate Manager*  
 DATE: 1/29, 2021  
*Ashley West*  
 PRINTED NAME: *Ashley West*, NOTARY PUBLIC  
 MY COMMISSION EXPIRES: 10-08-2023



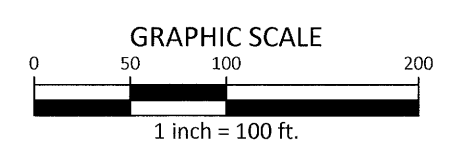
N/F  
 STATE OF NORTH CAROLINA  
 DB 17183, PG. 2086  
 BM 1985, PG. 1399  
 PIN: 0785121112

LOT 1  
 DEPARTMENT OF HEALTH OVERALL PARCEL  
 PORTION OF PIN: 0785121112  
 DB. 17183, PG. 2086  
 (INCLUDING INTERIOR AREAS)  
 34.15 AC.

N/F  
 STATE OF NORTH CAROLINA  
 DEPARTMENT OF AGRICULTURE  
 DB 17183, PG. 2086  
 BM 1985, PG. 1399  
 PIN: 0785121112



- LEGEND
- EXISTING IRON PIPE
  - EXISTING CONCRETE MONUMENT
  - ▲ EXISTING NAIL
  - IRON PIPE SET
  - CONCRETE MONUMENT SET
  - ▲ CALCULATED POINT
  - XXXX ADDRESS



WAKE COUNTY, NC 85  
 TAMMY L. BRUNNER  
 REGISTER OF DEEDS  
 PRESENTED & RECORDED ON  
 02/16/2021 11:04:04  
 BOOK: B2021 PAGE: 00351

RCMP-0310-2020

The John R. McAdams Company, Inc.  
 One Glenwood Avenue  
 Suite 201  
 Raleigh, NC 27603  
 phone 919. 823. 4300  
 fax 919. 361. 2269  
 license number: C-0293, C-187  
 www.mcadamsco.com

CLIENT  
 L53P  
 434 FAYETTEVILLE STREET, SUITE 1700  
 RALEIGH, NORTH CAROLINA 27601

DEPARTMENT OF HEALTH  
 RECOMBINATION PLAT  
 RALEIGH, NORTH CAROLINA

REVISIONS

NO.	DATE
1	
2	

PLAN INFORMATION

PROJECT NO. LSP-19000  
 FILENAME LSP19000-F1  
 CHECKED BY RTF  
 DRAWN BY KMM  
 SCALE 1"=100'  
 DATE 10.20.2020

SHEET  
 RECOMBINATION PLAT  
 1-3

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning:	Proposed zoning:	

Narrative of Zoning Conditions Offered
N/A

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: \_\_\_\_\_

Printed Name: \_\_\_\_\_

**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.

See attached addendum.

**Public Benefits**

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

See attached addendum.

**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.

N/A

**Proposed Mitigation**

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

N/A



## 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: City Growth Center

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

1

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.

**Response:**

**See attached addendum.**

2

Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.

**Response:**

See attached addendum.

3

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.

**Response:**

See attached addendum.

4

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.

**Response:**

See attached addendum.

5

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.

**Response:**

See attached addendum.

6

A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.

**Response:**

See attached addendum.

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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</p>
13	<p>New public spaces should provide seating opportunities.</p> <p><b>Response:</b> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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> See attached addendum.</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 <a href="#">Fee Guide</a> 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Traffic impact analysis	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Total number of units and square feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 12 sets of plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Completed application; submitted through Permit & Development Portal	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Vicinity Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Existing Conditions Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Street and Block Layout Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Development Plan (location of building types)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Parking Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Open Space Plan	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Phasing Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Common Signage Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**March 12, 2021**

**Re: Notice of Neighborhood Meeting**

Neighboring Property Owners:

You are invited to attend a neighborhood meeting on March 23, 2021 beginning at 6pm. The purpose of the meeting is to discuss an upcoming application to rezone one parcel of land located at 3905 Reedy Creek Road. The subject parcel has recently been subdivided from a larger parcel located at 2110 Blue Ridge Road (PIN: 0785121112). A plat map of the newly formed parcel was recorded with the Wake County Register of Deeds on February 16, 2021, in Book of Maps 2021, page 351. The new parcel PIN number has not yet been issued. The site is currently zoned OX-3 and OX-5-UL and is proposed to be rezoned to CX-12. The applicant will describe the nature of this rezoning request and field any questions from the public. Enclosed are: (1) an aerial photograph of the subject area (2) a vicinity map outlining the location of the newly subdivided parcel; (3) a zoning map of the subject area; and (4) a draft of the Rezoning Application cover page.

The meeting will be held virtually. You can participate online via Zoom or by telephone. To participate in the Zoom online meeting:

Visit:	<a href="https://zoom.us/join">https://zoom.us/join</a>
Enter the following meeting ID:	819 5004 1400
Enter the following password:	893706

To participate by telephone:

Dial:	1 929 436 2866
Enter the following meeting ID:	819 5004 1400 #
Enter the Participant ID:	#
Enter the Meeting password:	893706 #

The City of Raleigh requires a neighborhood meeting involving the residents and property owners within 500 feet of the area requested for rezoning prior to the submittal of any rezoning application. Any landowner who is interested in learning more about this project is invited to attend. 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:

Carmen Kuan  
Raleigh Planning & Development  
(919) 996-2180  
[Carmen.Kuan@raleighnc.gov](mailto:Carmen.Kuan@raleighnc.gov)

If you have any questions about this rezoning, please contact me at (919) 835-4529 or via email at [jamieschwedler@parkerpoe.com](mailto:jamieschwedler@parkerpoe.com).

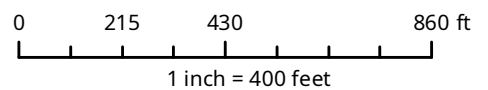
Thank you,  
Jamie S. Schwedler





# 3905 Reedy Creek Road

## Aerial Map



***Disclaimer***

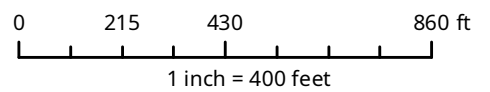
*iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.*





**3905 Reedy Creek Road**

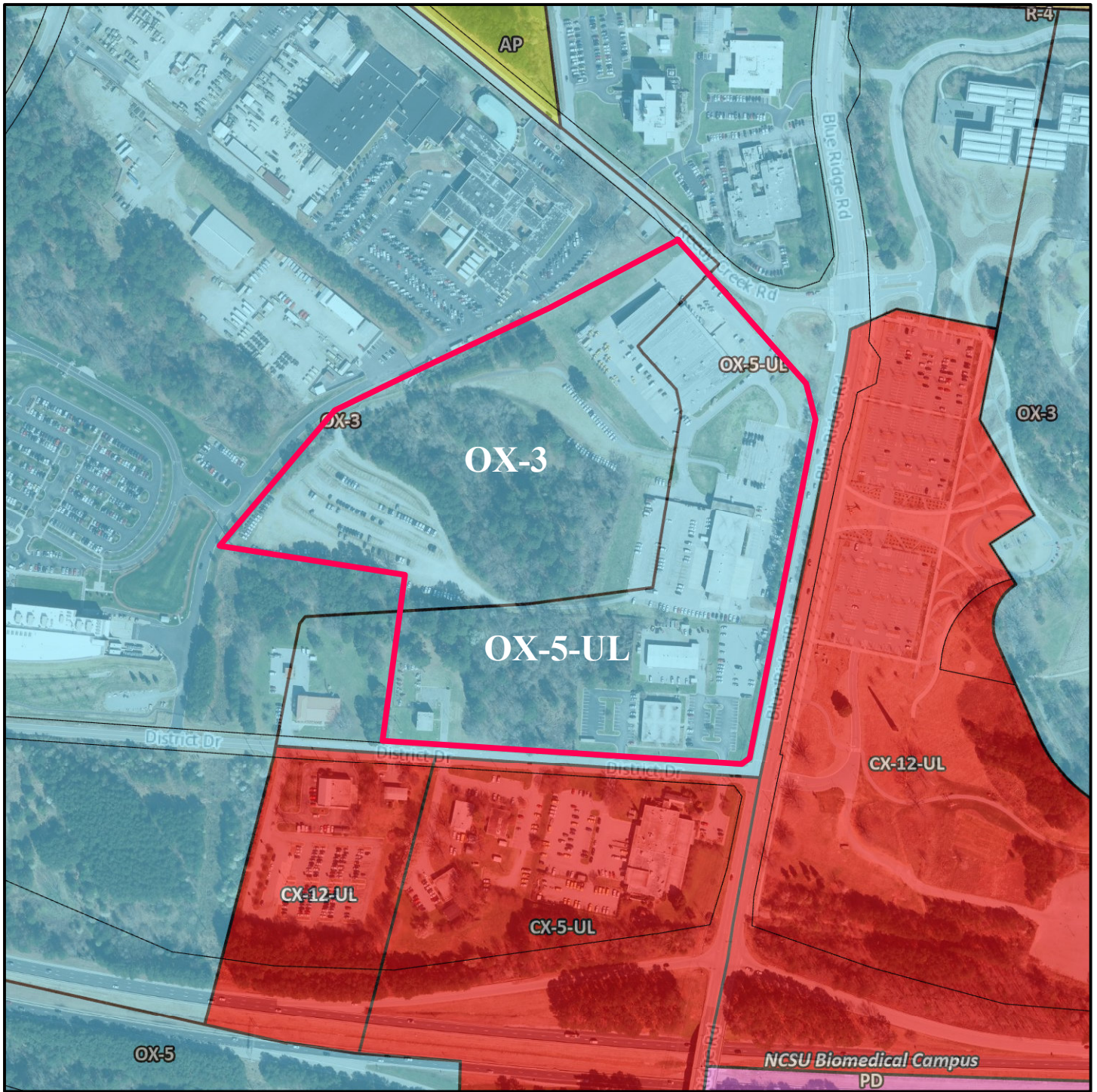
**Vicinity Map**



***Disclaimer***

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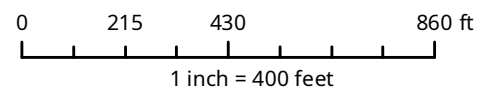




# 3905 Reedy Creek Road

## Zoning Map

**Current Zoning:  
OX-3 & OX-5-UL**



***Disclaimer***

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# 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 checked="" type="checkbox"/> General use	<input type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan	OFFICE USE ONLY Rezoning case #
	<input type="checkbox"/> Text change to zoning conditions			
Existing zoning base district:	OX	Height: 3/5	Frontage: UL	Overlay(s): N/A
Proposed zoning base district:	CX	Height: 12	Frontage: N/A	Overlay(s): N/A
<b>Helpful Tip:</b> <a href="#">View the Zoning Map</a> 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:	Date amended (1):	Date amended (2):
Property address: 3905 Reedy Creek Road		
Property PIN:		
Deed reference (book/page): 017183/02086		
Nearest intersection: Reedy Creek Road and Blue Ridge Road		Property size (acres): 34.15 ac
For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A
Property owner name and address: State of North Carolina; 116 West Jones Street Raleigh, NC 27603		
Property owner email: <a href="mailto:tim.walton@doa.nc.gov">tim.walton@doa.nc.gov</a>		
Property owner phone: (984) 236-0278		
Applicant name and address: Jamie Schwedler; 301 Fayetteville Street, Suite 1400 Raleigh, NC 27601		
Applicant email: <a href="mailto:jamieschwedler@parkerpoe.com">jamieschwedler@parkerpoe.com</a>		
Applicant phone: (919) 835-4529		
Applicant signature(s):		
Additional email(s):		

## SUMMARY OF ISSUES

A neighborhood meeting was held on March 23, 2021 (date) to discuss a potential rezoning located at 3905 Reedy Creek Road (property address).

The neighborhood meeting was held at via Zoom (location).

There were approximately 2 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Whether the design has been completed yet

## ATTENDANCE ROSTER

NAME	ADDRESS
Caleb Harshberger	
John Anagnost	



REZONING APPLICATION ADDENDUM  
3905 REEDY CREEK ROAD

EXECUTIVE SUMMARY

This request seeks to rezone approximately 34 acres of property fronting Blue Ridge Road from District Drive and Reedy Creek Road, across from the North Carolina Museum of Art (“Property”), in order to facilitate the development of a new campus for the North Carolina Department of Health and Human Services (“DHHS”). This effort was authorized and funded by the North Carolina General Assembly to better integrate state and local investments, and as a means to house over 2,000 DHHS employees who need to be relocated from their offices on Dorothea Dix due to the State’s conveyance of the Dorothea Dix Park property to the City of Raleigh in 2015. This rezoning will allow DHHS to meet the legislative objective by consolidating all of its offices and its nearly 5,000 employees in the triangle area to one new campus location. It will also enable DHHS to vacate the Dix Park property offices, and clear the way for the City’s important plans for Dorothea Dix Park. This request will also allow the State to reinvest in its property located in the Blue Ridge corridor directly across from the North Carolina Museum of Art.

Due to the timing of anticipated construction and the Dix lease expiration, the development is envisioned in two phases. Phase One will be toward the northern portion of the site north of an existing stream and forest area, and will house the relocated DHHS Dorothea Dix staff into a new DHHS office headquarters. Phase Two will include a second DHHS office tower north of the stream, but will be mostly focused toward the southern portion of the site and is envisioned to house the Greater Triangle Region DHHS staff, as well as a mix of office, commercial, and ground-floor service uses, but is not yet funded by the legislature.

STATEMENT OF CONSISTENCY

*Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.*

1. The Property is designated mostly as “Office and Residential Mixed Use” in the Future Land Use Map (“FLUM”), with the southern portion of the property designated as “Community Mixed Use.” Office and Residential Mixed Use applies “primarily to frontage lots along major streets where low-density residential uses are no longer appropriate, and encourages a mix of residential and office use.” *See* 2030 Comprehensive Plan, p. 3-10. The Community Mixed Use designation applies to medium-sized shopping centers and larger pedestrian-oriented retail districts,” including uses such as offices, restaurants, and similar uses that draw from multiple neighborhoods. *See* 2030 Comprehensive Plan, p. 3-11. Commercial Mixed Use (CX) is the primary corresponding zoning district. The proposed rezoning will allow for a mix of uses, including office, residential, and retail along a major street, Blue Ridge Road.. Therefore, the proposed rezoning to CX directly conforms to the subject property’s FLUM designation.

The Community Mixed Use designation recommends a height of 2 to 12 stories for Core/Transit areas, and the Office and Residential Mixed Use designation recommends a height of 2 to 7 stories

in a Core/Transit area. *See* Table LU-2. Core/Transit areas refer to areas located within the core of a mixed use center of about 30 acres or more, or fronting along a corridor programmed for high-capacity, frequent bus transit. The subject property is approximately 34 acres and fronts Blue Ridge Road, which is a Frequent Bus Network and a Transit Emphasis Corridor. *See* Map T-2. Therefore, the proposed designation of CX-12 directly conforms to the subject property’s FLUM designation.

2. The site is within the City Growth Center designation on the Urban Form Map. This designation refers to areas “where significant infill development and redevelopment are anticipated in the future.” *See* 2030 Comprehensive Plan, p. 11-4. While an urban and/or hybrid approach to frontage is recommended to promote walkability, built conditions and site constraints may require alternative approaches. The proposed rezoning conforms to the City Growth Center designation because it will facilitate the redevelopment of a large site along the Blue Ridge Corridor. While a frontage is not designated through zoning, redevelopment of the site will offer the opportunity to eliminate the large surface parking lots along the Blue Ridge Road and create a more pedestrian friendly layout. The proposed rezoning is also consistent with the Comprehensive Plan policies set forth below.

3. The subject property also falls within the Arena Blue Ridge Area Plan (“AP-AB”) of the 2030 Comprehensive Plan. The subject property is in the Arts and Research district of the Arena Blue Ridge Area Plan. The zoning request is consistent with the following Overall AP-AB policies and Arts and Research District policies:

a. **Policy AP-AB 7 Mixed-Use Development Intensities**, *Encourage mixed-use developments that serve visitors as well as residents. Enable greater land use intensity near transit corridors and regional attractions.* This requested zoning designation for this site will encourage and facilitate a mixed use development along the Wake Transit plan’s Frequent Bus Network. The request will enable the reinvestment into a site that is located in the heart of the Blue Ridge Corridor and sits directly across from the North Carolina Museum of Art.

b. **Policy AP-AB 37 State Offices**, *Encourage and support the location of potential state offices west of Blue Ridge Road on North Carolina Department of Agriculture property.* This site is directly south of the North Carolina Department of Agriculture property and is part of the larger area owned by the State’s Department of Administration. This request will support the State’s efforts to consolidate the various offices for DHHS across the Triangle onto an underutilized state property west of Blue Ridge Road.

4. The subject property also falls within the Priority Area for Economic Development (“ED”) of the 2030 Comprehensive Plan. The Comprehensive Plan refers to “economic development” as the process of local wealth creation, manifested by growth in jobs, income and investment, and supported by improvements in the social, built, and natural environment.” The zoning request is consistent with the following ED policies:

a. **Policy ED 1.1 Corridor Revitalization**, *Stimulate the revitalization and redevelopment of Raleigh’s aging commercial corridors and centers through the use of targeted economic development programs, zoning, land use regulations, public investments in infrastructure, and incentives.* This request seeks to utilize zoning to

spearhead the state's efforts to reinvest in the aging state properties in the heart of the Blue Ridge corridor, and revitalize a site directly across from the North Carolina Museum of Art. This rezoning will facilitate the state's efforts to invest in the infrastructure for a new DHHS campus.

b. **Policy ED 1.2 Mixed-use Redevelopment**, *Promote mixed-use redevelopment strategies as a means of enhancing economic development in commercial corridors and creating transit- and pedestrian-friendly environments.* The proposed zoning will provide a near-term opportunity for new office investment in Phase One. It will also prime the site for redevelopment into a mixed use center in Phase Two, collectively providing the opportunity to create a more transit- and pedestrian-friendly environment.

c. **Policy ED 3.4 Reducing Barriers to Core Sector Growth**, *Assist Raleigh's largest employment sectors, including the education, health care, social services, and public administration sectors, to resolve land use constraints so that they can continue to grow, expand job opportunities, and provide a stable economic base.* The proposed zoning designation will enable a large state department, DHHS, with various offices across Raleigh, to consolidate its employees to one campus. This will allow a DHHS to continue to grow and provide critical services to the state at a time when they are most needed.

d. **Policy ED 8.5 External Coordination**, *Coordinate with other local, regional, State, and non-profit agencies to address economic and community development issues in a cost-effective manner.* The proposed zoning will allow the City of Raleigh and the State Department of Administration to coordinate reinvestment into an underutilized site along the Blue Ridge Corridor, and spur further investment in line with the Comprehensive Plan.

5. The proposed rezoning is also consistent with the following policies of the Land Use Element ("LU") of the 2030 Comprehensive Plan:

a. **Policy LU 1.2 Future Land Use Map and Zoning Consistency**, *The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.* The requested zoning map amendment is consistent with the FLUM designation and support the Comprehensive Plan policies listed herein.

b. **Policy LU 4.7 Capitalizing on Transit Access**, *Sites within walking distance of existing and proposed rail and bus rapid transition stations should be developed with intense residential and mixed uses to take full advantage of and support investment in transit infrastructure.* This site currently has access to transit through an existing bus stop located on the site's frontage to Blue Ridge Road, which is a Frequent Network Corridor. This request will concentrate uses along this corridor, and take full advantage of and support investment in transit infrastructure.

c. **Policy LU 5.1 Reinforcing the Urban Pattern**, *New development should acknowledge existing buildings, and, more generally, the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.* The requested zoning designation supports the City's vision for the Blue



Ridge Corridor by creating the framework to enable the development of a vibrant, mixed-use area with appropriate circulation, easily accessible natural features, and pedestrian friendly features. The request will allow this site in particular, because of its location directly across from the North Carolina Museum of Art, to be a focal point for the Arts and Research district of the Arena Blue Ridge small area plan.

6. The proposed rezoning is also consistent with the following policies of the Transportation Element (“T”) of the 2030 Comprehensive Plan:

a. **Policy T 5.1 Enhancing Bike/Pedestrian Circulation**, *Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.* The request will allow the State to redevelop the large surface parking lots along Blue Ridge Road into a more pedestrian- and bicycle-friendly corridor. The development of Phase One will enable the relocation of existing functions on the site, and reconfiguration of access points, including the current automated teller machine and existing main entrance to the State functions from Reedy Creek Road, into a safer, more predictable traffic pattern. This will act as a compliment to the pedestrian and bicycle friendly environment created by the North Carolina Museum of Art campus, and will continue opportunities toward the west.

7. The proposed rezoning is also consistent with the following policies of the Regional and Interjurisdictional Coordination Element (“RC”) of the 2030 Comprehensive Plan:

a. **Policy RC 2.12 County and State Government Facilities Planning**, *Coordinate with the State of North Carolina and Wake County to enhance transit, bicycle and pedestrian access to new and existing government facilities, encourage compact and efficient use of publicly-owned lands, and leverage public investments to spur complementary private investment.* This request provides an opportunity for the City to coordinate with the State of North Carolina to enhance transit, bicycle, and pedestrian access to a new DHHS campus, as well as create a site ideal for future public-private partnerships envisioned for the Phase Two mixed use development.

## PUBLIC BENEFITS

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

This rezoning request relates to the efforts by the State of North Carolina to consolidate the various DHHS offices in the Triangle area to one campus. The proposed zoning designation will facilitate this by enabling the State to build a campus for the Department on the site. The request will also allow for redevelopment of State property located in the Blue Ridge corridor, directly across from the North Carolina Museum of Art. The redevelopment of the large surface parking lots on the site will create a more pedestrian and bicycle friendly environment, and create an entitlement consistent with the vision of the Arena Blue Ridge small area plan for a vibrant, mixed-use urban corridor. Reinvestment in this site and a concentration of office and commercial uses on this site, which is located on a Frequent Network Corridor, will benefit the public by placing new employees in an area along a major corridor with easy access to I-40 and transit infrastructure on Blue Ridge Road.

This request will also enable DHHS to vacate the facilities located on the Dorothea Dix Park property by the summer of 2025, which was conveyed by the state to the City of Raleigh in 2015. This is a key step in the City's plans to develop that property into one of America's next great public parks, benefiting the City and surrounding area.

## URBAN DESIGN GUIDELINES

1. *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.*

**Response:** The applicant's request will enable a mixed use development on an approximately 34 acre site. The Phase Two portion of the development will enable the State to pursue additional mixes of uses to complement the Phase One offices, and the two phases will complement one another by providing walkable amenities for employees and guests.

2. *Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.*

**Response:** The requested CX-12 zoning is not located near residential neighborhoods, and is across Blue Ridge Road from another CX-12 designation. However, the Property will provide appropriate transitions to the surrounding as is appropriate.

3. *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.*

**Response:** The applicant will work with transportation staff to ensure that there is adequate connectivity to the neighborhood road network of the surrounding community.

4. *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.*

**Response:** The proposed use would not include cul-de-sacs or dead end streets. The applicant will work with transportation staff to ensure that there is adequate connectivity to the neighborhood road network of the surrounding community.

5. *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.*

**Response:** The applicant will work with transportation staff to ensure that there is adequate connectivity to the neighborhood road network of the surrounding community.

6. *A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.*

**Response:** The applicant's design includes buildings fronting the main streets and oriented towards those streets. The corner of Blue Ridge Road and Reedy Creek Road will be a focal point and create a pedestrian friendly environment.

7. *Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.*

**Response:** The applicant's design will take advantage of, and build upon, the site's access to transit at the intersection of Blue Ridge Road and Reedy Creek Road. While not designating a frontage through a zoning mechanism, the applicant's plan for streetscapes will implement the Arena Blue Ridge small area plan policies to create a pedestrian friendly, mixed use corridor.

8. *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.*

**Response:** The applicant's design includes buildings at corners where appropriate, and does not include loading or service at intersections.

9. *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.*

**Response:** The applicant's design includes several open spaces visible from public areas and easily accessible through sidewalks and building entrances.

10. *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.*

**Response:** The applicant's design includes open spaces that will be accessible from adjacent uses and sidewalks. The applicant's design includes visible points of entry allowing passersby to see into open spaces.

11. *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.*

**Response:** The applicant's request will create the framework for active uses to be developed in support of the office uses, and much of this will be accomplished in Phase Two.

12. *A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.*

**Response:** The applicant's design includes buildings fronting the surrounding streets and an accessible urban open space that defines the main entrance to the DHHS campus.

13. *New public spaces should provide seating opportunities.*

**Response:** Public spaces in the proposed use will be pedestrian friendly and will have seating opportunities.

14. *Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.*

**Response:** The proposed use will not have substantial parking lots along pedestrian routes.

15. *Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.*

**Response:** The proposed use will not have parking lots along the building frontage. The applicant's design includes buildings fronting along the main streets and a structured parking deck interior to the site.

16. *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.*

**Response:** The applicant's design includes buildings along the main streets and a structured parking deck on the interior of the site. The parking deck will include architectural details, materials and finishes complimentary to the principal buildings.

17. *Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.*

**Response:** A transit stop is located on the site's frontage to Blue Ridge Road. Therefore, the buildings and uses on the site are appropriately located within walking distance to public transit.

18. *Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.*

**Response:** The applicant's redevelopment of the site will include pedestrian access to the transit stop on the site consistent with the applicable UDO standards and allowable alternatives or design alternates.

19. *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.*

**Response:** A riparian stream intersects with the site's western property line and runs into the interior of the site, providing an approximate border between Phases One and Two. Redevelopment of this site will take advantage of this natural feature by conserving this natural area and create an open space amenity that is incorporated in the overall site design.

20. *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.*

**Response:** The site is State-owned property and therefore the streets will likely remain private. Streets internal to the site will be designed and scaled appropriately for pedestrians, and the applicant will work with City staff to achieve this.

21. *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.*

**Response:** The applicant will provide and maintain sidewalks within the site consistent with the applicable UDO standards.

22. *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.*

**Response:** The applicant will provide appropriate landscaping and tree coverage to meet the needs of the site and to comply with the UDO and allowable alternatives or design alternates.

23. *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.*

**Response:** Buildings will be located with an appropriate relationship to Blue Ridge Road and Reedy Creek Road, which are the two major public streets. This is anticipated to be achieved with a combination of façade location, architectural and site features and

landscaping and tree coverage to meet the needs of the site and to make both phases of the project successful.

24. *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.*

**Response:** The applicant's design will comply with all applicable UDO requirements and allowable alternatives or design alternates at the time of site plan approval.

25. *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.*

**Response:** The applicant's design will comply with all applicable UDO requirements and allowable alternatives or design alternates at the time of site plan approval.

26. *The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.*

**Response:** The applicant's design will include adequate pedestrian access for the site, including sidewalks that meet UDO requirements for applicable streets.

## SUMMARY OF ISSUES

A neighborhood meeting was held on June 23, 2021 (date) to discuss a potential rezoning located at 2905 Reedy Creek Road (property address).

The neighborhood meeting was held at via Zoom (location).

There were approximately 1 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

No issues raised.



## **ATTENDANCE ROSTER**

<b>NAME</b>	<b>ADDRESS</b>
Patricia Beach	3725 Harden Road