

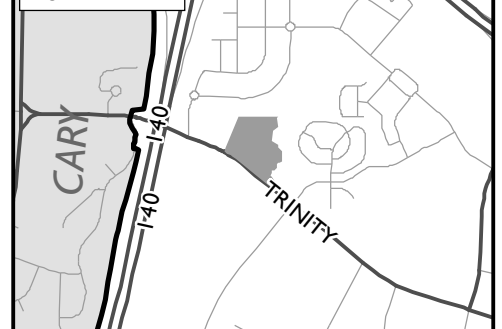
**Submittal
Date**

9/5/2017

Request:

**7.97 acres from
OX-3-PL w/SHOD-1
to OX-4-PL-CU**

VICINITY MAP



Map Date: 9/7/2017



Certified Recommendation

Raleigh Planning Commission

CR #11808

Case Information Z-22-17 Trinity Road

<i>Location</i>	Trinity Road, approximately 300' west of Corporate Center Drive Address: 5732, 5700, 5628 Trinity Road PINs: 0774880116, 0774882230, 0774884073
<i>Request</i>	Rezone property from OX-3-PL w/SHOD-1 to OX-4-PL-CU
<i>Area of Request</i>	7.97 acres
<i>Property Owner</i>	Trinity Woods, LLC; Ann Gilbert Rawn; Ann Gilbert Rawn Charitable Remainder Trust; Martin Seligson; Martin A. Seligson Charitable Remainder Trust
<i>Applicant</i>	Beth Trahos
<i>Citizens Advisory Council (CAC)</i>	West CAC
<i>PC Recommendation Deadline</i>	January 24, 2018

Comprehensive Plan Consistency

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

Future Land Use Map Consistency

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

Comprehensive Plan Guidance

<i>FUTURE LAND USE</i>	Office/Research and Development
<i>URBAN FORM</i>	City Growth Center; Urban Thoroughfare
<i>CONSISTENT Policies</i>	Policy LU 8.1 Housing Variety Policy H 1.8—Zoning For Housing Policy UD 1.10—Frontage Policy AP-A 10 Placement of Taller Buildings at Wade-I-40 Policy AP-A 6 Building Orientation at Wade-I-40
<i>INCONSISTENT Policies</i>	Policy LU 1.2—Future Land Use Map and Zoning Consistency Policy AP-A 3 Medlin Creek Conservation Policy AP-A 5 Medlin Creek Pedestrian Amenities Policy AP-A 9 Pedestrian Circulation at Wade-I-40

Summary of Proposed Conditions (Received 11/3/17)

1. Density limited to 30 units per acre
2. A transit easement, pad, and shelter are offered
3. A recycling deposit facility is provided
4. Lighting will be full cutoff and may not spill onto adjacent residential areas in excess of 4/10 footcandles

5. Building setback limited to 50' from Trinity Road
6. Parking setback will be more than 50' from Trinity Road
7. Vehicular connection will be made to adjacent property to west
8. EIFS limited to accent material for cornice
9. Buildings facing Medlin Creek will have a façade finished with the same materials as the façade facing Trinity Road.
10. Any parking structures will either: 1) have 70 percent of the exterior walls finished with the same materials as the primary building; or 2) not be visible from Trinity Road; or 3) ensure that landscaping obstructs the view of the parking structure from Trinity Road.
11. Areas both within the 100-year floodplain and that have slopes steeper than 15% along Medlin Creek will be undisturbed except for infrastructure connections
12. No additional crossings of Medlin Creek will be made

Public Meetings

<i>Neighborhood Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>
June 12, 2017	9/19/17, 10/17/17 7 in favor, 0 against	10/18/17 (Committee of the Whole), 11/14/17	11/21/17

Attachments

- ### 1. Staff report

Planning Commission Recommendation

<i>Recommendation</i>	Approval
<i>Findings & Reasons</i>	<p>1) The rezoning would allow a use that is not designated on the Future Land Use Map, but it would service such uses and would not adversely affect the land use and character of the area.</p> <p>2) The request would potentially add needed new housing.</p> <p>3) The request's inconsistencies with the Plan are slight.</p>
<i>Motion and Vote</i>	<p>Motion: Jeffreys</p> <p>Second: Alcine</p> <p>In favor: Alcine, Braun, Fluher, Hicks, Jeffreys, Swink, Tomasulo</p> <p>Opposed: Terando</p>

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

Planning Director	Date
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Planning Commission Chairperson	Date
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Staff Coordinator: Jason Hardin: (919) 996-2657; Jason.Hardin@raleighnc.gov



Zoning Staff Report – Z-22-17

Conditional Use

Case Summary

Overview

The proposal seeks to rezone three parcels totaling 7.97 acres on the north side of Trinity Road, approximately 300' west of Corporate Center Drive and a half-mile west of PNC arena. The base zoning of the parcels is currently Office Mixed Use-Three Stories-Parking Limited; the proposal is to add one story in height and to remove the Special Highway Overlay District-1 overlay. The proposed zoning district is Office Mixed Use-Three Stories-Parking Limited-Conditional Use.

The parcels are currently vacant, with a creek running alongside the east side of the eastern parcel. The area is heavily wooded and slopes significantly down from west to east.

Current land uses include residential uses to the north and east and office to the west. On a portion of the south side of Trinity Road, townhouses are under construction. The remainder of the south side of Trinity Road is vacant, although an approved site plan exists for a driving range/restaurant.

In terms of zoning, the property to the west is zoned OX-3-PL; properties to the south are zoned OX-3-PK and OP-4-PK; property to the east is zoned RX-3; and the land to the north is zoned Planned Development, with the portion of the PD immediately north of the subject property designated for residential and open space.

The Future Land Use Map designates the subject property, as well as properties to the south and west, as Office/Research and Development. The area to the east is designated as Medium Density Residential and Office/Research & Development; and the area to the north is designated as Moderate Density Residential and Private Open Space.

The subject property and all adjacent properties are part of a City Growth Center. Trinity Road is designated as an Urban Thoroughfare.

Because Trinity Road does not intersect with Interstate 40, most of the requirements of the SHOD-1 overlay, such as protective yards, are not in force on the subject property. Conditions that address the remaining requirements, which involve lighting, have been provided.

Other conditions include a build-to requirement of 50' from Trinity Road and a parking setback of 50' from Trinity Road; the limiting of EIFS to accents to cornices; and the specification that any parking structure will be designed with architectural elements similar to the primary building.

The property is within Raleigh's Extraterritorial Jurisdiction. Annexation will be required before services are provided.

November 3, 2017 update: A revised set of conditions was submitted. New or revised conditions include a provisions that buildings will present a finished face to Medlin Creek; that areas that are

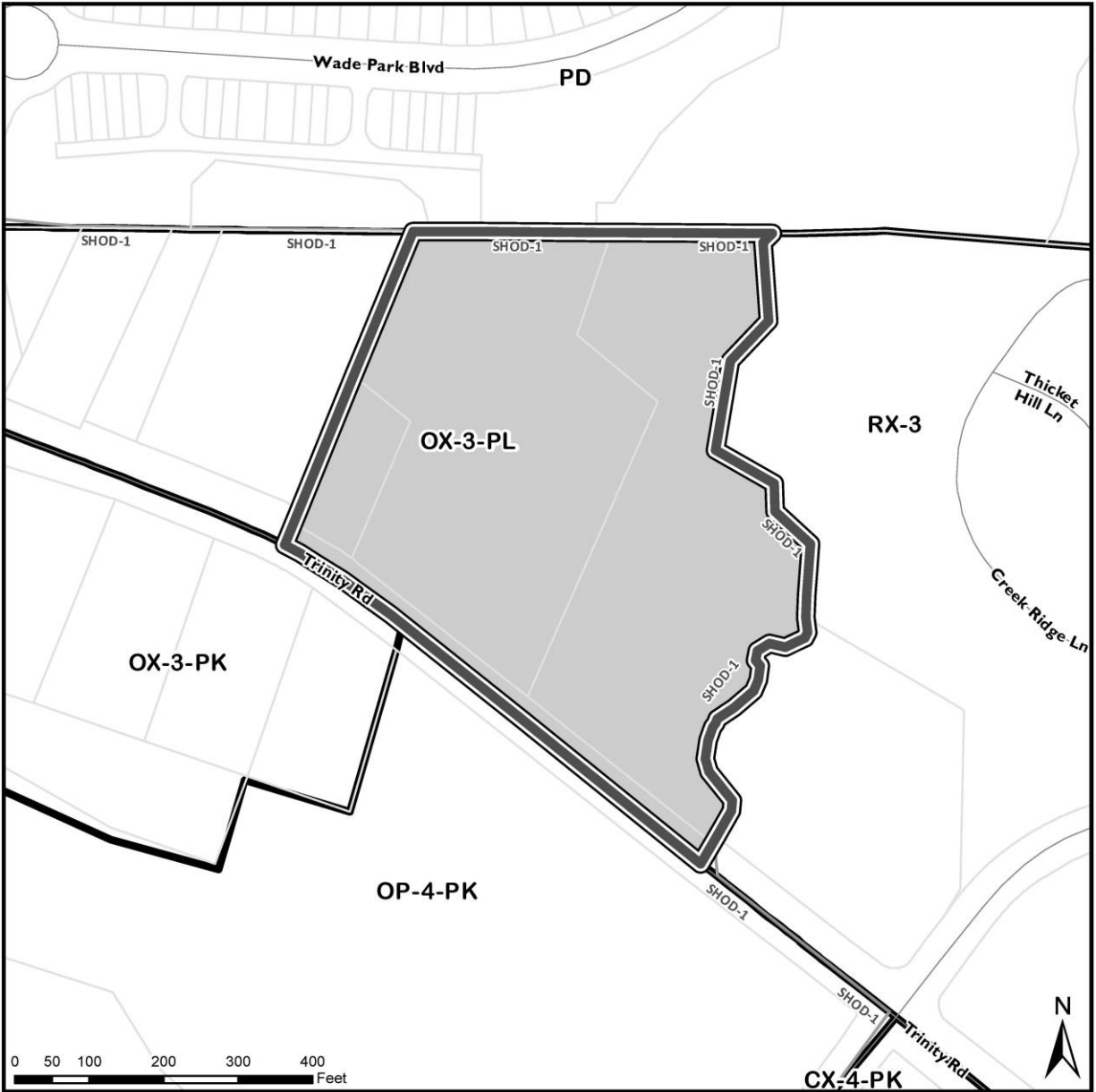
both within the 100-year floodplain and that have slopes of 15% will be undisturbed; and that any parking structures will be similar in materials to the primary building or not visible from Trinity Road.

Outstanding Issues

<i>Outstanding Issues</i>		<i>Suggested Mitigation</i>	
	1. The proposal is not consistent with the FLUM and some area plan policies.		1. Add additional conditions.

Existing Zoning

Z-22-2017

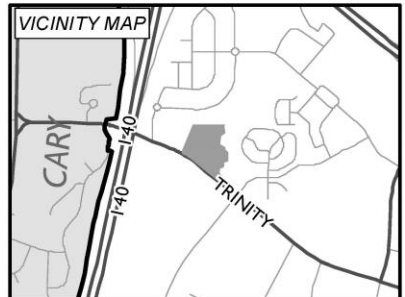


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Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
<i>Existing Zoning</i>	OX-3-PL	PD (Forty Wade)	OX-3-PL; OP-4-PK	RX-3	OX-3-PL
<i>Additional Overlay</i>	Special Highway Overlay District-1	-	Special Highway Overlay District-1	-	Special Highway Overlay District-1
<i>Future Land Use</i>	Office/R&D	Moderate Density Residential; Private Open Space	Office/R&D	Medium Density Residential; Office/R&D	Office/R&D
<i>Current Land Use</i>	Vacant	Vacant/stream buffer	Residential (townhouses under construction)	Residential (apartments)	Office
<i>Urban Form (if applicable)</i>	City Growth Center; Urban Thoroughfare	City Growth Center; Urban Thoroughfare	City Growth Center; Urban Thoroughfare	City Growth Center; Urban Thoroughfare	City Growth Center; Urban Thoroughfare

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
<i>Residential Density:</i>	18 units/acre	21 units/acre
<i>Setbacks:</i>		
<i>Front:</i>	0'-100' (per PL)	0'-50' (per condition)
<i>Side:</i>	0' or 6'	0' or 6'
<i>Rear:</i>	0' or 6'	0' or 6'
<i>Retail Intensity Permitted:</i>	42,533 sf	47,667 sf
<i>Office Intensity Permitted:</i>	181,555 sf	195,003 sf

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning*
<i>Total Acreage</i>	7.97	7.97
<i>Zoning</i>	OX-3-PL w/SHOD-1	OX-4-PL-CU
<i>Max. Gross Building SF (if applicable)</i>	339,749	390,093
<i>Max. # of Residential Units</i>	144	166

<i>Max. Gross Office SF</i>	181,555 sf	195,003 sf
<i>Max. Gross Retail SF</i>	42,533 sf	47,667 sf
<i>Max. Gross Industrial SF</i>	-	-
<i>Potential F.A.R</i>	.98	1.12

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

The proposed rezoning is:

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

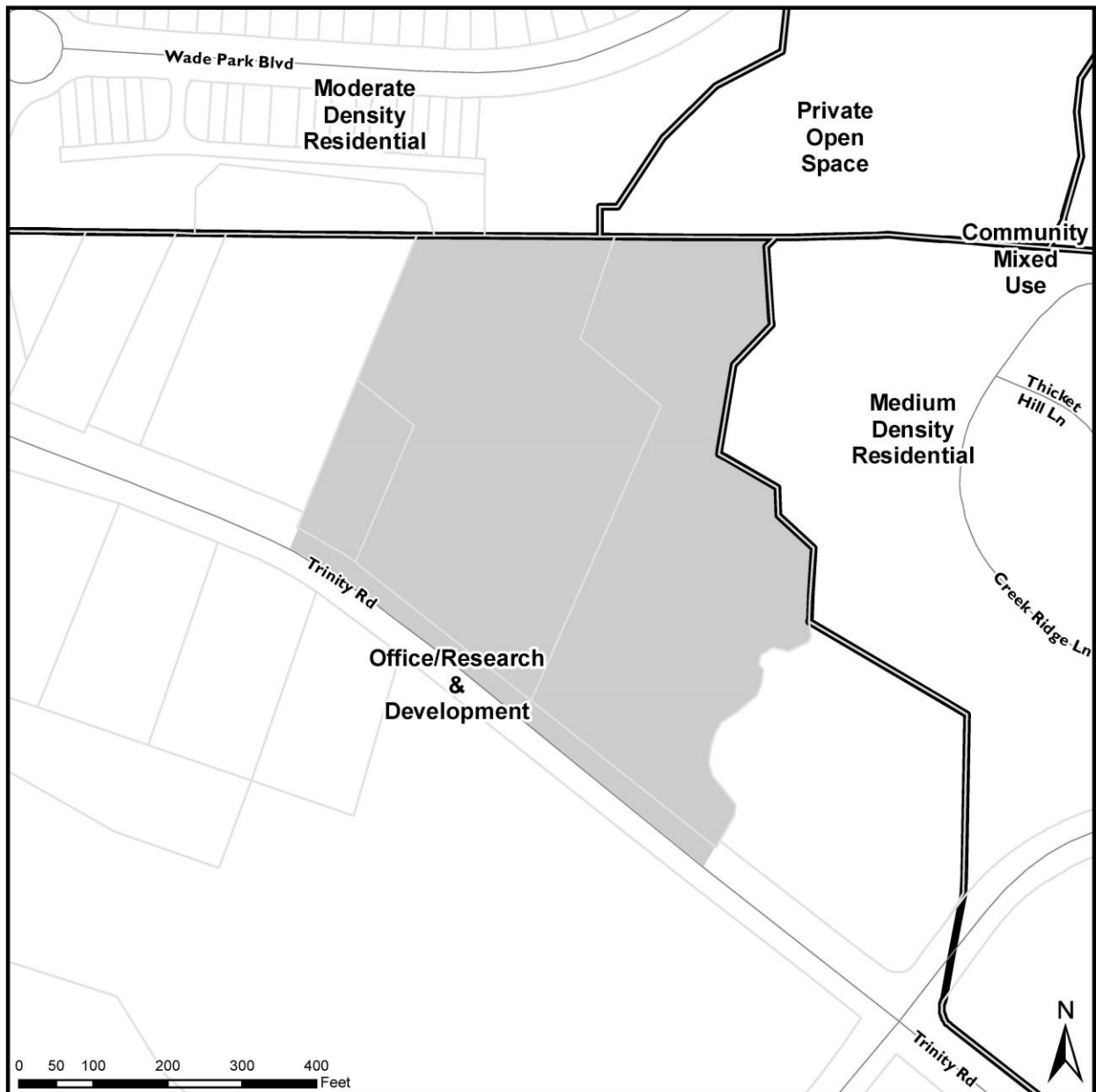
☐ **Incompatible.**

Analysis of Incompatibility:

Adjacent properties include both office and residential uses, both of which are allowed under the proposed OX-4-PL-CU zoning. In terms of use, the zoning retains the same uses as the existing OX-3-PL zoning. In terms of scale, the request is only one story higher than adjacent properties, and four-story zoning is present approximately 100' away on Trinity Road.

Future Land Use

Z-22-2017

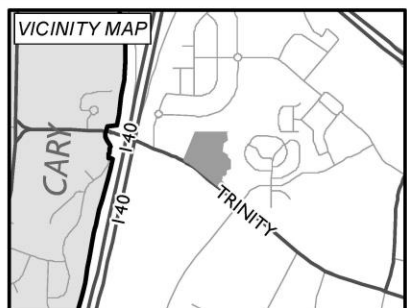


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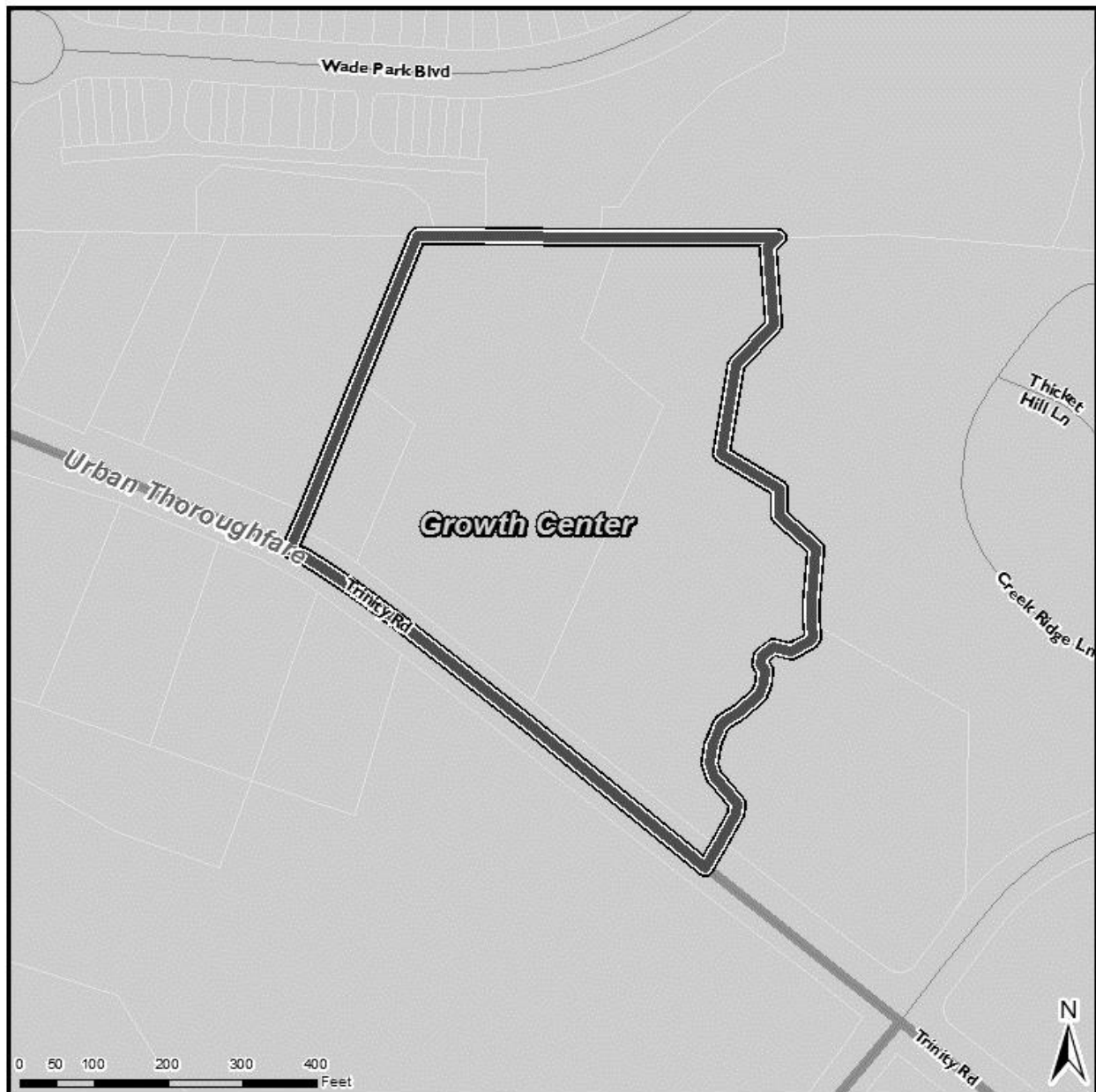
7.97 acres from
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Urban Form Map

Z-22-2017

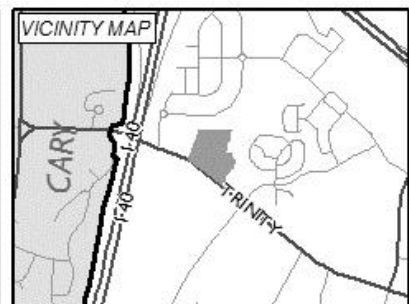


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2. Comprehensive Plan Consistency Analysis

2.1 Comprehensive Plan

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

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

- A. The proposal is partly consistent with the vision, themes, and policies of the Comprehensive Plan. It is generally consistent with the overall themes, particularly that of Expanding Housing Choices, as it would facilitate the provision of additional housing units. However, it is not consistent with the Future Land Use Map (see below), and some specific policies.
- B. The Future Land Use Map designates the area as Office/Research and Development. The request is for a more intense version (adding one story) of the existing Office Mixed Use zoning. In addition to office uses, the requested Office Mixed Use zoning category allows residential uses, which are not envisioned in that FLUM category.
- C. The use could be established without altering the character of the area, which includes a mix of office and residential uses.
- D. Existing infrastructure is adequate to accommodate the relatively modest increase in density/intensity that would be enabled by the request.

2.2 Future Land Use

Future Land Use designation: Office/Research and Development

The rezoning request is:

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

☒ **Inconsistent**

Analysis of Inconsistency:

The Future Land Use Map designates the area as Office/Research and Development. The request is for a more intense version (adding one story) of the existing Office Mixed Use zoning. In addition to office uses, the requested Office Mixed Use zoning category allows residential uses, which are not envisioned in that FLUM category.

2.3 Urban Form

Urban Form designation: City Growth Center, Urban Thoroughfare

The rezoning request is:

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

☐ **Inconsistent**

Analysis of Inconsistency:

Both Urban Form Map designations recommend an urban and/or hybrid approach to frontage to encourage walkability. The requested Parking Limited Frontage, particularly in conjunction with the condition establishing a 50' build-to line, clearly meets this recommendation.

2.4 Policy Guidance

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

Policy H 1.8 Zoning for Housing - Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing.

By allowing an additional story of housing, the rezoning would help keep the market well-supplied with housing.

Policy LU 8.1 Housing Variety - Accommodate growth in newly developing areas of the City through mixed-use neighborhoods with a variety of housing types.

The rezoning would facilitate additional growth in a developing area.

Policy UD 1.10 Frontage - Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing.

By allowing an additional story of housing, the rezoning would help keep the market well-supplied with housing.

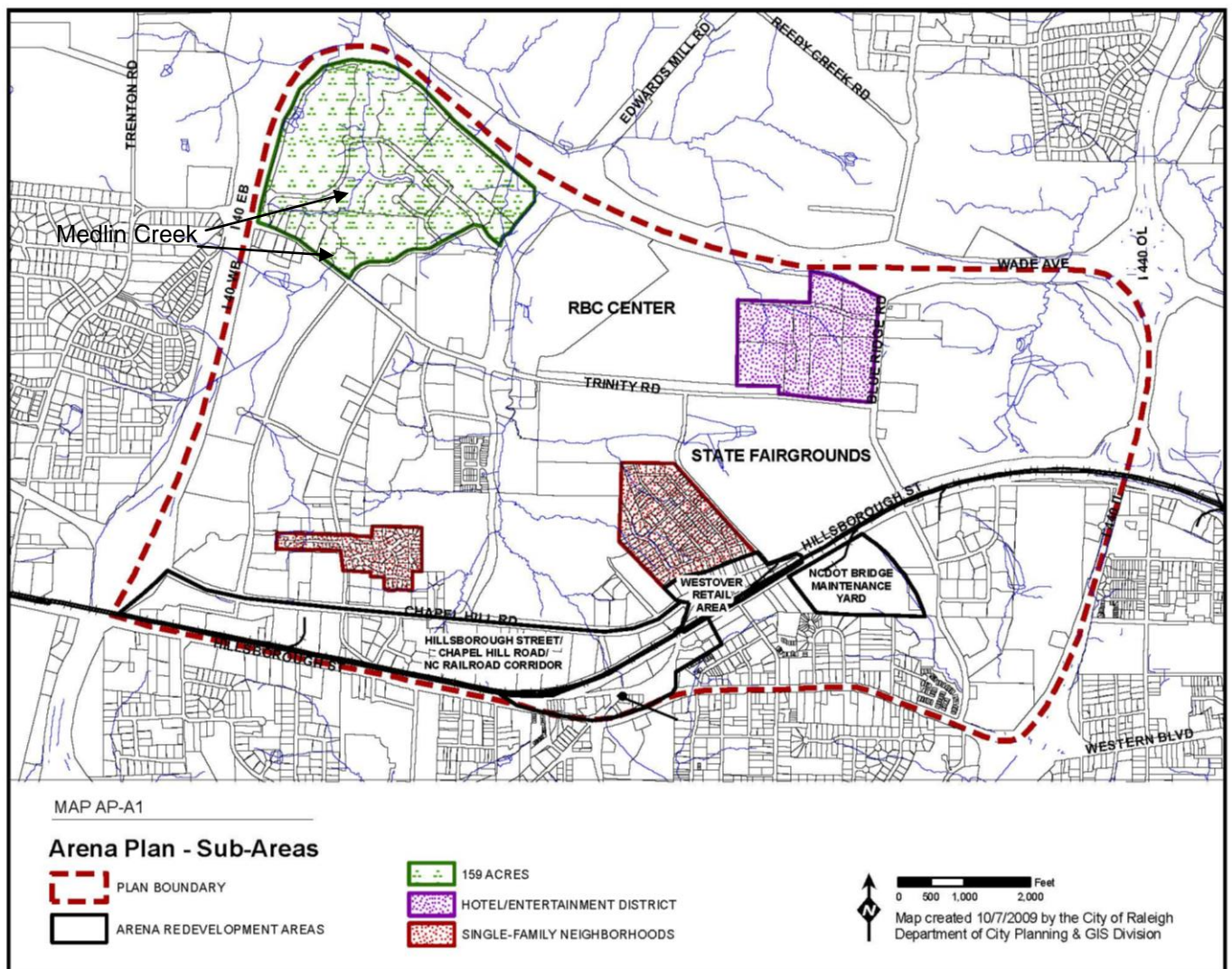
The rezoning request is **inconsistent** with the following policies:

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.

Because it does not include a condition prohibiting housing, the request is not consistent with the Future Land Use Map, which designates the area as Office/Research and Development.

2.5 Area Plan Policy Guidance

The subject property is within the Arena Area Plan, which was created in 2001. Specifically, it is within the subarea called “The 159 Acres at the Corner of I-40 and Wade Avenue,” which is shown in green on the below map. Some policies refer to Medlin Creek, which runs along the east side of the subject properties.



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

Policy AP-A 10 Placement of Taller Buildings at Wade-I-40 - Buildings over four stories should be located away from any existing adjoining residences and should complement, in size and scale, the treescape along Wade Avenue and I-40.

The request is for four stories in height.

The rezoning request had been considered **inconsistent, but following the inclusion of a new condition, is now consistent** with the following Area Plan policies:

Policy AP-A 6 Building Orientation at Wade-I-40 - Buildings should be designed to present a finished face to Medlin Creek, Wade Avenue, and I-40.

A condition offered on November 3, 2017 now directly addresses this policy.

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

Policy AP-A 3 Medlin Creek Conservation - Floodplains and slopes steeper than 15% within 200 feet of Medlin Creek should be preserved.

The request includes a condition that addresses stream buffers, but does not specify a 200' distance.

Policy AP-A 5 Medlin Creek Pedestrian Amenities - Medlin Creek and the meadow located on the eastern half of the property should be used as pedestrian-oriented amenities, with pedestrian connections to the Richland Creek greenway and across Trinity Road at Medlin Creek.

Policy AP-A 9 Pedestrian Circulation at Wade-I-40 - Excellent internal pedestrian circulation should be provided, including pedestrian connection to adjacent properties, with special emphasis on pedestrian access to the proposed Edwards Mill Road bus line.

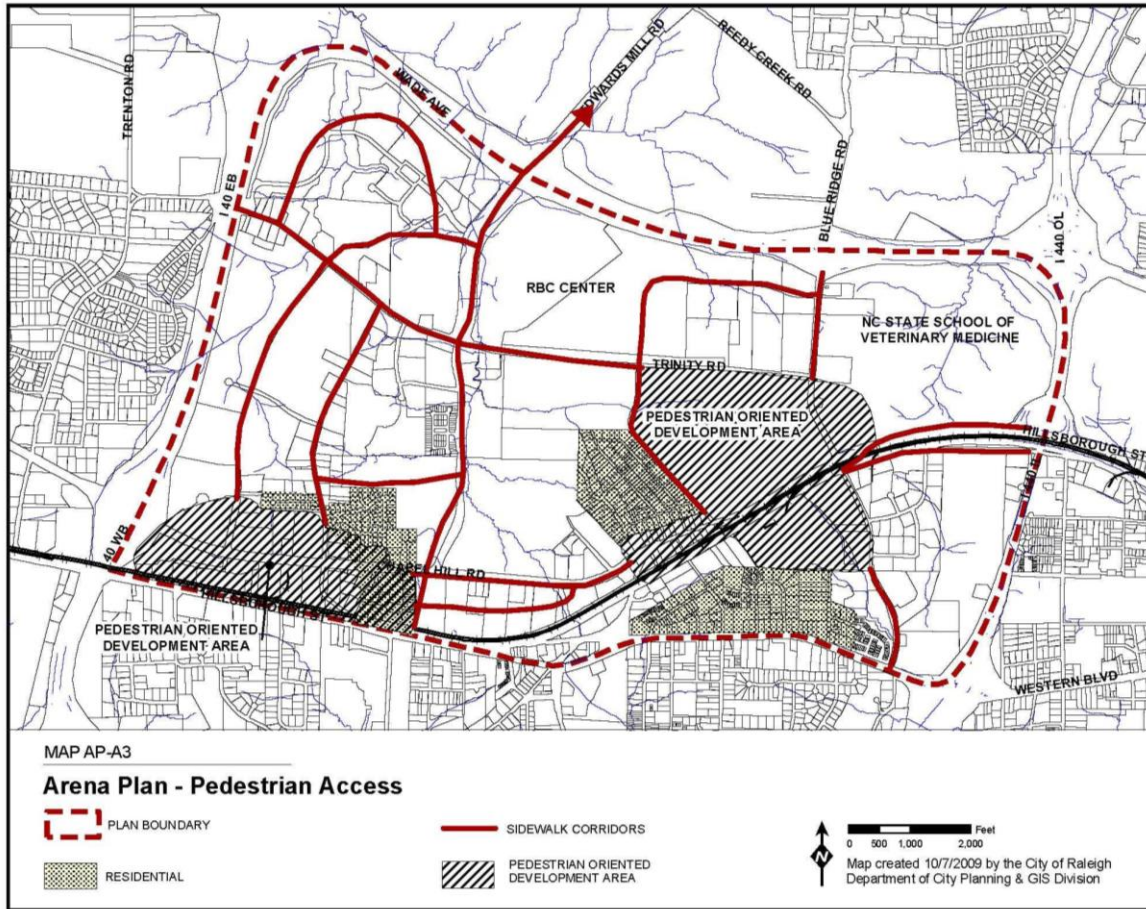
Arena Plan – Pedestrian Access Map (shown on following page)

These policies, and the accompanying area plan map, illustrate the area plan's intent to create a network of pedestrian connections in this portion of the Arena area. The intent is that development along Trinity Road has connections to more than just Trinity Road.

Policy AP-A 5 envisions using Medlin Creek as a pedestrian-oriented amenity. As the area plan does not show Medlin Creek as either a sidewalk or greenway corridor, the policy likely envisions an unpaved trail, which is included in the Forty Wade Planned Development to the north.

The pedestrian access map, shown on the following page, illustrates sidewalk connections, some of which are no longer feasible due to subsequent development patterns. The map was conceptual in nature, however, meaning that alternative routes could be used to create the connections.

In summary, the exact nature of the type and location of a pedestrian connection to the north is not necessarily dictated by the area plan. However, the intent to create a pedestrian route in some form is clear, and no conditions provide for such an amenity.



3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- The rezoning would help meet the demand for housing in the city by allowing the creation of additional units.

3.2 Detriments of the Proposed Rezoning

- The rezoning could result in less land being available for office uses in an area designated as part of an employment center.

4. Impact Analysis

4.1 Transportation

The Z-22-2017 site is located on the north side of Trinity Road between Corporate Center Drive and I-40. Trinity Road (SR 1656) is maintained by the NCDOT and currently has a two-lane, ribbon-paved cross section without curbs or sidewalks. Trinity Road is classified as a

major street in the Raleigh Street Plan (Avenue, 4-Lane, Divided). There are no transit stops, sidewalks or exclusive bike lanes in the vicinity of the Z-22-2017 parcels.

There are no NCDOT projects or City of Raleigh CIP projects planned for Trinity Road in the vicinity of the Z-22-2017 site. Trinity Road does not appear on the BikeRaleigh 10-Year Priority Plan map. This segment of Trinity Road ranked 160 out of 213 major street projects in the City's 2015 Pedestrian Project Priority List.

Offers of cross access to adjacent parcels shall be made in accordance with the Raleigh UDO section 8.3.5.D. The Z-22-2017 site is bounded by a blue line stream on the east and a wet-weather draw on the north. It is surrounded by existing developments on the west, north and east. The adjacent development on the west (SP-12-2015) provided a parking lot stub into the Z-22-2017 parcels. While it may not be possible to provide a public street connection, it would be desirable to provide a pedestrian & bicycle connection between Wade Park Boulevard on the north and the Z-22-2017 site.

Site access will be provided via Trinity Road. The subject parcels have a combined road frontage of approximately 700 feet. According the Raleigh Street Design Manual, driveways accessing major streets (ROW > 80 Ft) must be spaced 300 feet apart. The Z-22-2017 site would be restricted to two access points unless a design exception is granted.

In accordance with UDO section 8.3.2, the maximum block perimeter for OX-4 zoning is 3,000 feet. The block perimeter for Z-22-2017, as defined by public rights-of-way for Trinity Road, Corporate Center Drive, Lillington Drive and Wade Park Boulevard is 7,690 feet.

The existing land is a vacant and generates no traffic. Approval of case Z-22-2017 would increase average peak hour trip volumes by 18 veh/hr in the AM peak and by 19 veh/hr in the PM peak; daily trip volume will increase by 172 veh/day. These volumes are long-term averages and will vary from day to day.

Z-22-2017 Existing Land Use (Vacant)	Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
	0	0	0
Z-22-2017 Current Zoning Entitlements (148,950 sf Office + 26,285 sf Retail)	Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
	3,506	332	397
Z-22-2017 Proposed Zoning Maximums (159,572 sf Office + 28,160 sf Retail)	Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
	3,678	350	416
Z-22-2017 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
	172	18	19

Trinity Road is the only current means of public street access to the Z-22-2017 site. There is a pattern of angle and left turn crashes at the (signalized) intersection of Trinity Road and Corporate Center Drive. A fatal crash involving a pedalcyclist occurred on March 20, 2017. The severity index is 8.52 for the period between July 1, 2017 and June 30, 2017. This intersection was noted as meeting the NCDOT's frontal impact safety warrant for 2016; it was ranked 64 out of 142 on the City's 2016 list of potentially hazardous locations. Due to the relatively small change in trips volumes, a traffic study is not required for case Z-22-2017.

Impact Identified: Block Perimeter exceeds maximum

4.2 Transit

Transit service is not planned along this corridor.

Impact Identified: No impact

4.3 Hydrology

<i>Floodplain</i>	FEMA Floodplain
<i>Drainage Basin</i>	Richland Creek
<i>Stormwater Management</i>	Article 9.2 UDO
<i>Overlay District</i>	none

Impact Identified: FEMA floodplain located along eastern property boundary. Neuse River Buffer also present. No impacts identified.

4.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	0 gpd	103,750 gpd
<i>Waste Water</i>	0 gpd	103,750 gpd

1. The proposed rezoning would add approximately 103,750 gpd to the wastewater collection and water distribution systems of the City. There is an existing public water main in Trinity Road. There are existing public sewer mains in Trinity Road, inside property (5628 Trinity Rd) and along the northern property boundaries of 5628 and 5700 Trinity Rd.
2. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer.

4.5 Parks and Recreation

1. There are no designated greenway corridors directly associated with this site.
2. Nearest greenway access is provided by Richland Creek Trail, approximately 0.7 miles away.
3. Nearest park access is provided by Method Road Park (approximately 3.2 miles away) and Laurel Hills Park (approximately 3.2 miles away).
4. Park Access Level of Service in this area is low.

Impact Identified: None

4.6 Urban Forestry

1. The proposed zoning would require application of UDO Article 9.1 (Tree Conservation) in the same manner as the current zoning of the property.

Impact Identified: No impacts are identified.

4.7 Designated Historic Resources

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

Impact Identified: None.

4.8 Impacts Summary

The block perimeter exceeds the maximum.

4.9 Mitigation of Impacts

A pedestrian connection to the north could mitigate the block perimeter issue noted above.

5. Conclusions

The rezoning request is not fully consistent with the Future Land Use Map, which designates the area as an employment center and indicates that OX is only consistent if conditioned to restrict housing. However, as it is currently zoned OX-3, the property has an existing housing entitlement, meaning that the change enabled by the rezoning request is simply to add one additional floor of housing, which in the staff analysis translated to 22 units. Additionally, a major theme of the Comprehensive Plan is encouraging the supply of housing, and the request is consistent with policies, such as Zoning for Housing, that support that theme.

The subject property is within the boundary of the Arena Area Plan, and several plan policies are relevant to the rezoning request. Some deal with the relationship of the property to Medlin Creek, which runs along the east side of the area requested for rezoning. While some conditions address area plan policies, the request is not consistent with policies that relate to protections for environmentally sensitive areas adjacent to the creek and to pedestrian connectivity with adjacent properties in the Arena area.

One of the issues noted in the Impact Analysis section of this document is the block perimeter for the property, which at present exceeds the maximum. A pedestrian connection or future connection to the north could address that impact while creating greater consistency with area plan policies.

PLANNING COMMISSION MINUTES

The City of Raleigh Planning Commission met on November 14, 2017 at 9:00 a.m. in Room 201 of the Municipal Building.

Planning Commission Members Present: Chair Braun, Ms. Alcine, Mr. Fluher, Ms. Hicks, Ms. Jeffreys, Ms. Queen, Mr. Swink, Mr. Terando, and Mr. Tomasulo

Excused: Mr. Lyle

Staff Members Present: Planning Director Bowers, Assistant Planning Director Crane, Planner Anagnost, Planner Hardin, Planner Klem, Planner Little, Transportation Planner Myers and Administrative Support Staff Eason.

AGENDA ITEM (C) 2: Z-22-17 – Trinity Road

This site is located on Trinity Road.

This is a request to rezone property from OX-3-PL w/SHOD-1 to OX-4-PL.

Planner Hardin gave a brief overview of the case.

There was discussion regarding the inconsistencies; where does the city see this area in the future and lack of neighborhood park facilities.

Mr. Bowers responded regarding there being a recommendation for enhancement but no large plans and the area has not been identified as priority.

There was further discussion regarding sidewalk connection.

Mr. Terando made a motion to allow applicant 10 minutes to speak. Ms. Alcine seconded the motion. The vote was unanimous 8-0.

Beth Trajos representing the applicant gave a brief overview regarding City Council approval of rezoning on this property and significant conditions changes that create a public benefit.

Ross Massey also representing the applicant spoke regarding the area plan; steep slopes; intent to protect the area and anticipate significant retaining walls to protect the area.

Ms. Jefferys made a motion to approve the case. Ms. Alcines seconded the motion. The vote was not unanimous 7-1. Mr. Terando was opposed.

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



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

REZONING REQUEST

☐ General Use ☐ Conditional Use ☐ Master Plan

Existing Zoning Base District OX Height 3 Frontage PL Overlay(s) SHOD 1

Proposed Zoning Base District OX Height 4 Frontage PL Overlay(s) _____

Click [here](#) to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.

OFFICE
USE ONLY

Transaction #

Rezoning Case #

If the property has been previously rezoned, provide the rezoning case number: N/A

Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:

512620

GENERAL INFORMATION

Date **7/25/2017**

Date Amended (1)

Date Amended (2)

Property Address **5732, 5700, 5628 Trinity Road, Raleigh, NC**

Property PIN **0774880116, 0774882230, 0774884073**

Deed Reference (book/page) **12656/2212, and 8648/2127**

Nearest Intersection **Trinity Road & Wade Park Blvd**

Property Size (acres) **7.97**

(For PD Applications Only) Total Units

Total Square Feet

Property Owner/Address

See Attached Sheet for Property Owner and Signature

Phone

Fax

Email

Project Contact Person/Address

**Beth Trahos, Smith Moore Leatherwood LLP
434 Fayetteville Street, Suite 2800
Raleigh, NC 27601**

Phone **(919) 755-8760**

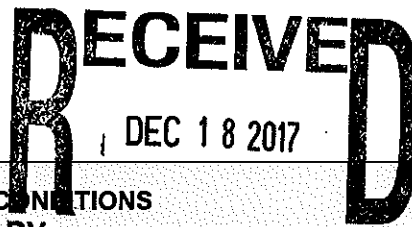
Fax

Email **beth.trahos@smithmoorelaw.com**

Owner/Agent Signature **See Attached Sheet for Property Owner and Signature**

Email

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

**CONDITIONAL USE DISTRICT ZONING CONDITIONS****BY:**Zoning Case Number **Z-22-17****OFFICE USE ONLY**

Date Submitted

Transaction #

Existing Zoning **OX-3-PL- SHOD1**Proposed Zoning **OX-4-PL-CU**

Rezoning Case #

Narrative Of Zoning Conditions Offered

1. The maximum residential density on the Property shall be thirty (30) dwelling units per acre of the gross site area.

2. If requested in writing by the City of Raleigh prior to issuance of a building permit for new development or recording a subdivision plat, whichever occurs first, a transit easement shall be deeded to the City and recorded in the Wake County Registry. Prior to recordation of the transit easement, the dimensions (not to exceed 15 feet in depth and 20 feet in width) and location of the easement shall be established during site plan or subdivision review, and the easement deed approved as to form by the City Attorney's Office. If requested by the City of Raleigh in writing at the time of building permit review, the above referenced transit easement shall be improved with the following prior to issuance of the first certificate of occupancy on the Property:

- (a) a 15'x20' cement pad;
- (b) a cement landing zone between the back of curb and sidewalk;
- (c) an ADA-accessible transit waiting shelter with bench; and
- (d) a litter container.

3. Facilities for depositing customarily recyclable materials for use by the occupants of the Property shall be provided. The location of such facilities will be determined during site plan or subdivision review.

4. All outdoor lighting shall be full cutoff.

5. No exterior lighting may cause illumination in excess of 4/10 maintained footcandles on any adjacent lot containing a dwelling, congregate care facility, life care community or residential zoning district.

6. The primary street build-to will be a minimum of 0' with a maximum of fifty feet (50'). No parking shall be located within fifty feet (50') of the Trinity Road right-of-way.

7. A vehicular connection meeting UDO standards shall be made to the existing parking lot stub to the west of the subject property.

8. EIFS shall be prohibited as a building material, and its use limited to accent materials for cornices only.

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North Carolina State University Foundation Inc. Trustee,
The Martin A. Seligson Charitable Remainder Trust

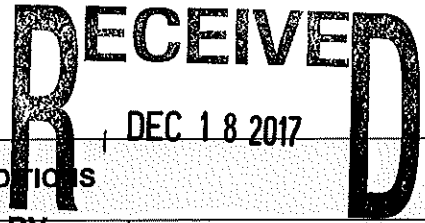
Owner/Agent Signature

Print Name

Mary Peloguin-Dodd

Title

Treasurer

**CONDITIONAL USE DISTRICT ZONING CONDITIONS**

BY: _____

OFFICE USE ONLY

Transaction # _____

Rezoning Case # _____

Zoning Case Number **Z-22-17**

Date Submitted _____

Existing Zoning **OX-3-PL- SHOD1**Proposed Zoning **OX-4-PL-CU****Narrative Of Zoning Conditions Offered**

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11. Areas that are within the 100-YR floodplain and that have slopes steeper than 15% along Medlin Creek (the creek running along eastern boundary of subject property) shall remain undisturbed except as required to make connections to public infrastructure and stormwater outfalls.

12. No additional stream crossings of Medlin Creek are allowed.

13. Facades facing the Trinity Road right-of-way shall incorporate variation in the façade, such as recesses and projections, door and window rhythm, other architectural detailing, changes of materials and/or color at least every 40' horizontally and every two stories vertically.

14. The roof shall be flat or low pitched such that it appears flat from the ground surface with variations horizontally created with eaves or cornice articulations that match the façade.

15. At least 1/3 of the non-glazed surface area of building facades facing public rights-of-way shall be masonry.

16. Entries shall be clearly identified and constructed to protect pedestrians from the elements, with recesses, roof overhangs, canopies, or metal overhangs.

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North Carolina State University Foundation Inc. Trustee,

The Martin A. Seligson Charitable Remainder Trust

Owner/Agent Signature

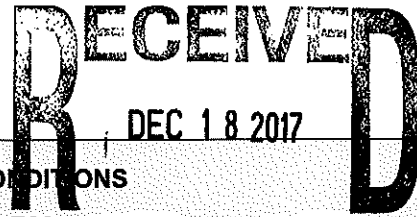
By: Mary Pelagrine-Dodd

Print Name

Mary Pelagrine-Dodd

Title

Treasurer

**CONDITIONAL USE DISTRICT ZONING CONDITIONS**

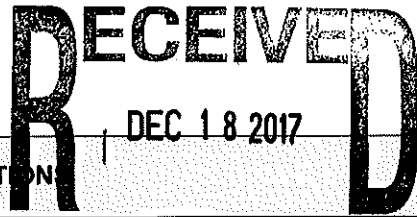
Zoning Case Number Z-22-17	BY: _____	OFFICE USE ONLY Transaction # Rezoning Case #
Date Submitted		
Existing Zoning OX-3-PL- SHOD1	Proposed Zoning OX-4-PL-CU	

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Owner/Agent Signature By: *Mary Peloguin-Dodd* Print Name *Mary Peloguin-Dodd*
North Carolina State University Foundation Inc. Trustee,
The Ann Gilbert Bawn Charitable Remainder Trust
Title *measurer*

**CONDITIONAL USE DISTRICT ZONING CONDITIONS****BY:****OFFICE USE ONLY**Zoning Case Number **Z-22-17**

Date Submitted

Transaction #

Rezoning Case #

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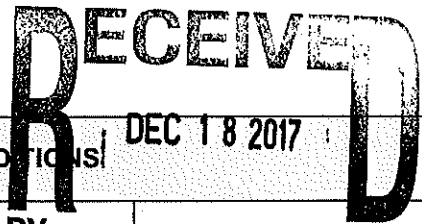
North Carolina State University Foundation Inc. Trustee,

The Ann Gilbert Dawn Charitable Remainder Trust

Owner/Agent Signature

Print Name

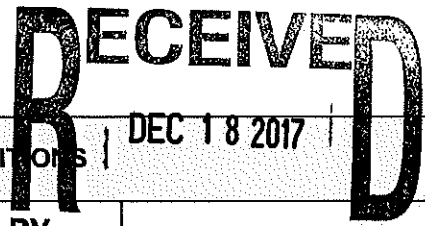
Title



CONDITIONAL USE DISTRICT ZONING CONDITIONS		
Zoning Case Number Z-22-17	BY: _____	OFFICE USE ONLY
Date Submitted		Transaction #
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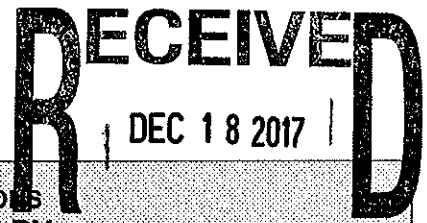
Owner/Agent Signature Martin A. Seligson Print Name Martin A. Seligson

**CONDITIONAL USE DISTRICT ZONING CONDITIONS**

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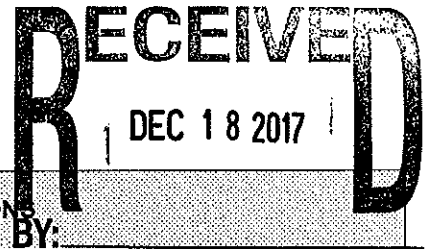
Owner/Agent Signature Martin A. Seligson Print Name Martin A. Seligson



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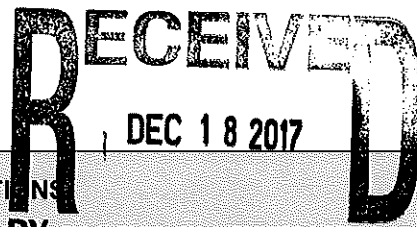
Owner/Agent Signature  Print Name Ann Gilbert Rawn



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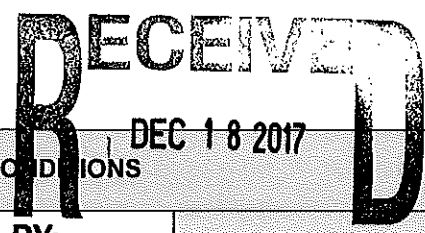
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Owner/Agent Signature By: *Stephen A. Lovelette* TRINITY WOODS LLC Print Name STEPHEN A. LOVELETTE
Title TREASURER



CONDITIONAL USE DISTRICT ZONING CONDITIONS

Zoning Case Number Z-22-17	BY: _____	OFFICE USE ONLY
Date Submitted		Transaction #
Existing Zoning OX-3-PL- SHOD1	Proposed Zoning OX-4-PL-CU	Rezoning Case #

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Owner/Agent Signature By: *Stephen A. Lovelette* Print Name *STEPHEN A. LOVELETTE*
Title *TREASURER*

REZONING APPLICATION ADDENDUM #1	
<p align="center">Comprehensive Plan Analysis</p>	<p align="center">OFFICE USE ONLY</p> <p align="center">Transaction #</p> <p align="center">Rezoning Case #</p>
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.</p>	
<p align="center">STATEMENT OF CONSISTENCY</p>	
<p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p>	
<p>1. The rezoning request for OX-4-PL-SHOD1 CU is consistent with the Future Land Use Map designation of Office/Research and Development in that it allows office parks, free-standing office buildings or corporate headquarters, banks, research and development uses, hotels and ancillary service businesses and retail uses that support the office economy. The rezoning request also permits residential development, as does the current OX-3 zoning.</p>	
<p>2. The site is located in a City Growth Center and on an Urban Thoroughfare as designated on the Urban Form Map. City Growth Centers are intended to provide "significant opportunities for new residential and economic development and redevelopment"(p19 2030 Plan), and Urban Thoroughfares are planned for public investments and encourage an urban or hybrid frontage (p236 2030 Plan). The proposed zoning category furthers both of these goals.</p>	
<p>3. The proposed rezoning is in support of multiple 2030 Comprehensive Plan policies, including LU 2.2, 6.2 and 8.1 which support compact development and housing variety within proximity to employment, T 5.10 Building Orientation, H 1.8 Zoning for Housing, and UD 1.10 Frontage. The proposed rezoning is also in support of the general goals of the Arena Area Plan which supports the development of the site into a dense, amenity-rich environment.</p>	
<p>4. The site is located in an Economic Development Target Area, and the proposed rezoning furthers Policy ED 5.5 Retrofitting Older Office Environments by permitting the development of new pedestrian-friendly residential uses to "provide attractive and competitive live-work destinations that reduce dependence on auto travel."</p>	
<p align="center">PUBLIC BENEFITS</p>	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>1. The proposed rezoning permits the development of housing, which will help alleviate the tight housing supply and commensurate rising rental rates that Raleigh is currently experiencing.</p>	
<p>2. The proposed rezoning allows development at transit supportive densities, and when the Trinity Road transit route is developed per the 2040 GoRaleigh Bus Development Plan residents will have to access more sustainable forms of transportation and alleviate traffic impacts in the area.</p>	
<p>3. This request provides for an additional transit easement (with improvements) if requested by staff.</p>	
<p>4. This rezoning request provides a public benefit with its corresponding increase of the City's tax base.</p>	

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 Transaction # 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.	
<p>There are no historic resources located on the property.</p>	
PROPOSED MITIGATION	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
<p>Not applicable</p>	

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: N/A

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

- | | |
|----|---|
| 1. | <p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>Response:</p> <p>The proposed OX-4 zoning allows for vertical mixed use, as well as multi-family housing development within walking distance to the Raleigh Corporate Center Office Park.</p> |
| 2. | <p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p>Response:</p> <p>The site features a stream (with associated buffers) and extensive wooded areas between the 40 Wade development to the north and the developable portion of the site.</p> |
| 3. | <p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>Response:</p> <p>All public streets proposed for the immediate area have already been constructed and opened. Site development will feature extensive internal pathways, as well as pedestrian orientation to Trinity Road, which connects to adjacent residential and commercial developments.</p> |
| 4. | <p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p>Response:</p> <p>All public streets proposed for the immediate area have already been constructed and opened. Site topography, wooded areas and streambeds make direct connectivity to adjacent developments challenging.</p> |
| 5. | <p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>Response:</p> <p>To the extent practicable, site development will feature internal and external connectivity and pedestrian orientation. Site topography, wooded areas and streambeds as well as adjacent development pattern will make meeting block length goals challenging.</p> |

6.	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p>Response:</p> <p>The proposed mixed use zoning and parking limited frontage ensures that architecture and landscape design of future site development will be pedestrian oriented.</p>
7.	<p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i></p> <p>Response:</p> <p>The actual location of buildings and parking will be determined at the site plan process; however, the proposed mixed use zoning and parking limited frontage ensures that future development will be in close proximity to Trinity Road, which is designated as a 4-lane divided avenue.</p>
8.	<p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p>Response:</p> <p>The site is not located at a street intersection, however the proposed parking limited frontage ensures that future site development will be oriented towards Trinity Road.</p>
9.	<p><i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i></p> <p>Response:</p> <p>The actual location of open space will be determined at the site plan process; however, future site development will feature, at a minimum, 10% open space that is designed a site amenity and is commonly accessible to the site users, as well as extensive stream buffers that preserve the natural features of the site.</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p>Response:</p> <p>The actual location of open space will be determined at the site plan process; however, future site development will feature commonly accessible amenity areas that are directly accessible from all internal streets and buildings.</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p>Response:</p> <p>The proposed rezoning, as well as current zoning limit retail, cafe and restaurant uses, however higher-density residential uses are permitted and will be oriented to the open spaces on site.</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p>Response:</p> <p>The actual location of open space, buildings and parking will be determined at the site plan process; however, future site development will be oriented around commonly accessible amenity areas.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response:</p> <p>Future site development will feature amenity areas including seating.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response:</p> <p>The actual location of buildings and parking will be determined at the site plan process; however, the proposed rezoning to Parking Limited frontage ensures that future site development will front Trinity Road and that the impact of parking on pedestrian routes and streets will be minimized.</p>
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p>Response:</p> <p>The actual location of buildings and parking will be determined at the site plan process; however, the proposed rezoning to Parking Limited frontage ensures that future site development will minimize the presence of parking on Trinity Road, and rather will locate parking interior the block.</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p>Response:</p> <p>Future site development will not feature large parking structures, and any structured parking will be visually integrated into the development minimizing visibility from Trinity Road.</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p>Response:</p> <p>The proposed rezoning increases the permissible building height and density to support nearby transit, and will also create a transit stop should one be requested during site development.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response:</p> <p>Future site development will be oriented to Trinity Road and associated transit routes.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>Response:</p> <p>Future site development will respect site streams by orienting development towards Trinity Road. Stream and slope sensitivity will be combined with tree conservation to respect natural features.</p>

20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p>Response:</p> <p>Future site development will be oriented towards streets and pathways that are framed by buildings and scaled for pedestrian orientation.</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p>Response:</p> <p>Future site development will feature wide sidewalks framed by buildings and connecting site users to open space and transit amenities.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>Response:</p> <p>Future site development will feature street tree plantings that are both appropriate to the thoroughfare character of Trinity Road as well as the pedestrian orientation of the site.</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p>Response:</p> <p>The actual location of buildings and parking will be determined at the site plan process; however, future site development will feature buildings that are a maximum height of 4 stories and are oriented to streets and sidewalks in a way that creates a feeling of enclosure while not overpowering pedestrians in scale.</p>
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p>Response:</p> <p>The proposed rezoning to Parking Limited frontage ensures that building entrances will be on the front facade of buildings and oriented to the street.</p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p>Response:</p> <p>Future site development will feature buildings with ground level interest in the form of entrances, fenestration, and architectural detail, as well as landscaping and pedestrian amenities.</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p>Response:</p> <p>Future site development will be pedestrian oriented with entrances and amenities oriented to site sidewalks and pathways.</p>

Z-22-2017 Existing Land Use (Vacant)	Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
	0	0	0
Z-22-2017 Current Zoning Entitlements (148,950 sf Office + 26,285 sf Retail)	Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
	3,506	332	397
Z-22-2017 Proposed Zoning Maximums (159,572 sf Office + 28,160 sf Retail)	Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
	3,678	350	416
Z-22-2017 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
	172	18	19
Z-22-2017 Traffic Study Worksheet			
6.23.4	Trip Generation	Meets TIA Conditions? (Y/N)	
A	Peak Hour Trips \geq 150 veh/hr	No	
B	Peak Hour Trips \geq 100 veh/hr if primary access is on a 2-lane street	No, the change in average peak hour trip volume is less than 20 veh/hr	
C	More than 100 veh/hr trips in the peak direction	No	
D	Daily Trips \geq 3,000 veh/day	No, the change in average daily trip volume is less than 200 veh/day	
E	Enrollment increases at public or private schools	Not Applicable	
6.23.5	Site Context	Meets TIA Conditions? (Y/N)	
A	Affects a location with a high crash history [Severity Index \geq 8.4 or a fatal crash within the past three years]	Yes, a fatal crash involving a pedalcyclist occurred on March 20, 2017 at the intersection of Trinity Rd & Corporate Center Dr. The Severity Index is 8.52 for the three-year period between July 1, 2014 and June 30, 2017.	
B	Takes place at a highly congested location [volume-to-capacity ratio \geq 1.0 on both major street approaches]	No	
C	Creates a fourth leg at an existing signalized intersection	No	
D	Exacerbates an already difficult situation such as a RR Crossing, Fire Station Access, School Access, etc.	No	
E	Access is to/from a Major Street as defined by the City's Street Plan Map	Yes, Trinity Rd (SR 1656) is classified as Avenue, 4-Lane, Divided in the Raleigh Street Plan.	
F	Proposed access is within 1,000 feet of an interchange	No	
G	Involves an existing or proposed median crossover	No	
H	Involves an active roadway construction project	No	
I	Involves a break in controlled access along a corridor	No	
6.23.6	Miscellaneous Applications	Meets TIA Conditions? (Y/N)	
A	Planned Development Districts	No	
B	In response to Raleigh Planning Commission or Raleigh City Council resolutions	None noted as of Sept. 8, 2017	



STEWART

To: Neighboring Property Owner

From: Cindy Szwarczkop, AICP
Manager of Pre-Development Services

Date: June 12, 2017

Re: Notice of meeting to discuss potential rezoning of 5732, 5700
and 5628 Trinity Road

Neighboring Property Owners:

You are invited to attend a neighborhood meeting on Tuesday June 27th. The meeting will be held in the Powell Drive Park Neighborhood Center, 740 Powell Drive Raleigh NC 27606, and will begin at 7:00pm.

The purpose of this meeting is to discuss a potential rezoning of the property located at 5732, 5700 and 5628 Trinity Road (Wake County Parcel ID number 0774880116, 0774882230, 0774884073, located on Trinity Road between Wade Park Blvd and Corporate Center Dr.). This property is currently zoned Office Mixed Use 3 story Parking Limited with Special Highway Overlay District 1 (OX-3-PL-SHOD 1) and the owner is considering rezoning the property to Office Mixed Use 4 story Parking Limited with Special Highway Overlay District 1 (OX-4-PL-SHOD 1).

The City of Raleigh requires that prior to the submittal of any rezoning application, a neighborhood meeting involving the property owners within 100 feet of the area requested for rezoning.

If you have any concerns or questions I can be reached by phone at: (919)866-4823 or by email at cszwarczkop@stewartinc.com.

For more information about rezoning, you may visit www.raleighnc.gov or contact the Raleigh City Planning Department at: (919)996-2626 or by email at rezoning@raleighnc.gov.

Thank you,

Cindy Szwarczkop, AICP
STEWART

SUMMARY OF ISSUES

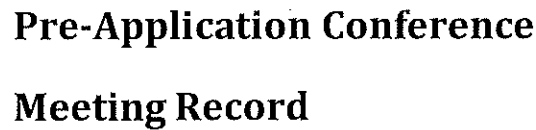
A neighborhood meeting was held on 6/27/2017 (date) to discuss a potential rezoning located at 5723, 5700, 5628 Trinity Road, Raleigh, NC (property address). The neighborhood meeting was held at Powell Drive Park (location). There were approximately 2 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Neighbors wanted to know about the project and proposed height for the rezoning case.
Neighbors were supportive of the case.

ATTENDANCE ROSTER

[illegible]



Location: Room 312, One Exchange Plaza

Parcels discussed (address and/or PIN): 5628, 5700, and 5732 Trinity Rd

Potential Re-Zoning: OX-4-PL w/ SHOD-1

General Notes: applicant is interested in apartments, site

has SHOD-1 overlay, SHOD-1 tree conservation requirements only apply to roads gaining access from highway, SHOD-1 should probably remain to be consistent with City policy, Future Land Use map designation is Office and Research and Development, Future Land Use map supports height up to five

Department & Staff	Notes stories
<u>Development Services</u> ___Justin Rametta <i>Justin.Rametta@raleighnc.gov</i> 919-996-2665 ___Mike Walters <i>Michael.Walters@raleighnc.gov</i> 919-996-2636 ___Walt Fulcher <i>Walt.Fulcher@raleighnc.gov</i> 919-996-3517	UDO Sections:

<p><u>Historic Preservation</u> <u>Tania Tully</u> Tania.Tully@raleighnc.gov 919-996-2674 <u>Melissa Robb</u> Melissa.Robb@raleighnc.gov 919-996-2632</p>	<p>UDO Sections:</p>
<p><u>Parks, Recreation, and Cultural Resources</u> <u>Lisa Potts</u> Lisa.Potts@raleighnc.gov 919-996-4785 <u>Cassie Schumacher-Georgopoulos</u> Cassie.Schumacher-Georgopoulos@raleighnc.gov 919-996-4797 <u>Thomas "TJ" McCourt</u> Thomas.McCourt@raleighnc.gov 919-996-6079</p>	<p>UDO Sections:</p>
<p><u>Public Utilities</u> <u>Cesar Sanchez</u> Cesar.Sanchez@raleighnc.gov 919-996-3484 <u>Keith Tew</u> Keith.Tew@raleighnc.gov 919-996-3487 <u>Patrick Paine</u> Patrick.Paine@raleighnc.gov 919-996-3481 <u>Eric Haugaard</u> Eric.Haugaard@raleighnc.gov 919-996-3492</p>	<p>UDO Sections:</p>
<p><u>Stormwater</u> <u>Ben Brown</u> Ben.Brown@raleighnc.gov 919-996-3515 <u>Gary Morton</u> Gary.Morton@raleighnc.gov 919-996-3517 <u>Ashley Rodgers</u> Ashley.Rodgers@raleighnc.gov 919-996-3970 <u>Lisa Booze</u> Lisa.Booze@raleighnc.gov 919-996-3518</p>	<p>Site has riparian buffers and floodplain on eastern boundary</p> <p>UDO Sections:</p>
<p><u>Transportation</u> <input checked="" type="checkbox"/> <u>Bowman Kelly</u> Bowman.Kelly@raleighnc.gov 919-996-2160 applicants may wish to offer bicycle and pedestrian</p>	<p>TIA will be required at site review stage if not for rezoning, development will require right-of-way dedication, triggers for TIA are in the</p> <p>UDO Sections:</p>

Facilities to mitigate block perimeter issues

Street Design Manual, site will not be able to meet block perimeter standard due to streams