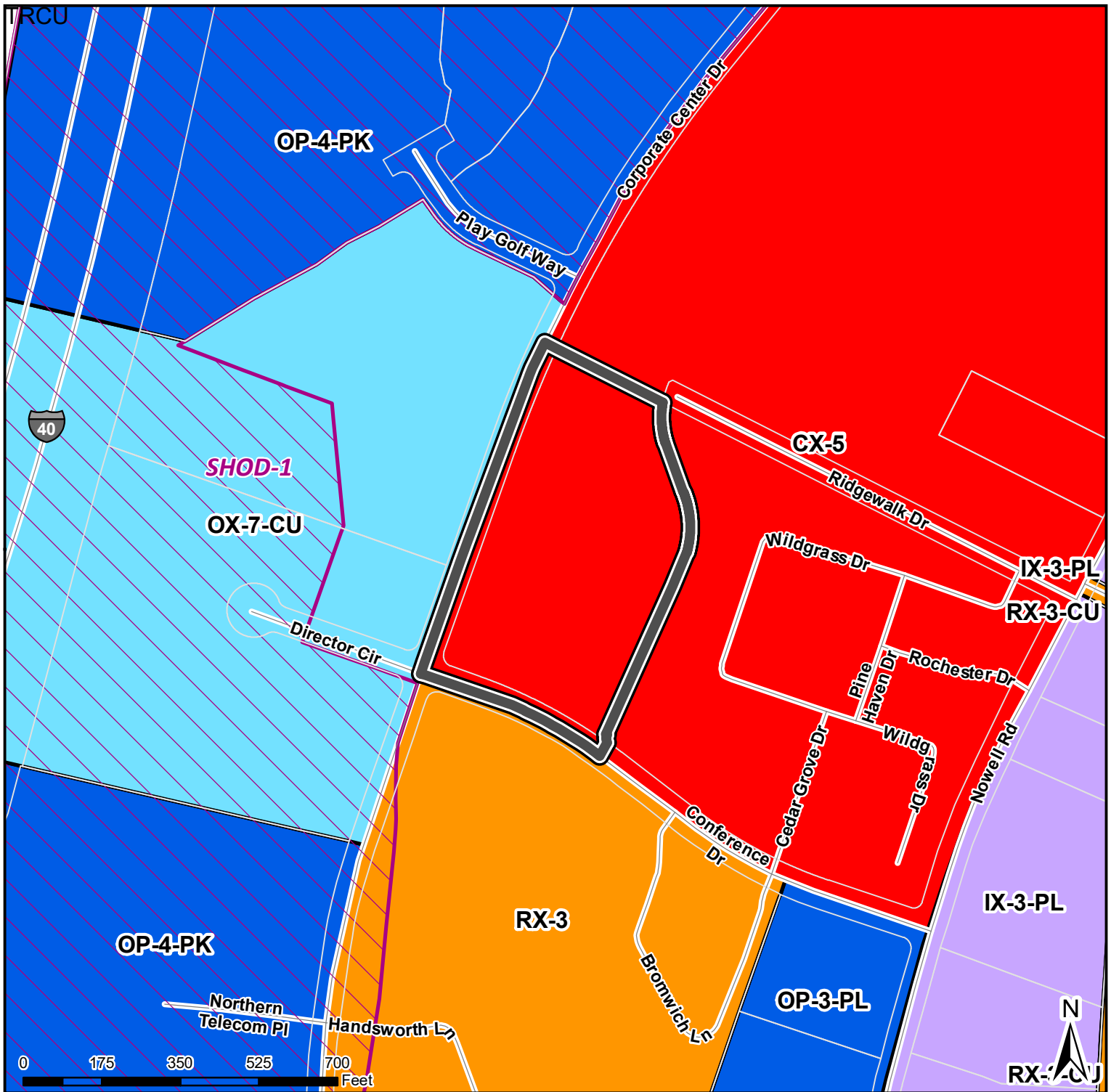
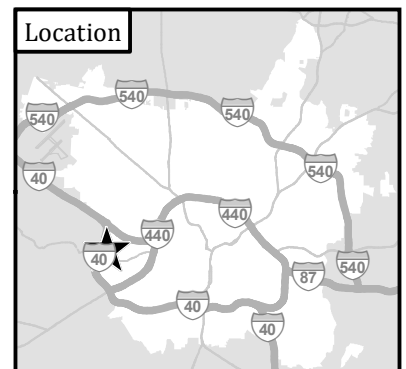


Existing Zoning

Z-26-2020



Property	1100 Corporate Center Dr (Southwest Portion)
Size	6.14 acres
Existing Zoning	CX-5
Requested Zoning	CX-7-CU





Raleigh

MEMO

TO: Ruffin Hall, City Manager

THRU: Ken Bowers, AICP, Deputy Director

FROM: Donald Belk, AICP, Senior Planner

DEPARTMENT: Planning and Development

DATE: November 18, 2020

SUBJECT: City Council agenda item for December 1, 2020 – Z-26-20

On November 17, 2020, City Council authorized the public hearing for the following item:

Z-26-20: 1100 Corporate Center Drive, approximately 6.14 acres located at [1100 Corporate Center Drive](#). Signed zoning conditions provided on June 26, 2020 propose to (1) prohibit residential uses; (2) prohibit a number of commercial uses and all uses within the Industrial Use category except Research and Development, which shall be allowed; (3) permit a maximum of two (2) bays of surface parking with a single drive aisle between the building façade and the right-of-way for Corporate Center Drive; (4) hours of operation of any eating or retail establishment shall be limited to hours between 6:00 AM and 12:00 midnight; (5) waive the Block Perimeter requirements of UDO Section 8.3.2; (6) prohibit drive-thru or drive-in facilities except as allowed in the OX or OP district.

Current Zoning: Commercial Mixed Use-5 stories (CX-5)

Requested Zoning: Commercial Mixed Use-7 stories-Conditional Use (CX-7-CU)

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

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

The Planning Commission recommends approval of the request (8 - 2).

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

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)



RALEIGH PLANNING COMMISSION

CERTIFIED RECOMMENDATION

CR# 12055

CASE INFORMATION: Z-26-20, 1100 CORPORATE CENTER DRIVE

Location	West Raleigh, approximately 0.5 miles west of the intersection of Trinity Road and Edwards Mill Road; approximately one mile north of the intersection of I-40 and NC 54. Address: 1100 Corporate Center Drive PINs: 0774864380 (portion of) iMaps , Google Maps , Directions from City Hall
Current Zoning	CX-5
Requested Zoning	CX-7-CU
Area of Request	6.14 acres (a portion of a 38.22-acre tract)
Corporate Limits	The parcel is located within the corporate limits of the City of Raleigh.
Property Owner	LHC15 Raleigh NC LLC c/o Scott Bullock Post Office Box 10809 Daytona Beach, FL 32120-0809
Applicant	Chad W. Essick, Esq. Poyner Spruill LLP 301 Fayetteville Street, Suite 1900 Raleigh, NC 27601
Council District	D
PC Recommendation Deadline	February 8, 2021

SUMMARY OF PROPOSED CONDITIONS

1. The following uses, if otherwise allowed in the CX district, shall be prohibited on the Property: All uses included within the Indoor Recreation, Use Category including Adult Establishment, Dance, Martial Arts, Music Studio, Classroom, and Sports Academy; all uses included in the Outdoor Recreation Use Category including Golf course, Outdoor sports or entertainment facility with any number of seats, and Riding stable; Passenger terminal, including Airfield, Heliport serving a hospital and Heliport, all others; Animal care (Indoor); Animal care (outdoor); Bar, nightclub, tavern, lounge; Pawnshop; Vehicle Fuel Sales (including gasoline and diesel fuel); Vehicle Sales/Rental; all uses included in the Industrial Use Category except Research and Development, which shall be allowed.
2. Residential uses shall be prohibited on the Property.

3. A maximum of two (2) bays of surface parking with a single drive aisle shall be permitted between the facade of any building and the street right-of-way for Corporate Center Drive.
4. The hours of operation of any eating or retail establishment on the Property will be limited to those between 6:00 AM and 12:00 Midnight.
5. The provisions of Section 8.3.2 of the Unified Development Ordinance, which is denominated "Blocks," shall have no applicability to the Property.
6. No drive-thru or drive-in facility will be allowed on the Property except as allowed in the OX or OP district.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Office/Research & Development	
Urban Form	City Growth Center	
Consistent Policies	Policy LU 1.2 Policy LU 1.3 Policy LU 2.6 Policy LU 5.2 Policy LU 6.2 Policy LU 7.1 Policy LU 10.3 Policy ED 5.5 Policy UD 1.10 Policy AP-AB 7	Future Land Use Map and Zoning Consistency Conditional Use District Consistency Zoning and Infrastructure Impacts Managing Commercial Development Impacts Complementary Land Uses and Urban Vitality Encouraging Nodal Development Ancillary Retail Uses Retrofitting Older Office Environments Frontage Mixed-Use Development Intensities
Inconsistent Policies	Policy T 2.3 Policy T 2.5 Policy T 2.6 Policy AP-AB 1	Eliminating Gaps Multimodal Grids Preserving the Grid Complete Streets and Network Connectivity

FUTURE LAND USE MAP CONSISTENCY

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

COMPREHENSIVE PLAN CONSISTENCY

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

PUBLIC MEETINGS

First Neighborhood Meeting	Second Neighborhood Meeting	Planning Commission	City Council
June 1, 2020 8 attendees	October 27, 2020 1 attendee	November 10, 2020	November 17, 2020 December 1, 2020

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:

Reasonableness and Public Interest	The request is consistent with the Future Land Use Map and the Comprehensive Plan. The request is reasonable and in the public interest because it is consistent with certain Comprehensive Plan policies, is compatible with the surrounding area, is the appropriate location for growth, and contributes to the intensity of mixed-use development in the area.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	N/A
Recommendation	Approval
Motion and Vote	Motion: O'Haver Second: Miller In favor: Bennett, Hicks, Lampman, Mann, McIntosh, Miller, O'Haver, and Winters Opposed: Fox, Tomasulo
Reason for Opposed Vote(s)	Concerns over the loss of connectivity as a result of the zoning condition waiving the block perimeter requirements of UDO Section 8.3.2.

ATTACHMENTS

1. Staff report
2. Rezoning Application
3. Original conditions

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

11/10/2020:

Date

Staff Coordinator: Don Belk: (919) 996-4641; Donald.Belk@raleighnc.gov



ZONING STAFF REPORT – CASE Z-26-20

Conditional Use District

OVERVIEW

This request is to rezone a portion of the parcel located near the intersection of Corporate Center Drive and Trinity Road. The 6.14-acre portion of the tract that is the subject of this rezoning request is located between Ridgewalk Drive and Conference Drive and consists of an existing surface parking area. To the north of the proposed rezoning site, on the same parcel, are three 3-story office buildings, including a Wells Fargo Corporate Center.

The applicant proposes conditions that would: (1) prohibit residential uses; (2) prohibit a number of commercial uses and all uses within the Industrial Use category except Research and Development, which shall be allowed; (3) permit a maximum of two (2) bays of surface parking with a single drive aisle between the building façade and the right-of-way for Corporate Center Drive; (4) hours of operation of any eating or retail establishment shall be limited to hours between 6:00 AM and 12:00 midnight; (5) waive the Block Perimeter requirements of UDO Section 8.3.2; (6) prohibit drive-thru or drive-in facilities except as allowed in the OX or OP district.

The site, which is located wholly within the corporate limits of Raleigh, lies approximately 0.8 miles north of the intersection of Chapel Hill Road (NC 54) and I-40 interchange, and approximately 1.2 miles south of the Creedmoor Road/I-540 interchange.

To the east, the site is adjacent to The Dakota apartments; to the south lies two other apartment complexes. The area west of the site is vacant and wooded, bordered by Corporate Center Drive and I-40. Other nearby uses include the Parke at Trinity apartment complex, Cardinal Gibbons High School, PNC Arena, and the State Fairgrounds.

The site is presently zoned Commercial Mixed Use-5 stories (CX-5) and is surrounded to the north and east by the same. The area to the south of the site is zoned RX-3, and to the west, it is bordered by an area of OX-7-CU and OP-4-PK. The Urban Form Map designation for the site is City Growth Center.

The site lies within an area designated for Office/Research and Development on the Future Land Use Map and is adjacent to an area of Office Residential and Mixed Use to the west. There are some Medium Density Residential areas near the site to the north and east.

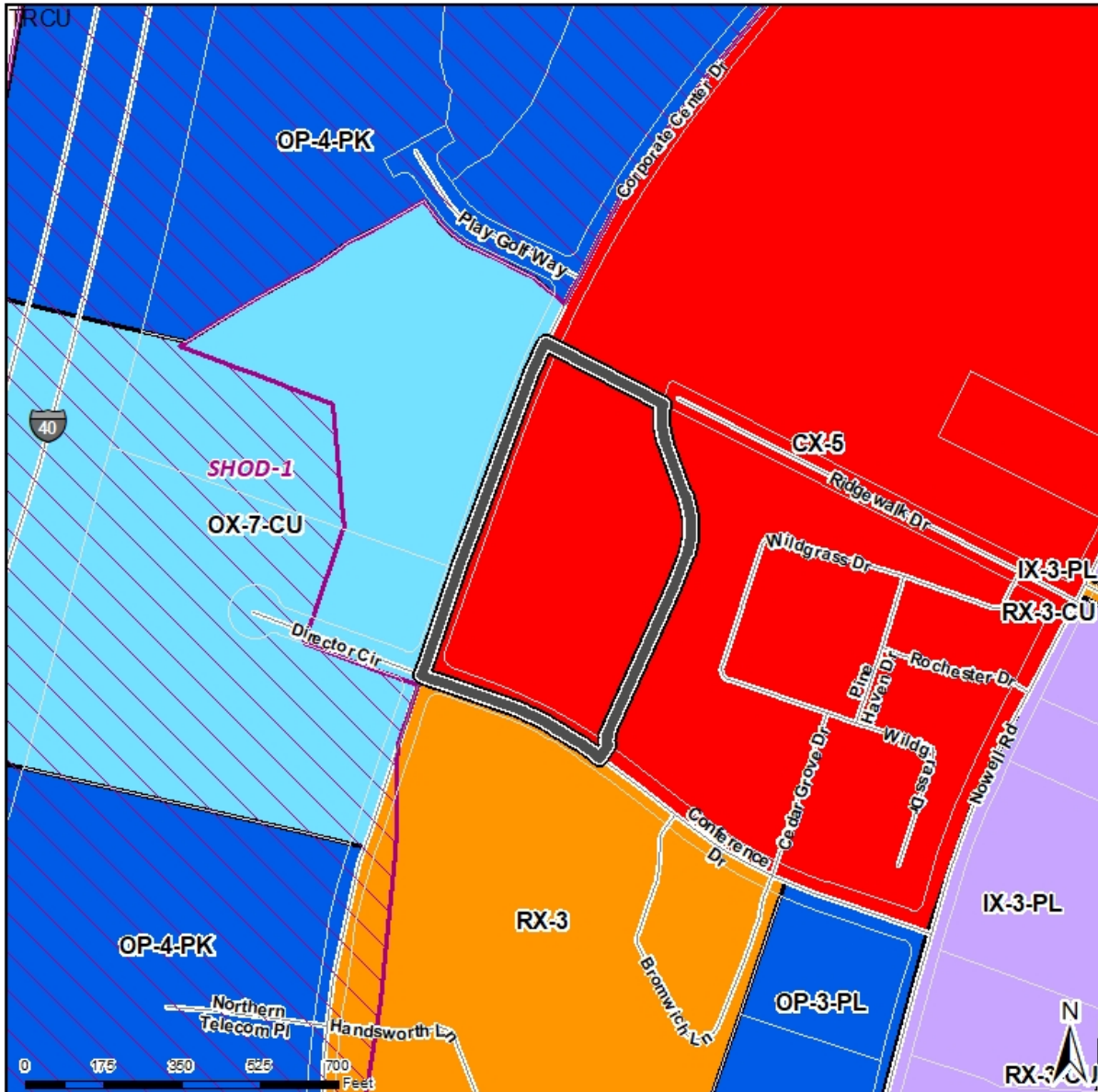
The proposed zoning would increase the Office entitlement by about 49,000 square feet, while the Retail square footage would decrease by about 28,000 square feet. Conditions proposed will remove the Residential entitlement.

OUTSTANDING ISSUES

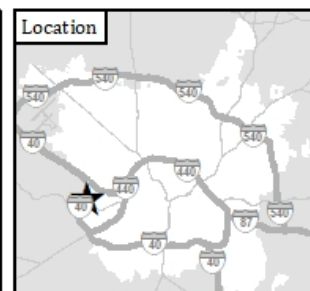
Outstanding Issues	1. None.	Suggested Mitigation	1. None.
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Existing Zoning

Z-26-2020



Property	1100 Corporate Center Dr (Southwest Portion)
Size	6.14 acres
Existing Zoning	CX-5
Requested Zoning	CX-7-CU



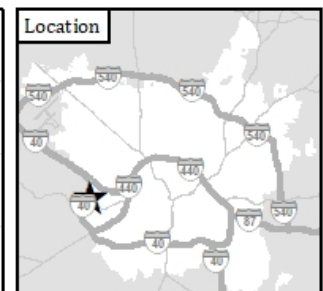
Map by Raleigh Department of City Planning (mansd@): 6/26/2020

Future Land Use

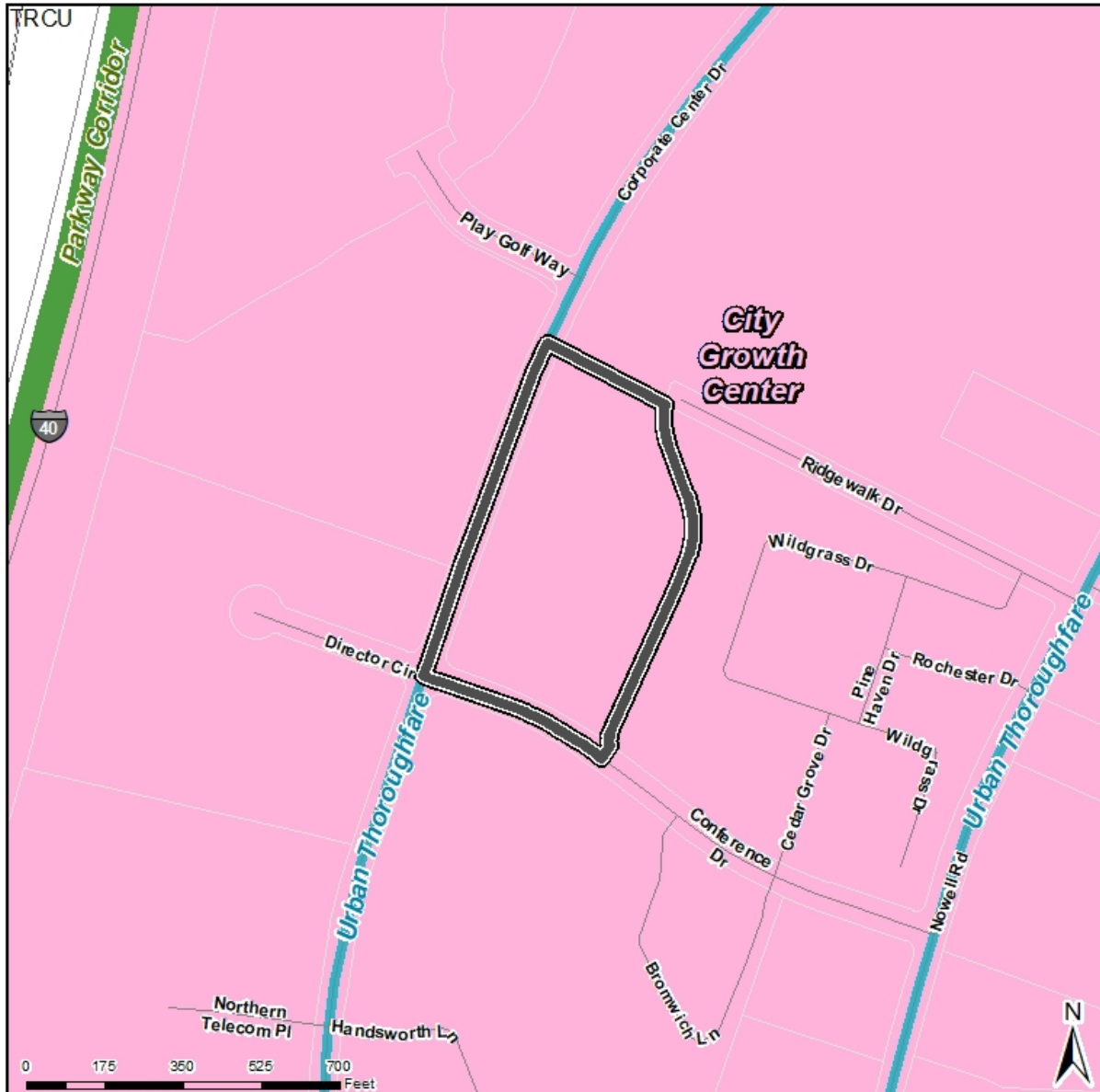
Z-26-2020



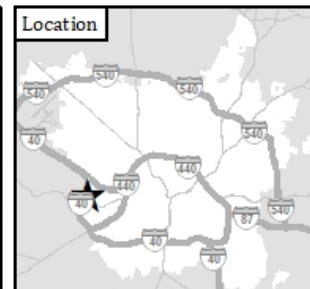
Property	1100 Corporate Center Dr (Southwest Portion)
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Existing Zoning	CX-5
Requested Zoning	CX-7-CU



Map by Raleigh Department of City Planning (mansell); 6/26/2020



Property	1100 Corporate Center Dr (Southwest Portion)
Size	6.14 acres
Existing Zoning	CX-5
Requested Zoning	CX-7-CU



Map by Raleigh Department of City Planning (mansd@): 6/26/2020

COMPREHENSIVE PLAN

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

- A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?

Yes. The proposal is consistent with the visions, themes, and policies contained in the Comprehensive Plan as follows:

The request is consistent with the **Economic Growth and Prosperity** theme, as it will add new office and commercial services capacity that will continue to fuel the development of employment opportunities.

The request is consistent with the **Managing Our Growth** theme, as it will allow for the expansion of an existing commercial use, creating efficiencies of infrastructure and strengthening the integration of land uses in this part of Raleigh.

The request is consistent with the **Coordinating Land Use and Transportation** theme. The proposal is located in the City Growth Center as described on the Growth Framework Map, reflecting the Arena-Blue Ridge Area Plan, and it encourages the development patterns needed to support new economic development.

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

Yes. The Office/Research & Development designation of the Future Land Use Map supports the uses and building types proposed at this location.

- 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 use can 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?

Community facilities and streets appear sufficient to serve the proposed use.

Future Land Use

Future Land Use designation: Office/Research & Development

The rezoning request is

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

☐ **Inconsistent**

The Future Land Use designation of Office/Research & Development identifies major employment centers where housing is not considered an appropriate future land use. Principal uses are 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 proposed uses, plus the condition to prohibit residential uses, conform to this designation.

Urban Form

Urban Form designation: City Growth Center

The rezoning request is

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

☐ **Inconsistent**

☐ **Other**

The site of this rezoning proposal lies at the western edge of Raleigh's westernmost City Growth Center, as reflected by the Arena-Blue Ridge Area Plan. City Growth Centers are described in the 2030 Comprehensive Plan as areas that "provide significant opportunities for new residential and economic development and redevelopment." While an urban and/or hybrid approach to frontage is recommended by the City Growth Center designation to encourage walkability, built conditions and site constraints may require alternative approaches. For this request, the applicant has provided a zoning condition intended to mimic elements of the Parking Limited (-PL) frontage.

Compatibility

The proposed rezoning is

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

☐ **Incompatible.**

The proposal would constitute an appropriate infill of a surface parking lot in the midst of an area where office, flex space, and multi-family residential uses are prevalent. The subject site is adjoined by properties that are already zoned for Commercial Mixed Use and Office Mixed Use. There are multi-family residential uses (apartment complexes) nearby. More impactful uses such as bars, nightclubs,

taverns, lounges, pawnshops, vehicle fuel sales, and vehicle sales would be prohibited in this proposal.

Public Benefits of the Proposed Rezoning

- Expands flex space capacity for new commercial activity
- Could facilitate new private investment and jobs
- Compatible development in a cluster for similar land uses

Detriments of the Proposed Rezoning

- Because of the exemption from block perimeter, this request does not advance the city's transportation goals.

Policy Guidance

*The rezoning request is **consistent** 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 (CX-7-CU) is consistent with the Future Land Use Map, which is designated for Office/Research and Development. This designation can apply to uses such as 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. Residential uses are not considered appropriate in this category, and the applicant has proposed to prohibit them.

Policy LU 2.6 – Zoning and Infrastructure Impacts

Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed.

- The proposed zoning would significantly increase the Retail and Office entitlements by nearly 2.5 times. However, the proposal could potentially reduce the impact existing water infrastructure capacity.

Policy LU 5.2 – Managing Commercial Development Impacts

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

- The applicant has proposed conditions that remove high-impact commercial uses otherwise allowed in CX, limited hours of operation for retail and restaurant uses, and

prohibited drive-thru or drive-in facilities except for those permitted in OX- or OP districts.

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.

- This proposal would provide for a mix of office and commercial uses that takes advantage of an existing agglomeration of similar uses in this City Growth Center.

Policy LU 7.1 – Encouraging Nodal Development

Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them.

- This proposal represents a compatible infill development within a City Growth Center, with conditions to minimize impacts to nearby residential areas.

Policy LU 10.1 – Ancillary Retail Uses

Ancillary retail uses in residential and office developments located in areas designated High Density Residential, Office and Residential Mixed Use and Office/Research and Development should not be larger in size than appropriate to serve primarily the residents, employees, visitors, and patrons of the primary uses in the area; should preferably be located within a mixed-use building; and should be sited to minimize adverse traffic, noise, and visual impacts on adjoining residential areas.

- Retail uses entitled by this proposal would be ancillary to the office building proposed for development at this location, as stated in the rezoning application. Higher-impact retail and commercial uses otherwise permitted in the CX- zoning district have been prohibited by conditions, and hours of operation have been limited.

Policy ED 5.5 – Retrofitting Older Office Environments

Encourage the intensification and retrofitting of existing office clusters with new pedestrian-friendly residential and retail uses to provide attractive and competitive live-work destinations that reduce dependence on auto travel.

- This proposal would add intensity to an existing office complex, as any new building on the site would replace an existing surface parking lot.

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.

- The proposed rezoning site is within a City Growth Center identified on the Urban Form Map. These centers recommend an urban or hybrid approach to frontage to encourage walkability. While topography and existing built conditions prohibit the application of a specific frontage in this proposal, the zoning conditions offered provide elements to mimic portions of the Parking Limited frontage. Furthermore, zoning conditions place limitations on surface parking between the right-of-way of Corporate Center Drive.

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

Policy LU 1.3 – Conditional Use District Consistency

All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan.

- The condition proposed in the request that would exempt the site from block perimeter standards is inconsistent with the Comprehensive Plan.

Policy T 2.3 – Eliminating Gaps

Eliminate “gaps” in the transportation system and provide a higher grid density that will increase mobility options and promote the accessibility of nearby land uses.

Policy T 2.4 – Road Connectivity

The use of cul-de-sacs and dead-end streets should be minimized.

Policy T 2.5 – Multimodal Grids

All new residential, commercial, or mixed-use developments that construct or extend roadways should include a multimodal network (including non-motorized modes) that provides for a well-connected, walkable community, preferably as a grid or modified grid.

Policy T 2.6 – Preserving the Grid

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

- Ridgewalk Drive was constructed as a public street and stubbed to provide access to the parcel containing the Z-26-20 site. The future extension of Ridgewalk Drive would be a site plan requirement for the development of land lying in the path of the extension. However, the applicant has defined the zoning district boundary in a way that avoids this area. The implication is that the extension of Ridgewalk Drive would be a future responsibility of redevelopment of the parcel to the north of the Z-26-20 site, and that the road will continue to be disconnected from the private driveways on the Z-26-20 parcel. Furthermore, the applicant has submitted a zoning condition that exempts the site from block perimeter standards. This condition limits connectivity and increases driving, walking, and bicycling distances in the area of the Z-26-20 site. Therefore, the proposal is inconsistent with the Transportation policies and the Area Plan Guidance cited above.

Area Plan Policy Guidance

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

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 proposed rezoning will intensify mixed-use development by infilling a surface parking lot to create new commercial space. The proposal is located near the Carter-Finley Stadium, PNC Arena, and the North Carolina State Fairgrounds.

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

Policy AP AB 1 – Complete Streets and Network Connectivity

Implement Complete Streets guidelines in the study area to tailor road functionality to contexts and users. Improve transportation network connectivity by creating additional street connections and linking greenway, bicycle, and pedestrian paths.

- The applicant has submitted a condition to exempt the proposal from the block perimeter requirements of UDO Section 8.3.2 and defined the rezoning boundary in a way that avoids the site plan requirement to extend Ridgewalk Drive. These actions restrict connectivity in the area and are inconsistent with this area plan guidance.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	27	Transit is accessible nearby along Nowell Road.
Walk Score	30	41	Most errands require a car, although the area is somewhat bikeable, with minimal bike infrastructure.

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. The scores also correlate with shorter vehicle trips, which also produce less carbon. The city has a wide range of scores. Raleigh Municipal Building, for instance, has a Walk Score of 92, meaning the area is highly pedestrian-friendly and that many destinations are within a short walk. Some areas in the city have scores in single digits, indicating that few if any destinations are within walking distance, so nearly all trips are made by car.

Summary: There are sidewalks along Corporate Center Drive and Conference Drive. Corporate Center Drive is designated as a 'Preferred Route' on the BikeRaleigh Map.

Carbon/Energy Footprint: Housing

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	No
Townhouse	56.5	No
Small Apartment (2-4 units)	42.1	No
Larger Apartment	34.0	No

Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.

Summary: This proposal will prohibit residential uses.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Subtracts	Residential development is not applicable to this proposal.
Does it include any subsidized units?	No	N/A
Does it permit a variety of housing types beyond detached houses?	No	N/A
If not a mixed-use district, does it permit smaller lots than the average?*	No	N/A
Is it within walking distance of transit?	Yes	The site is located less than 0.2 miles from transit service.

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

Summary: This proposal will prohibit residential uses.

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 is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.
2. Nearest existing park access is provided by Jackson Park (2.3 miles) and Powell Dr Park (2.7 miles).
3. Nearest existing greenway trail access is provided by Edwards Mill Connector Greenway Trail (0.9 miles).
4. Current park access level of service in this area is graded a C letter grade.

Impact Identified: None

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	54,000	54,000	33,476
Wastewater	54,000	54,000	33,476

1. The proposed rezoning would add approximately 20,524 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 Developer.

Impact Identified: None

Stormwater

Floodplain	None
Drainage Basin	Richland
Stormwater Management	UDO 9.2
Overlay District	None.

Impact Identified: Applicant is requesting a portion of the parcel (+/- 6.14 acres) be rezoned from CX-5 to CX-7-CU. The area is currently a parking lot on south end of the site. Site subject to Stormwater regulations under UDO 9.2 for runoff and nitrogen. No floodplain exists onsite. Possible Neuse Buffers exist.

Transit

1. The Unified Development Ordinance is sufficient as written to obtain the transit improvements required for this site.

Impact Identified: None

Transportation

1. Site Location and Context

Location

The Z-26-2020 site is located in west Raleigh at the northeast corner of the intersection of Corporate Center Drive and Conference Drive.

Area Plans

The Z-26-2020 site is located within the Arena Blue Ridge Area Plan. This plan envisions the area to be mixed-use, urban, and with a well-connected street network.

2. Other Projects in the Area

This site is near North Carolina Department of Transportation (NCDOT) project U-4437, which will grade separate Blue Ridge Road under Hillsborough Street and the North Carolina

Railroad (NCRR). It is currently in design-build implementation with U-2719, which will widen I-440 between I-40 and Wade Avenue. These improvements will include new sidewalks on affected streets and a shared use path along Hillsborough Street and Blue Ridge Road from Trinity Road to the House Creek Trail on the campus of Meredith College. The city of Raleigh is also designing a project to construct a shared use path from the greenways at the North Carolina Museum of Art, over Wade Avenue, and connecting to Trinity Road. These two projects will connect at Trinity Road and Blue Ridge Road.

3. Existing and Planned Infrastructure

Streets

Corporate Center Drive is designated in map T-1 of the Comprehensive Plan (the street plan) as a 2-lane divided avenue. Conference Drive is a local street. Both are maintained by the City of Raleigh.

In accordance with UDO section 8.3.2, the maximum block perimeter for CX-7 zoning districts is 2,500 feet, and the maximum length for a dead-end street is 300 feet. The current block perimeter is approximately 6,700 feet in perimeter.

This case has several unique characteristics related to block perimeter. When the adjacent Dakota Apartments were constructed in 2016, Ridgewalk Drive was constructed as a public street and stubbed to provide access to the parcel containing the Z-26-2020 site. If Ridgewalk Drive were extended to connect to Corporate Center Drive, the block perimeter of the Z-26-20 site would be approximately 3,900 feet. This extension would be a site plan requirement for the development of land lying in the path of the extension. However, the applicant has defined the zoning district boundary in a way that avoids this area. The applicant has communicated to Transportation Staff an intention to define the site boundary of a future site plan submittal so that this site plan requirement is avoided. The implication is that the extension of Ridgewalk Drive would be a future responsibility of redevelopment of the parcel to the north of the Z-26-2020 site. This also means that Ridgewalk Drive will continue to be disconnected from the private driveways on the Z-26-2020 parcel.

If the driveway along the eastern edge of the site were upgraded into a public street and Ridgewalk Drive were extended to connect to Corporate Center Drive, the Z-26-20 site would form the entirety of a block approximately 2,000 feet in perimeter. Without reviewing a specific site plan, it is not possible to determine if conversion of this sidewalk into a public street would be required. UDO Section 8.3.2.A.1.b.iv limits the applicability of block perimeter standards when construction of a public street would consume more than 15 percent of the area of the property. Depending on the street cross section used, this percentage may be above or below the 15 percent threshold. However, the applicant has submitted a condition (#5) that exempts the site from block perimeter standards. This condition limits connectivity and increases driving, walking, and bicycling distances in the area of the Z-26-2020 site. The condition is inconsistent with Comprehensive Plan Policies T 2.3, T 2.4, T 2.5, and T 2.6. It also is inconsistent with Policy AP-AB 1, from Area-Blue Ridge Area Specific Guidance in the Comprehensive Plan. These policies and the standards of UDO Section 8.3 improve resiliency, reduce per-capita vehicle miles traveled, and increase the efficiency of providing public services.

Pedestrian Facilities

There are no sidewalks on the site's frontage on Corporate Center Drive while the frontage on Conference drive does have an existing sidewalk. Development of the site will require the provision of a sidewalk on the site's Corporate Center Drive frontage. A sidewalk exists on the east side of the driveway at the site's eastern boundary. There is no sidewalk on the west side of the driveway. If this driveway is not converted to a public street, there is no requirement to construct a sidewalk on the west side.

There is a sidewalk gap of approximately 25 between the public sidewalk on Ridgewalk Drive and the sidewalk following the east side of the driveway on the parcel. This gap crosses includes a shallow riprap swale. Because of the narrow definition of the site area as well as condition #5, there is no site plan requirement to eliminate this sidewalk gap.

Bicycle Facilities

There are bicycle lanes on Corporate Center Drive between Trinity Road and Chapel Hill Road as designated in the long-term bikeway plan (map T-3 in the Comprehensive Plan). There is no bicycle plan designation on Conference Drive.

Transit

There is existing transit service in the area of the Z-26-20 site. GoRaleigh route 26 stops at the intersection of Ridgewalk Drive and Nowell Road. This service operates between Crabtree Valley and Chapel Hill Road every 30 minutes. While service is nearby, the combination of the site boundary and condition #5 exempting the site from block perimeter standards prevents there from being a direct sidewalk route to transit stops. The distance to the transit stop via accessible sidewalk is approximately 1675 feet, following Conference Drive around the adjacent apartments. However, if the sidewalk gap at the west end of Ridgewalk Drive were closed, the walking distance from the Z-26-2020 site to the transit stop would be approximately 1080 feet, a reduction of approximately 36 percent.

Access

Access to the subject site may be via Conference Drive or Corporate Center Drive.

4. Traffic Impact Analysis Determination

Based on the Envision results, approval of case Z-26-20 would increase the amount of projected vehicular trips for the site as indicated in the table below. The proposed rezoning from CX-5 to CX-7-CU for a portion of the parcel is projected to have 46 new trips in the AM peak hour and 30 new trips in the PM peak hour. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual.

Z-26-20 Existing Land Use	Daily	AM	PM
Parking Lot	0	0	0
Z-26-20 Current Zoning Entitlements	Daily	AM	PM
Commercial Mixed Use	4,740	402	511
Z-26-20 Proposed Zoning Maximums	Daily	AM	PM
Commercial Mixed Use	5,068	448	541
Z-26-20 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	328	46	30

Impact Identified: The proposal is exempted from block perimeter standards by a zoning condition submitted by the applicant. This condition limits connectivity and increases driving, walking, and bicycling distances in the area of the rezoning site.

Urban Forestry

1. No impact on Urban Forestry requirements.

Impact Identified: None.

Impacts Summary

In summary, this proposal will have a minimal impact on the surrounding neighborhoods. Proposed development will occur on an existing surface parking lot within the site, and the proposal is in keeping with the office park-like character of the area.

Stormwater staff have indicated the possible presence of Neuse River buffers on the site, which will present a challenge to managing stormwater runoff resulting from new construction. This issue will be dealt with at the development review stage.

There is sufficient utility infrastructure available to service the proposed development; however, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support it. Road infrastructure is sufficient, and the proposal does not require a traffic impact analysis. However, the applicant has submitted a condition that would exempt the proposal from block perimeter requirements, limiting connectivity and increasing driving, walking, and bicycling distances in the vicinity of the rezoning site. The site is served by transit service less than one-quarter mile from the site and has a higher-than-average walkability score.

Mitigation of Impacts

The applicant has conditioned the proposal to prohibit residential development and remove high-impact commercial uses and has limited the hours of operation of ancillary retail and restaurant uses. The limited connectivity of the site could be mitigated by upgrading the

driveway along the eastern edge of the site into a public street and extending Ridgewalk Drive to Corporate Center Drive.

CONCLUSION

This proposal will add to the supply of land for office/research and development uses and represents an appropriate 'infill' development that is in character with existing businesses in the immediate vicinity.

Although the proposal has limited connectivity due to a zoning condition exempting it from the standards of UDO Section 8.3.2, it is anticipated that future development on the remainder of the LHC15 Raleigh NC LLC tract will mitigate this impact.

The proposal is consistent with the Future Land Use Map, which designates the area for Office/Research and Development. It would provide an opportunity for additional economic development and job growth within the Arena-Blue Ridge City Growth Center, in a location accessible to I-40 and regional attractions. The proposed CX- zoning is in keeping with the ORD designation, and the proposal eliminates the possibility of incompatible residential development by prohibiting residential uses.

CASE TIMELINE

Date	Action	Notes
June 25, 2020	Application submitted as Conditional Use rezoning.	
October 27, 2020	Second Neighborhood Meeting conducted.	
November 10, 2020	Planning Commission Review	Recommended approval (8-2)
November 17, 2020	City Council	Report of Planning Commission
December 1, 2020	City Council	City Council Public Hearing

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	CX-5	CX-5	RX-3	CX-5	OX-7-CU
Additional Overlay	N/A	N/A	N/A	N/A	N/A
Future Land Use	Office/ Research & Development	Office/ Research & Development	Office/ Research & Development	Office/ Research & Development	Office & Residential Mixed Use
Current Land Use	Office	Office	Multi-family Residential	Multi-family Residential	Vacant/ Wooded
Urban Form	City Growth Center	City Growth Center	City Growth Center	City Growth Center	City Growth Center

CURRENT VS. PROPOSED ZONING SUMMARY

EXISTING ZONING		PROPOSED ZONING
Zoning	CX-5	CX-7-CU
Total Acreage	6.14 (portion of tract)	6.14 (portion of tract)
Setbacks:		
Front	5'	5'
Side	0' or 6'	0' or 6'
Rear	0' or 6'	0' or 6'
Residential Density:	67 du/ac	N/A ¹
Max. # of Residential Units	413	N/A
Max. Gross Building SF	485,331	434,168
Max. Gross Office SF	399,404	434,168
Max. Gross Retail SF	88,809	60,783
Max. Gross Industrial SF	N/A	N/A
Potential F.A.R	1.81	1.68

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

¹ Residential uses are prohibited in this proposed rezoning.

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2682

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			
Existing Zoning Base District	CX	Height	5
Frontage	N/A	Overlay(s)	N/A
Proposed Zoning Base District	CX	Height	7
Frontage	N/A	Overlay(s)	N/A
Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number: Z-27B-2014			
GENERAL INFORMATION			
Date	Date Amended (1)	Date Amended (2)	
Property Address Portion of 1100 Corporate Center Drive (+/- 6.14 acres - see attached Exhibit A)			
Property PIN	Portion of 0774864380		Deed Reference (book/page) 16238/2073
Nearest Intersection Corporate Center Drive and Conference Drive			
Property Size (acres)	+/- 6.14 acres to be rezoned	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/Address		Phone	Fax
LHC15 Raleigh NC, LLC c/o Scott Bullock P.O. Box 10809 Daytona Beach, FL 32120-0809		407.947.0877	n/a
		Email sbullock@ctlc.com	
Applicant Name/Address		Phone	Fax
Chad W. Essick, Esq. Poyner Spruill LLP 301 Fayetteville Street, Suite 1900 Raleigh, NC 27601		919.783.2896	919.783.1075
		Email cessick@poynerspruill.com	
Applicant* Signature(s)		Email	
<i>[Signature]</i> E. Scott Bullock, P.E.		sbullock@ctlc.com	

*Please see Page 11 for information about who may submit rezoning applications. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

LHC15 Raleigh NC LLC, a Delaware limited liability company
By: CTO Realty Knowledge, Inc., a Florida corporation (f/k/a Consolidated-Tomoka Land Co.) a Florida corporation, its sole member

CONDITIONAL USE DISTRICT ZONING CONDITIONS		
Zoning Case Number		OFFICE USE ONLY Rezoning Case #
Date Submitted June 26, 2020		
Existing Zoning CX-5	Proposed Zoning CX-7-CU	
Narrative of Zoning Conditions Offered		
<p>1. The following uses, if otherwise allowed in the CX district, shall be prohibited on the Property: All uses included within the Indoor Recreation, Use Category in the Table including Adult Establishment, Dance, Martial Arts, Music Studio, Classroom, and Sports Academy; all uses included in the Outdoor Recreation Use Category in the Table including Golf course, Outdoor sports or entertainment facility with any number of seats, and Riding stable; Passenger terminal, including Airfield, Heliport serving a hospital and Heliport, all others; Animal care (Indoor); Animal care (outdoor); Bar, nightclub, tavern, lounge; Pawnshop; Vehicle Fuel Sales (including gasoline and diesel fuel); Vehicle Sales/Rental; all uses included in the Industrial Use Category in the Table except Research and Development, which shall be allowed.</p> <p>2. Residential uses shall be prohibited on the Property.</p> <p>3. A maximum of two (2) bays of surface parking with a single drive aisle shall be permitted between the façade of any building and the street right-of-way for Corporate Center Drive.</p> <p>4. The hours of operation of any eating or retail establishment on the Property will be limited to those between 6:00 AM and 12:00 Midnight.</p> <p>5. The provisions of Section 8.3.2 of the Unified Development Ordinance, which is denominated "Blocks," shall have no applicability to the Property.</p> <p>6. No drive-thru or drive-in facility will be allowed on the Property except as allowed in the OX or OP district.</p>		

The property owner(s) hereby offers, consents to, and agrees to abide by, 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

Print Name

Scott Bullock, Authorized Signer

REZONING APPLICATION ADDENDUM #1	
Comprehensive Plan Analysis	OFFICE USE ONLY
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.	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.	
<p>Despite being currently zoned CX, the Property is designated on the FLUM as Office/Research and Development, with Office Park (OP) being the most consistent zoning category. While the request is to keep the CX designation in order to, among other things, allow remote parking between the larger office development, the proposed zoning conditions make the proposal consistent with the FLUM by excluding certain uses, prohibiting residential development as recommended by the Comprehensive Plan and limiting the hours of operation for retail and restaurant uses. Additionally, the proposed height limit of seven stories is consistent with the recommended height designations set forth in Table LU-2.</p> <p>The Property is within a City Growth Center identified on the Urban Form Map. Corporate Center Drive is designated as an Urban Thoroughfare, which recommends an urban or hybrid approach to frontage. While topography and existing built conditions prohibit the application of a per se frontage to the zoning case, the zoning conditions offered provide elements to mimic portions of the Parking Limited frontage; thus, making the proposal consistent with the Urban Form Map. These zoning conditions place limitations on surface parking between the right-of-way of Corporate Center Drive.</p> <p>The rezoning request is also consistent with the following policies contained within the City's 2030 Comprehensive Plan: LU 1.2, LU 1.3, LU 2.2, LU 4.9, LU 5.2, LU 6.2, LU 7.1, LU 10.3, ED 5.5, UD 1.10 and T 6.1.</p>	
PUBLIC BENEFITS	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	
<p>The rezoning is reasonable and in the public interest because it would allow an existing surface parking lot to be potentially redeveloped into Class A office space as well as other ancillary retail uses to serve the existing office and residential users that are nearby. By adding two stories of height, it would allow for more density in a City designated growth area while, through a number of zoning conditions, make the existing CX zoning more consistent with: (1) the office and residential uses in the area; (2) the City's Future Land Use Map designation; and (3) the City's Urban Form Map.</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 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.	
Not applicable.	
PROPOSED MITIGATION	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
Not applicable.	

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.	<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 rezoning would allow for a mix of retail and office uses on the site and there is a large multi-family development that is contiguous to the site.</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 is not adjacent to lower density neighborhoods.</p>
3.	<p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>Response:</p> <p>The proposed development would offer direct access to Conference Drive and would have access to Corporate Center Drive. Safe and efficient pedestrian pathways will be provided to and from the site.</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>The proposed development will meet UDO street requirements and cross-access with the existing office development will be provided.</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>The proposed development will be comprised of private streets and pedestrian pathways.</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>Zoning conditions have been offered that would limit surface parking between any proposed building and Corporate Center Drive as well as other elements of urban form.</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>Zoning conditions have been offered that would limit surface parking between any proposed building and Corporate Center Drive as well as other elements of urban form.</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 proposed rezoning anticipates placing an office building near the corner of Corporate Center Drive and Conference Drive.</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>Outdoor amenity areas will be provided in accordance with the UDO.</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p>Response:</p> <p>Outdoor amenity areas will be provided in accordance with the UDO.</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p>Response:</p> <p>Sidewalk and outdoor amenity areas will be provided in accordance with the UDO, consistent with this guideline.</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 proposed development intends to provide open space that is comfortable to users.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response:</p> <p>Outdoor amenity areas will be provided in accordance with the UDO.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response:</p> <p>The proposed development intends to replace existing surface parking lot with an office building and structured parking and significantly reduce the amount of surface parking along the street frontages.</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 proposed development intends to replace existing surface parking lot with an office building and structure parking and significantly reduce the amount of surface parking along the street frontages.</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>Any parking structures on the site will be developed with high quality materials, consistent with this guideline.</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>A transit stop is located near the site along Corporate Center Drive, consistent with this guideline.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response:</p> <p>The development will provide convenient, comfortable pedestrian access between the transit stop and the building entrance, consistent with this guideline.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>Response:</p> <p>There are no known sensitive natural resources on the site.</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>Sidewalks and driveways will be provided in accordance with the UDO.</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p>Response:</p> <p>Sidewalks will be provided in accordance with the UDO.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>Response:</p> <p>Streets will be provided in accordance with the UDO.</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p>Response:</p> <p>The project anticipates placing a building near the intersection of Corporate Center Drive and Conference Drive.</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>Topography, existing built conditions and grade changes may make compliance with this guideline difficult.</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>The proposed development is an office building and anticipates creating a visually attractive building for its users and the general public.</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>Sidewalks will comply with applicable UDO standards, consistent with this guideline.</p>

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")					
TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
3. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
4. Rezoning application review fee (see Fee Schedule for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
5. Completed application, submitted through Permit & Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Completed Response to the Urban Design Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
6. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties within 500 feet of area to be rezoned	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
7. Trip Generation Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
8. Traffic Impact Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For properties requesting a conditional use district:					
9. Completed zoning conditions, signed by property owner(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
If applicable (see Page 11):					
10. Proof of power of attorney or owner affidavit	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For properties requesting a Planned Development (PD) or Campus District (CMP):					
10. Master Plan (see Master Plan Submittal Requirements)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For properties requesting an Accessory Dwelling Unit Overlay District (ADUOD):					
15. Copy of ballot and mailing list	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

MASTER PLAN SUBMITTAL REQUIREMENTS

TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – Master Plan	YES	N/A	YES	NO	N/A
1. I have referenced the Master Plan Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
2. Total number of units and square feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
3. 12 sets of plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
4. Completed application; submitted through Permit & Development Portal	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
5. Vicinity Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
6. Existing Conditions Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
7. Street and Block Layout Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
10. Development Plan (location of building types)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
12. Parking Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
13. Open Space Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
14. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
17. Phasing Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
19. Common Signage Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

EXHIBIT 'A'



EXISTING DRAWINGS - NOT RELEASED FOR CONSTRUCTION

MCADAMS
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CLIENT
TITLE
615 SOUTH COLLEGE STREET SUITE 1600
CHARLOTTE, NORTH CAROLINA 28202
PHONE 704.516.6125

**CORPORATE CENTER
DRIVE OFFICE**
1100 CORPORATE CENTER DRIVE
RALEIGH, NORTH CAROLINA, 27607

REVISIONS

NO. DATE

PLAN INFORMATION

PROJECT NO. UT20000
FILENAME UT20000-11
CHECKED BY MDS
DRAWN BY MDS
SCALE 1"=200'
DATE 05.08.2020

SHEET

**AERIAL PHOTO
EXHIBIT 'A'**

E1

PROPOSED REZONING

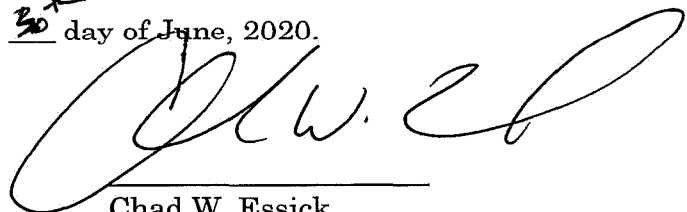
Portion of 1100 Corporate Center Drive

REPORT OF JUNE 1, 2020 NEIGHBORHOOD MEETING

In accordance with Section 10.2.4 of the Unified Development Ordinance, a neighborhood meeting was held with respect to this proposed rezoning case at 5:30 p.m. on June 1, 2020. This meeting, per City policy, was held virtually. Attached as **Exhibit A** is a list of those persons and organizations contacted about the meeting. Those persons and organizations were mailed a letter of invitation concerning the meeting, a copy of which is attached as **Exhibit B**. The letters were mailed on or about May 19, 2020, by first class mail. Attached as **Exhibit C** is the Attestation Statement of Chad W. Essick that the letters were mailed in accordance with City policies and requirements.

Attached as **Exhibit D** is a list of individuals who attended the meeting on June 1, 2020. A summary of the items discussed at the meeting is attached as **Exhibit E**.

Respectfully submitted this the ²⁶~~30~~th day of June, 2020.

A large, stylized handwritten signature in black ink, appearing to read 'Chad W. Essick', is written over a horizontal line.

Chad W. Essick
Attorney for Applicant

EXHIBIT A

LIST OF PROPERTY OWNERS TO WHOM NOTICES WERE SENT

	A	B	C	D
1	Owner	Mail Address 1	Mail Address 2	Mail Address 3
2	NC ADMINISTRATIVE OFFICE OF THE COURTS THE	901 CORPORATE CENTER DR	RALEIGH NC 27607-5045	
3	FUND ASBURY VILLAGE LLC	PO BOX 27329	HOUSTON TX 77227-7329	
4	AIS FORESTRY & FARMING LLC	319 CHAPANOKE RD STE 102	RALEIGH NC 27603-3433	
5	AIS FORESTRY & FARMING LLC	319 CHAPANOKE RD STE 102	RALEIGH NC 27603-3433	
6	DRIVE SHACK RALEIGH LLC	FIG LLC	218 W 18TH ST FL 3	NEW YORK NY 10011-4544
7	AIS FORESTRY & FARMING LLC	319 CHAPANOKE RD STE 102	RALEIGH NC 27603-3433	
8	SOUTHERN BELL TELEPHONE & TELEGRAPH	1155 PEACHTREE ST NE # 15H08	ATLANTA GA 30309-7629	
9	BEL DAKOTA LIMITED PARTNERSHIP	EATON VANCE MGMT REIG	2 INTERNATIONAL PL	BOSTON MA 02110-4104
10	LHC15 RALEIGH NC LLC	PO BOX 10809	DAYTONA BEACH FL 32120-0809	
11	J & M PROPERTIES OF CARY LLC	1220 NOWELL RD	RALEIGH NC 27607-5134	
12	LOUREIRO, JOAO LOUREIRO, NELSON	3732 SUNLAKE FARMS RD	APEX NC 27539-8392	
13	LHC15 RALEIGH NC LLC	PO BOX 10809	DAYTONA BEACH FL 32120-0809	
14	AIS FORESTRY & FARMING LLC	319 CHAPANOKE RD STE 102	RALEIGH NC 27603-3433	
15	TRINITY RIDGE HARMONY HOUSING LLC	8383 GRAIG ST	STE #240	INDIANAPOLIS IN 46250
16	2452 LLC	1128 INDEPENDENCE BLVD STE 200	VIRGINIA BEACH VA 23455-5555	
17	RIDDICK PROPERTIES LLC	C/O COMPUTER SERVICE PARTNERS INC	1310 NOWELL RD	RALEIGH NC 27607-5136
18	NOWELL ROAD PARTNERS LLC	1400 NOWELL RD	RALEIGH NC 27607-5137	
19	TRINITY COMMONS APARTMENT LLC	MAA PROP TAX REF 149501	6815 POPLAR AVE STE 500	GERMANTOWN TN 38138-0612
20	ARENA PLACE CONDOS	AVISON YOUNG	5440 WADE PARK BLVD STE 200	RALEIGH NC 27607-6067
21	RAK INVESTMENTS LLC	1400 SUNDAY DR STE 105	RALEIGH NC 27607-5598	
22	RAK INVESTMENTS LLC	1400 SUNDAY DR STE 105	RALEIGH NC 27607-5598	
23	TRIPLE TWENTY PROPERTIES LLC	1330-101 SUNDAY DR	RALEIGH NC 27607-5196	
24	AGARWAL FAMILY LLC	120 SIGMA DR	GARNER NC 27529-8542	
25	AGARWAL FAMILY LLC	1330 SUNDAY DR STE 105	RALEIGH NC 27607-5196	
26	1340 SUNDAY DRIVE LLC	1330 SUNDAY DR STE 105	RALEIGH NC 27607-5196	
27	1340 SUNDAY DRIVE LLC	1330 SUNDAY DR STE 105	RALEIGH NC 27607-5196	
28	JRD INVESTMENTS LLC	1400 SUNDAY DR STE 101	RALEIGH NC 27607-5598	
29	RAK INVESTMENTS LLC	1400 SUNDAY DR STE 105	RALEIGH NC 27607-5598	
30	RAK INVESTMENTS, LLC	1400 SUNDAY DR STE 105	RALEIGH NC 27607-5598	
31	KEYSTONE-PALISADES III LLC	5410 TRINITY RD STE 215	RALEIGH NC 27607-6003	
32	1520 SUNDAY ASSOC LLC	1540 SUNDAY DR	RALEIGH NC 27607-6010	
33	TG SUNDAY DRIVE LLC	1717 MAIN ST STE 2600	DALLAS TX 75201-7310	
34	RNA PROPERTIES LLC	1540 SUNDAY DR	RALEIGH NC 27607-6010	
35	KEYSTONE-PALISADES I LLC	5410 TRINITY RD STE 215	RALEIGH NC 27607-6003	
36	TH PROPERTY OWNER 10 LP	STARWOOD CAPITAL GROUP	400 GALLERIA PKWY SE STE 1450	ATLANTA GA 30339-5989
37	KEYSTONE-PALISADES I LLC	5410 TRINITY RD STE 215	RALEIGH NC 27607-6003	

	A	B	C	D
38	TH PROPERTY OWNER 10 LP	STARWOOD CAPITAL GROUP	400 GALLERIA PKWY SE STE 1450	ATLANTA GA 30339-5989

EXHIBIT B

NOTICE OF NEIGHBORHOOD MEETING

May 19, 2020

Chad W. Essick
Partner
D: 919.783.2896
F: 919.783.1075
cessick@poynerspruill.com

Dear Neighboring Property Owners:

We represent CTO Realty Growth, Inc. (formerly known as Consolidated-Tomoka Land Company) and its wholly-owned subsidiary, LHC15 Raleigh NC LLC (collectively, "CTO"). CTO is the owner of a 38.22 acre parcel of land located at 1100 Corporate Center Drive (the "Property"). Currently located on the Property are three (3) office buildings comprised of approximately 450,000 square feet as well as surface parking lots to serve the office buildings.

CTO plans to file a rezoning petition with the City of Raleigh (the "City") for a portion of the Property comprised of approximately 6.14 acres located in the southwest corner of the Property near the intersection of Corporate Center Drive and Conference Drive (the "Rezoning Site"). Enclosed as **Exhibit A** is an aerial photograph of the Property and the Rezoning Site. The Property is currently zoned CX-5 and CTO intends to rezone the Rezoning Site to CX-7-CU in order to accommodate two (2) additional stories of height for an office building CTO plans to develop on the Rezoning Site. Enclosed as **Exhibit B** is a map showing the current zoning map of the area, including the Property and the Rezoning Site. Enclosed as **Exhibit C** is a draft of the rezoning petition that CTO intends to file with the City.

Prior to the submittal of any rezoning petition, the City requires that a neighborhood meeting be held for all property owners within 500 feet of the area requested for rezoning. We are writing to invite you to the neighborhood meeting to discuss the proposed rezoning. Due to the ongoing COVID-19 pandemic, the neighborhood meeting will be held virtually via Zoom on Monday, June 1, 2020 starting at 5:30 p.m. You may participate online or by telephone. To participate via computer, visit www.zoom.us/join, enter the **Meeting ID (975 2230 8993)** and click "Join." The password for the meeting is **309685**.

To participate via phone, please call 877-369-0926. This is a toll free number. When prompted, enter the Meeting ID (**975 2230 8993**). Again, the password for the meeting is **309685**. If prompted to enter a participant ID, just press #.

Information about the rezoning process is available online. You can visit www.raleighnc.gov and search for "Rezoning Process." If you have further questions about the rezoning process, you may contact JP Mansolf at 919-996-2180 or JP.Mansolf@raleighnc.gov.

If you have any questions about the neighborhood meeting or this potential rezoning, you can contact me at 919-783-2896 or cessick@poynerspruill.com.

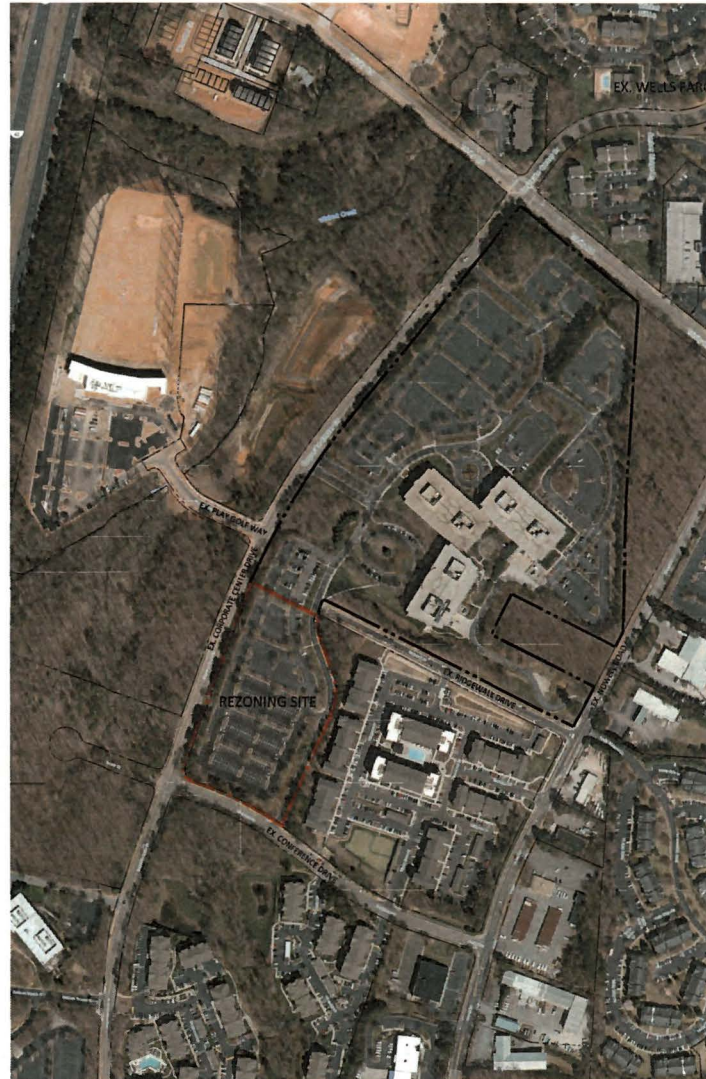
Sincerely,




Chad W. Essick
Partner

Enclosures

EXHIBIT 'A'




McADAMS
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
LITTLE
615 SOUTH COLLEGE STREET SUITE 1600
CHARLOTTE, NORTH CAROLINA 28202
PHONE: TOL 525. 6350

**CORPORATE CENTER
DRIVE OFFICE**
1100 CORPORATE CENTER DRIVE
RALEIGH, NORTH CAROLINA, 27607

REVISIONS
NO. DATE

PLAN INFORMATION
PROJECT NO. LT-20000
FILENAME LT20000-E1
CHECKED BY MDS
DRAWN BY MDS
SCALE 1"=200'
DATE 05.08.2020
SHEET

**AERIAL PHOTO
EXHIBIT 'A'**
E1



EXHIBIT DRAWING - NOT RELEASED FOR CONSTRUCTION

M:\Projects\1100 Corporate Center Drive\1100 Corporate Center Drive.dwg, 11/17/2020 10:29:04 AM, AutoCAD

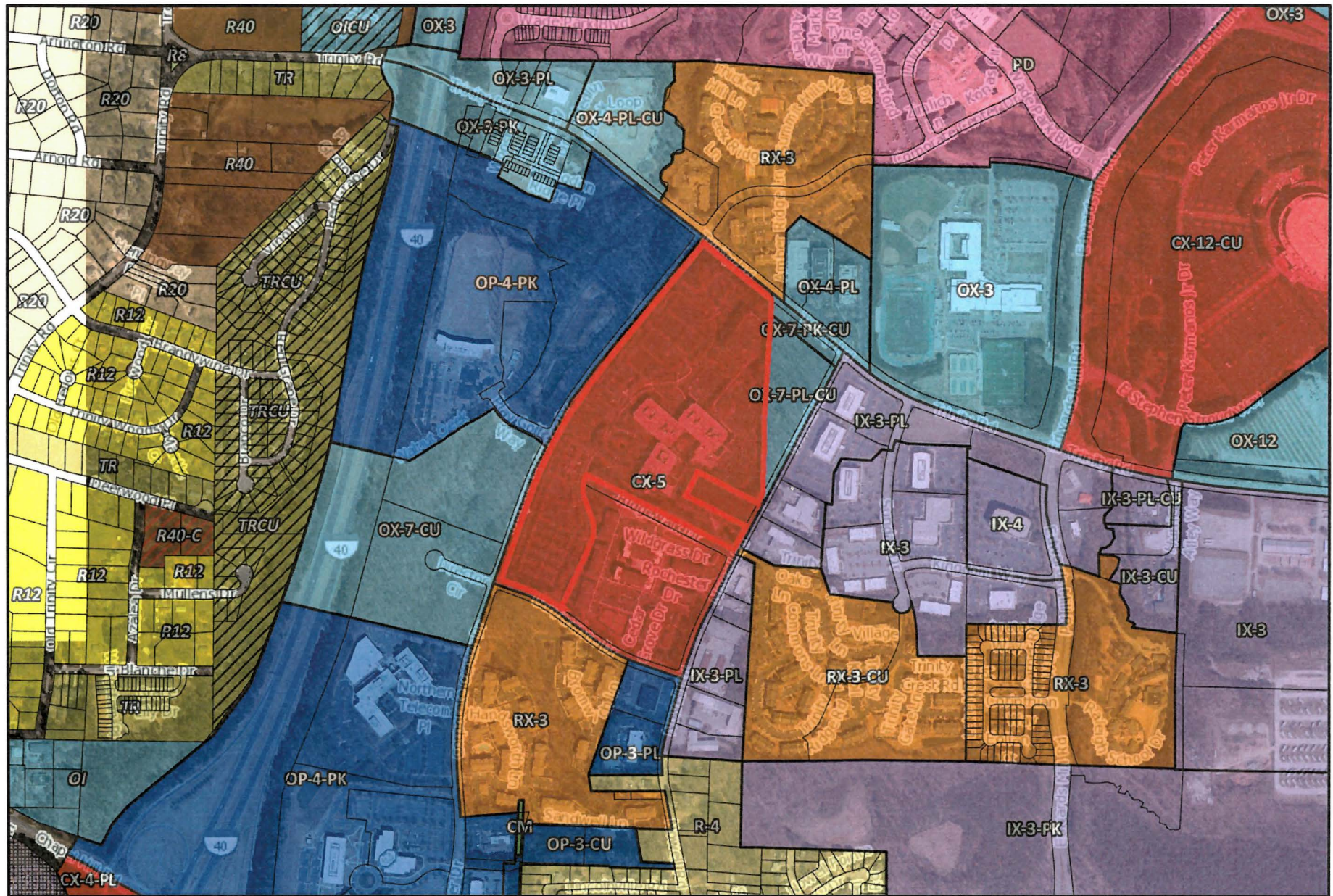
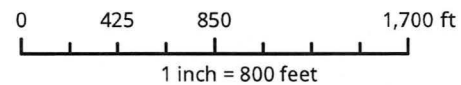


Exhibit B



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.

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2682

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Rezoning Case #
Existing Zoning Base District CX Height 5 Frontage N/A Overlay(s) N/A			
Proposed Zoning Base District CX Height 7 Frontage N/A Overlay(s) N/A			
<i>Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.</i>			
If the property has been previously rezoned, provide the rezoning case number: Z-27B-2014			
GENERAL INFORMATION			
Date		Date Amended (1)	Date Amended (2)
Property Address Portion of 1100 Corporate Center Drive (+/- 6.14 acres - see attached Exhibit A)			
Property PIN Portion of 0774864380		Deed Reference (book/page) 16238/2073	
Nearest Intersection Corporate Center Drive and Conference Drive			
Property Size (acres) +/-6.14 acres to be rezoned	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/Address LHC15 Raleigh NC, LLC c/o Scott Bullock P.O. Box 10809 Daytona Beach, FL 32120-0809		Phone 407.947.0877	Fax n/a
		Email sbullock@ctlc.com	
Applicant Name/Address Chad W. Essick, Esq. Poyner Spruill LLP 301 Fayetteville Street, Suite 1900 Raleigh, NC 27601		Phone 919.783.2896	Fax 919.783.1075
		Email cessick@poynerspruill.com	
Applicant* Signature(s)		Email	

*Please see Page 11 for information about who may submit rezoning applications. 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

Zoning Case Number

OFFICE USE ONLYDate Submitted **June __, 2020**

Rezoning Case #

Existing Zoning **CX-5**Proposed Zoning **CX-7-CU****Narrative of Zoning Conditions Offered**

1. The following uses, if otherwise allowed in the CX district, shall be prohibited on the Property: All uses included within the Indoor Recreation, Use Category in the Table including Adult Establishment, Dance, Martial Arts, Music Studio, Classroom, and Sports Academy; all uses included in the Outdoor Recreation Use Category in the Table including Golf course, Outdoor sports or entertainment facility with any number of seats, and Riding stable; Passenger terminal, including Airfield, Heliport serving a hospital and Heliport, all others; Animal care (Indoor); Animal care (outdoor); Bar, nightclub, tavern, lounge; Pawnshop; Vehicle Fuel Sales (including gasoline and diesel fuel); Vehicle Sales/Rental; all uses included in the Industrial Use Category in the Table except Research and Development, which shall be allowed.
2. Residential uses shall be prohibited on the Property.
3. A maximum of two (2) bays of surface parking with a single drive aisle shall be permitted between the façade of any building and the street right-of-way for Corporate Center Drive.
4. The hours of operation of any eating or retail establishment on the Property will be limited to those between 6:00 AM and 12:00 Midnight.

The property owner(s) hereby offers, consents to, and agrees to abide by, 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 _____

Print Name _____

Scott Bullock, Authorized Signer

REZONING APPLICATION ADDENDUM #1	
<p align="center">Comprehensive Plan Analysis</p>	<p align="center">OFFICE USE ONLY</p> <p align="center">Rezoning Case #</p>
<p>The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.</p>	
STATEMENT OF CONSISTENCY	
<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>Despite being currently zoned CX, the Property is designated on the FLUM as Office/Research and Development, with Office Park (OP) being the most consistent zoning category. While the request is to keep the CX designation in order to, among other things, allow remote parking between the larger office development, the proposed zoning conditions make the proposal consistent with the FLUM by excluding certain uses, prohibiting residential development and limiting the hours of operation for retail and restaurant uses. Additionally, the proposed height limit of seven stories is consistent with the recommended height designations set forth in Table LU-2.</p> <p>The Property is within a City Growth Center identified on the Urban Form Map. Corporate Center Drive is designated as an Urban Thoroughfare, which recommends an urban or hybrid approach to frontage. While topography and existing built conditions prohibit the application of a per se frontage to the zoning case, the zoning conditions offered provide several elements to mimic or exceed the Parking Limited frontage; thus, making the proposal consistent with the Urban Form Map. These zoning conditions include build-to requirements along Corporate Center Drive and Conference Drive, and limitations on surface parking between the right-of-way of Corporate Center Drive and any building located on the Property.</p> <p>The rezoning request is also consistent with the following policies contained within the City's 2030 Comprehensive Plan: LU 1.2, LU 1.3, LU 2.2, LU 4.9, LU 5.2, LU 6.2, LU 7.1, LU 10.3, ED 5.5, UD 1.10 and T 6.1.</p>	
PUBLIC BENEFITS	
<p>Provide brief statements explaining how the rezoning request is reasonable and in the public interest.</p>	
<p>The rezoning is reasonable and in the public interest because it would allow an existing surface parking lot to be potentially redeveloped into Class A office space as well as other ancillary retail uses to serve the existing office and residential users that are nearby. By adding two stories of height, it would allow for more density in a City designated growth area while, through a number of zoning conditions, make the existing CX zoning more consistent with: (1) the office and residential uses in the area; (2) the City's Future Land Use Map designation; and (3) the City's Urban Form Map.</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 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.	
Not applicable.	
PROPOSED MITIGATION	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
Not applicable.	

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.	<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 rezoning would allow for a mix of retail and office uses on the site and there is a large multi-family development that is contiguous to the site.</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 is not adjacent to lower density neighborhoods.</p>
3.	<p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>Response:</p> <p>The proposed development would offer direct access to Conference Drive and would have access to Corporate Center Drive. Safe and efficient pedestrian pathways will be provided to and from the site.</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>The proposed development will meet UDO street requirements and cross-access with the existing office development will be provided.</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>The proposed development will be comprised of private streets and pedestrian pathways.</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>Zoning conditions have been offered that would limit surface parking between any proposed building and Corporate Center Drive as well as other elements of urban form.</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>Zoning conditions have been offered that would limit surface parking between any proposed building and Corporate Center Drive as well as other elements of urban form.</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 proposed rezoning anticipates placing an office building near the corner of Corporate Center Drive and Conference Drive.</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>Outdoor amenity areas will be provided in accordance with the UDO.</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p>Response:</p> <p>Outdoor amenity areas will be provided in accordance with the UDO.</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p>Response:</p> <p>Sidewalk and outdoor amenity areas will be provided in accordance with the UDO, consistent with this guideline.</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 proposed development intends to provide open space that is comfortable to users.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response:</p> <p>Outdoor amenity areas will be provided in accordance with the UDO.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response:</p> <p>The proposed development intends to replace existing surface parking lot with an office building and structured parking and significantly reduce the amount of surface parking along the street frontages.</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 proposed development intends to replace existing surface parking lot with an office building and structure parking and significantly reduce the amount of surface parking along the street frontages.</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>Any parking structures on the site will be developed with high quality materials, consistent with this guideline.</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>A transit stop is located near the site along Corporate Center Drive, consistent with this guideline.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response:</p> <p>The development will provide convenient, comfortable pedestrian access between the transit stop and the building entrance, consistent with this guideline.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>Response:</p> <p>There are no known sensitive natural resources on the site.</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>Sidewalks and driveways will be provided in accordance with the UDO.</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p>Response:</p> <p>Sidewalks will be provided in accordance with the UDO.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>Response:</p> <p>Streets will be provided in accordance with the UDO.</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p>Response:</p> <p>The project anticipates placing a building near the intersection of Corporate Center Drive and Conference Drive.</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>Topography and grade changes may make compliance with this guideline difficult.</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>The proposed development is an office building and anticipates creating a visually attractive building for its users and the general public.</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>Sidewalks will comply with applicable UDO standards, consistent with this guideline.</p>

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")					
TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
3. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
4. Rezoning application review fee (see Fee Schedule for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
5. Completed application, submitted through Permit & Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Completed Response to the Urban Design Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
6. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties within 500 feet of area to be rezoned	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
7. Trip Generation Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
8. Traffic Impact Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For properties requesting a conditional use district:					
9. Completed zoning conditions, signed by property owner(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
If applicable (see Page 11):					
10. Proof of power of attorney or owner affidavit	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For properties requesting a Planned Development (PD) or Campus District (CMP):					
10. Master Plan (see Master Plan Submittal Requirements)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For properties requesting an Accessory Dwelling Unit Overlay District (ADUOD):					
15. Copy of ballot and mailing list	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

MASTER PLAN SUBMITTAL REQUIREMENTS

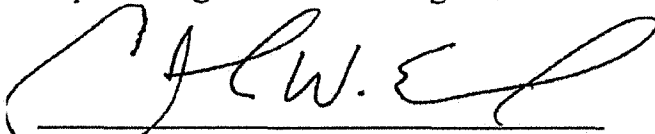
TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – Master Plan	YES	N/A	YES	NO	N/A
1. I have referenced the Master Plan Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
2. Total number of units and square feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
3. 12 sets of plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
4. Completed application; submitted through Permit & Development Portal	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
5. Vicinity Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
6. Existing Conditions Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
7. Street and Block Layout Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
10. Development Plan (location of building types)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
12. Parking Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
13. Open Space Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
14. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
17. Phasing Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
19. Common Signage Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

EXHIBIT C

ATTESTATION STATEMENT OF CHAD W. ESSICK

Attestation Statement

I, the undersigned, do hereby attest that the electronic verification document submitted herewith accurately reflects notification letters, enclosures, envelopes and mailing list for mailing the neighborhood meeting notification letters as required by Chapter 10 of the City of Raleigh UDO, and I do hereby further attest that that I did in fact deposit all of the required neighborhood meeting notification letters with the US. Postal Service on the 19th day of May, 2020. I do hereby attest that this information is true, accurate and complete to the best of my knowledge and I understand that any falsification, omission, or concealment of material fact may be a violation of the UDO subjecting me to administrative, civil, and/or, criminal liability, including, but not limited to, invalidation of the application to which such required neighborhood meeting relates.



Chad W. Essick, Esq.
Applicant's Representative

May 20, 2020
Date

EXHIBIT D

NEIGHBORHOOD MEETING ATTENDEES

1. Chad Essick
2. Chandler Turner
3. Scott Bullock
4. Michael Blount
5. Marcus Acheson
6. Brian Mazzochi
7. Colin McGrath
8. Matthew Klem

EXHIBIT E

SUMMARY OF DISCUSSION ITEMS

On Monday, June 1, 2020, at 5:30 p.m., the applicant held a neighborhood meeting for property owners adjacent to the parcels subject to the proposed rezoning.

The following items were discussed:

1. Existing zoning for the property.
2. Proposed zoning for the property.
3. Proposed uses for the property, including whether retail or residential uses would be proposed.
4. Whether proposed rezoning would change existing setbacks for the property.
5. Plans for parking for the property.
6. Traffic impacts, including the main ingress for the property.
7. Summary of rezoning process and future meetings.
8. Summary of communications received from other neighboring property owners prior to Neighborhood Meeting.

CONDITIONAL USE DISTRICT ZONING CONDITIONS

Zoning Case Number

OFFICE USE ONLYDate Submitted **June 26, 2020**

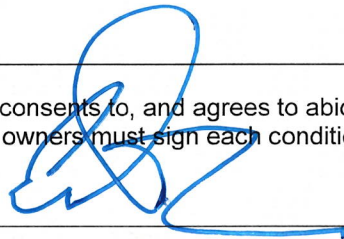
Rezoning Case #

Existing Zoning **CX-5**Proposed Zoning **CX-7-CU****Narrative of Zoning Conditions Offered**

1. The following uses, if otherwise allowed in the CX district, shall be prohibited on the Property: All uses included within the Indoor Recreation, Use Category in the Table including Adult Establishment, Dance, Martial Arts, Music Studio, Classroom, and Sports Academy; all uses included in the Outdoor Recreation Use Category in the Table including Golf course, Outdoor sports or entertainment facility with any number of seats, and Riding stable; Passenger terminal, including Airfield, Heliport serving a hospital and Heliport, all others; Animal care (Indoor); Animal care (outdoor); Bar, nightclub, tavern, lounge; Pawnshop; Vehicle Fuel Sales (including gasoline and diesel fuel); Vehicle Sales/Rental; all uses included in the Industrial Use Category in the Table except Research and Development, which shall be allowed.
2. Residential uses shall be prohibited on the Property.
3. A maximum of two (2) bays of surface parking with a single drive aisle shall be permitted between the façade of any building and the street right-of-way for Corporate Center Drive.
4. The hours of operation of any eating or retail establishment on the Property will be limited to those between 6:00 AM and 12:00 Midnight.
5. The provisions of Section 8.3.2 of the Unified Development Ordinance, which is denominated "Blocks," shall have no applicability to the Property.
6. No drive-thru or drive-in facility will be allowed on the Property except as allowed in the OX or OP district.

The property owner(s) hereby offers, consents to, and agrees to abide by, 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



Print Name

Scott Bullock, Authorized Signer