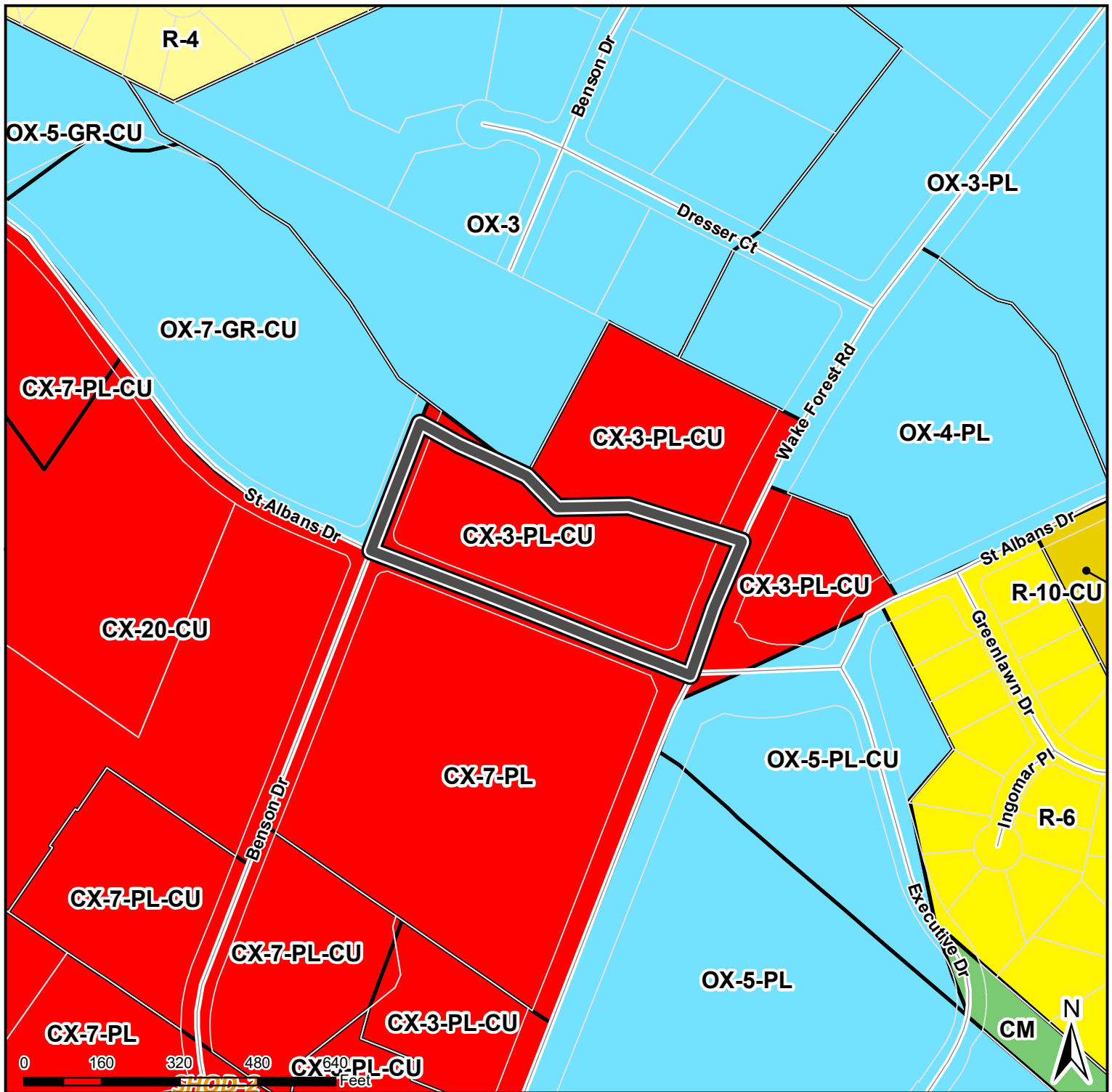
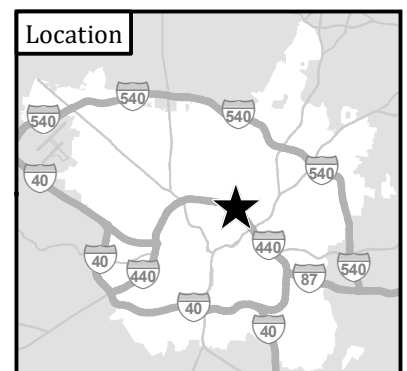


# Existing Zoning

# Z-48-2019



Property	1100 St Albans Dr
Size	3.39 acres
Existing Zoning	CX-3-PL-CU
Requested Zoning	OX-20-UL-CU





Raleigh

## MEMO

TO: Ruffin Hall, City Manager

THRU: Ken Bowers, AICP, Deputy Director

FROM: Sara Ellis, Senior Planner

DEPARTMENT: Planning and Development

DATE: October 27, 2020

**SUBJECT: City Council agenda item for November 04, 2020 – Z-48-19**

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### **Update for November 04, 2020 City Council Meeting:**

On October 20, 2020, the City Council held the public hearing on Z-48-19 (1100 St. Albans Drive); closed the hearing; and voted unanimously to adopt the ordinance and the corresponding consistency statement. Written comments were received within 24 hours after the close of the public hearing citing concerns about traffic and are included immediately following this memo. Staff prepared a memo summarizing the current conditions of traffic in the area, and current City of Raleigh planning efforts and NCDOT planned projects that seek to mitigate traffic in the area. The item appears on the November 4, 2020 agenda for a second reading.

On October 6, 2020, City Council authorized the public hearing for the following item:

**Z-48-19 1100 St. Albans Drive**, approximately 3.39 acres located at [1100 St. Albans Drive](#).

Signed zoning conditions provided on September 25, 2020 require right-of-way dedication along St. Albans Drive from the centerline of the existing 60' right of way north towards the property at a width of 42.5'; limit the uses on the ground floor of any parking structure to office, personal services, eating establishments or retail sales; limit retail to a maximum of 15,000 square feet; limit office to a maximum of 400,000 square feet, and limit the maximum building height to 15 stories; require trash collection shall only be accessed from the parking structure; a minimum of 95% of required off-street parking be contained in a multi-level garage; vehicular access from the parking structure shall be located off Benson Drive and/or St. Albans Drive via an internal access point; specify the materials to be used on the building façade including the prohibition of vinyl siding; and require stormwater to be collected and discharged at predevelopment rates for the 50-year storm.

**Current zoning:** Commercial Mixed Use-3 with Parking Limited Frontage and Conditions (CX-3-PL-CU).

**Requested zoning:** Office and Residential Mixed Use-20 with an Urban Limited Frontage and Conditions (OX-20-UL-CU)

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)

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

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

The request is **consistent** with the Urban Form Map.

The Planning Commission recommends approval of the request (9 - 0).

The Midtown CAC voted approval of the case (48 Y – 4 N).

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

October 20, 2020

Mayor Baldwin and fellow City Council members  
Raleigh Municipal Building  
2nd Floor  
222 W. Hargett Street  
Raleigh, NC 27601

Dear Mayor Baldwin,

As an integral partner in our community, Duke Raleigh Hospital would like to express our concerns regarding the lack of traffic mitigation efforts for the Coastal Federal Credit Union development zoning (case number Z-48-19).

The proposed rezoning request adds a significant number of vehicular trips to the already highly congested intersection of St Albans Road and Wake Forest Road. It is noted in the June 30, 2020 City of Raleigh Memo that the subject intersection degrades to a LOS F. The plans shown do not sufficiently address this deficiency. The TIA review summary only states that the traffic results can be "partially mitigated" with the study's recommended improvements. Without significant improvements, this development will have a negative impact on the community as well as on the vehicular and pedestrian flow and safety for the 2,000 Duke Raleigh employees and the thousands of patients/visitors in this community that utilize Duke Raleigh's vital public services.

On August 23, 2019, we sent a letter expressing our concern for this area's traffic congestion. This letter was in response to the development of the Midtown Small Area Plan.

Based on these findings, Duke Raleigh Hospital strongly opposes the approval of this rezoning request. We look forward to partnering with you for an amenable solution to this situation. Please feel free to contact Brian Sloan ([brian.sloan@duke.edu](mailto:brian.sloan@duke.edu)) or Jevon Peterson ([jevon.peterson@duke.edu](mailto:jevon.peterson@duke.edu)) for any questions.

Sincerely,



Leigh Bleecker  
Interim President  
Duke Raleigh Hospital

cc:	Nicole Stewart	David Cox	Patrick Buffkin
	Corey Branch	David Knight	Bynum Walter
	Jonathan Melton	Stormie D. Forte	Sara Ellis



Raleigh

## MEMO

TO: Ruffin L. Hall, City Manager

FROM: Ken Bowers AICP, Deputy Director  
Sara Ellis, Senior Planner

DEPARTMENT: City Planning

DATE: September 25, 2020

**SUBJECT: City Council agenda item for October 6, 2020 Z-48-19**

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On September 15, 2020 Z-48-19 appeared before the City Council in the Report of the Planning Commission and was deferred to the October 6, 2020 City Council meeting to allow the applicant time to provide revised zoning conditions. Revised zoning conditions dated September 25, 2020 made two changes; removing a condition prohibiting residential and providing right-of-way dedication.

The removal of the condition prohibiting residential uses shifts the consistency of two policies from inconsistent to consistent:

- Policy LU 8.1 Housing Variety
- Policy H 1.8 Zoning for Housing

These policies were previously inconsistent, as they both encourage providing a variety of housing types to accommodate future growth. This change also brings the request closer to consistency with the Midtown St. Albans Area Plan, which encourages expanding housing choice and variety. This plan has not yet been adopted but is currently under review by the Planning Commission and was last discussed at the September 24 Committee of the Whole meeting as part of the adoption process.

This change will alter the Current Vs. Proposed Zoning Summary of permitted uses by allowing for an increase in the maximum number of residential units and density shown in bold on the following page. It will permit an increase in residential from a currently allowed 141 units to an estimated 665 units.

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)

## CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	CX-3-PL-CU	OX-20-UL-CU
Total Acreage	3.39	3.39
Setbacks:		
Front	5'	0' or 20'
Side	5'	0' or 20'
Rear	0' or 6'	0' or 6'
Residential Density:	<b>41.59</b>	<b>196.17</b>
Max. # of Residential Units	<b>141</b>	<b>665</b>
Max. Gross Building SF	165,465	415,000
Max. Gross Office SF	134,391	400,000
Max. Gross Retail SF	--	15,000
Max. Gross Industrial SF	--	--
Potential F.A.R	1.12	2.81

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

The allowance of residential in the case increases the theoretical trip generation potential of the zoning case. Due to the different traffic patterns generated by office and residential uses, the increased trip generation potential is not likely to cause additional congestion. As the TIA review states, further analysis will be required at site plan submittal.

Z-48-19 Existing Land Use	Daily	AM	PM
Undeveloped	0	0	0
Z-48-19 Current Zoning Entitlements	Daily	AM	PM
CX-3-PL	1,413	153	151
Z-48-19 Proposed Zoning Maximums	Daily	AM	PM
OX-20-UL	6,508	552	603
Z-48-19 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	<b>5,094</b>	<b>399</b>	<b>452</b>

A new condition was added to require right-of-way dedication along St. Albans Drive from the centerline of the existing 60' right of way of St. Albans Drive north towards the property, the right of way dedicated shall be to a maximum width of 42.5' and will not include utility or sidewalk easement paralleling the right of way. This condition is consistent with recommendation of the Midtown St. Albans Plan to widen St. Albans Drive between Benson Drive and Wake Forest Road to a four-lane divided avenue.



# RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 12032

## CASE INFORMATION: Z-48-19 1100 ST. ALBANS DRIVE

Location	West side of the intersection of Wake Forest Road and St. Albans Drive. Located just under a half a mile north of the intersection of I-440 and Wake Forest Road.  Address: 1100 St. Albans Drive  PIN: 1715276760  <a href="#">iMaps</a> , <a href="#">Google Maps</a> , <a href="#">Directions from City Hall</a>
Current Zoning	CX-3-PL-CU
Requested Zoning	OX-20-UL-CU
Area of Request	3.39 acres
Corporate Limits	The site is located within the City of Raleigh's Corporate Limits.
Property Owner	Coastal Federal Credit Union Attn: Mike Daniels 1000 St. Albans Drive, Raleigh, NC 27609
Applicant	Amanda Bambrick on behalf of Morning Star Law Group 421 Fayetteville Street, Suite 530 Raleigh, NC 27601
Citizens Advisory Council (CAC)	Midtown
PC Recommendation Deadline	November 9, 2020

## SUMMARY OF PROPOSED CONDITIONS

1. Residential uses are prohibited.
2. The only permitted uses on the ground floor of any parking structure include; office, personal services, eating establishments, and retail sales.
3. Retail sales shall not exceed 15,000 square feet.
4. Office uses shall not exceed 400,000 square feet.
5. Building height is limited to 15 stories or two hundred (250) feet.
6. Trash collection shall only be serviced from the parking structure.
7. A minimum of 95% of the off-street parking required for the project shall be contained in a multi-level parking structure.
8. The parking structure shall not exceed 360,000 square feet.

9. All vehicular ingress and egress from the parking structure, except that required for trash and delivery, shall be located off of Benson Drive and/or internally via an access point off of St. Albans.
10. The facades of the building shall be constructed from one or more of the following materials; wood, glass, metal, concrete, clay or brick masonry, stone masonry, stucco, cementitious siding, native and manufactured stone, pre-cast concrete, architectural concrete, cast-in-place concrete, and finished concrete.
11. Synthetic stucco (EIFS) shall be prohibited on the project.
12. The peak stormwater runoff leaving the site shall be collected and discharged to the predevelopment rate for the 50-year storm event.

## COMPREHENSIVE PLAN GUIDANCE

<b>Future Land Use</b>	Office & Residential Mixed Use
<b>Urban Form</b>	City Growth Center, Transit Emphasis Corridor
<b>Consistent Policies</b>	Policy LU 1.2 Future Land Use Map and Zoning Consistency Policy LU 2.2 Compact Development Policy LU 4.9 Corridor Development Policy LU 7.6 Pedestrian-Friendly Development Policy LU 10.3 Ancillary Retail Uses Policy UD 1.2 Architectural Features Policy UD 1.10 Frontage Policy UD 2.1 Building Orientation
<b>Inconsistent Policies</b>	Policy LU 8.1 Housing Variety Policy 1.8 Zoning for Housing Policy T 2.10 Level of Service

## 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

Neighborhood Meeting	CAC	Planning Commission	City Council
July 9, 2019, 17 Attendees	1/27/2020, 2/24/2020 (Y – 48, N – 4)	08/11/2020 (Deferral), 9/8/20	9/15/2020

## PLANNING COMMISSION RECOMMENDATION

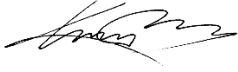
The rezoning case is **Consistent** with the Future Land Use Map and **Consistent** with the relevant policies in the Comprehensive Plan, furthermore **Approval** is reasonable and in the public interest because:

Reasonableness and Public Interest	The request is reasonable and in the public interest because it is consistent with the 2030 Comprehensive Plan and policies related to compact development and ancillary retail uses, a stormwater condition beyond the City's requirements was offered and it is compatible with the surrounding area.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	N/A
Recommendation	Approval
Motion and Vote	Motion: O'Haver Second: Hicks In Favor: Bennett, Fox, Hicks, Lampman, Mann, McIntosh, O'Haver, Tomasulo and Winters
Reason for Opposed Vote(s)	N/A

## 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

Date: September 08, 2020

Staff Coordinator: Sara Ellis: (919) 996-2234; [Sara.Ellis@raleighnc.gov](mailto:Sara.Ellis@raleighnc.gov)



# ZONING STAFF REPORT – CASE Z-48-19

## Conditional Use District

### OVERVIEW

The proposal seeks to rezone a 3.39-acre parcel from Commercial Mixed Use-3 with a Parking Limited Frontage and Conditions (CX-3-PL-CU) to Office Mixed Use-20 with an Urban Limited Frontage and Conditions (OX-20-UL-CU). The associated zoning conditions prohibit all residential uses; limit the uses on the ground floor of any parking structure to office, personal services, eating establishments or retail sales; limit retail to a maximum of 15,000 square feet; limit office to a maximum of 400,000 square feet, and limit the maximum building height to 15 stories; require trash collection shall only be accessed from the parking structure; a minimum of 95% of required off-street parking be contained in a multi-level garage; vehicular access from the parking structure shall be located off Benson Drive and/or St. Albans Drive via an internal access point; specify the materials to be used on the building façade including the prohibition of vinyl siding; and require stormwater to be collected and discharged at predevelopment rates for the 50-year storm.

The subject site is 1100 St. Albans Drive, at the corner of St. Albans Drive and Wake Forest Road. The property is located less than a quarter of a mile to the north of the intersection of I-440 and Wake Forest Road. The site is a rectangular-shaped piece of land that is heavily forested and currently undeveloped. It contains a blue line stream across the northern portion of the property and has a sloping topography that peaks at the northwest corner of St. Albans Drive and Wake Forest Road, and slopes to the northwestern site corner downwards toward the stream.

Zoning in the area is generally mixed-use commercial and office with variable heights ranging from three to twenty stories. The property bordering the site to the north is zoned CX-3-PL-CU and contains an Extended Stay America Motel and was rezoned under Z-64-1995. Relevant conditions on this neighboring parcel require a minimum 10' streetscape buffer along Wake Forest Road that preserves existing street trees; limits the building height to two stories; prohibits ABC stores; and limits the uses to those allowed in the O&I-3 zoning district plus residential and motel.

The parcel to the west of the site contains the headquarters for Coastal Federal Credit Union, the applicant and owner of the subject parcel. That site is zoned OX-7-GR-CU. It was rezoned under Z-67-97, and includes conditions for tree preservation along St. Albans Drive; stormwater retention requirements that are now superseded by UDO regulations; require the building to be a minimum of 350' from the adjacent residential lot (Wake County PIN 1715282382); limit outdoor lighting to 20' in height; require a minimum 100' vegetative buffer from the southern property line and limit the building height to 64' (approximately 4 stories).

The parcel to the north of the site is a single detached residential dwelling that sits on a 5.5-acre lot. The southern end of the site is bordered by St. Albans Drive, and the nearest neighbor is the Hilton North Raleigh, zoned CX-7-PL. The site is bordered on the east by Wake Forest Drive, and the nearest neighbor is the CVS and Duke Raleigh Hospital zoned CX-3-PL-CU and OX-5-PL-CU, respectively. A nearby parcel at the southwest corner of the intersection of St Albans Drive and Benson Drive was rezoned by Z-13-2016 to permit a height entitlement of 20 stories from the previous 7 stories and includes zoning conditions that prohibit vehicle fuel sales, car wash, and light industrial uses.

The subject site was previously rezoned under Z-51-2001, and its current conditions limit the permitted uses to those allowed in O&I-3, which are very similar to the permitted uses in OX. The current conditions expressly prohibit eating establishments with a drive-thru; limit vehicular access to and from Wake Forest to one right-in/right-out curb cut; require that light sources shall not be visible to and from the adjoining property, and some further conditions that now duplicate UDO development requirements. The current request would not retain these conditions.

The new proposed conditions would significantly increase development entitlement on the site from a currently estimated 130,000 square feet of permitted office space to a maximum of 400,000 square feet; and would increase the amount of permitted retail from none to a maximum of 15,000 square feet (approximately the size of a drugstore). Standalone retail is not permitted in OX, and any retail on the site must be attached or within a multi-tenant building. Drive-through eating establishments would continue to be prohibited. New restrictions on development would limit access to the site's parking garage from St. Albans Drive and increase the stormwater regulations applied to the site to capture runoff for the 50-year storm event.

The rezoning request would also change the frontage from Parking Limited (PL) to Urban Limited (UL). This would decrease the minimum front setback from 5' to 0' or 20', and no longer permit up to two bays of surface parking between the building and the street. It would also require an additional pedestrian-facing entrance, require the ground story of parking structures to have active uses, the upper stories of the garage to be screened, and require façade articulation.

The Future Land Use Map designation for the site is Office & Residential Mixed Use, a designation that envisions a mixture of office and residential uses with limited retail that is ancillary to the development with a corresponding zoning district of OX. The requested district of OX-20 is partially consistent with this guidance, but the requested height of 20 stories with a condition limiting it to 15 stories is taller than the suggested seven story height limit in Table LU-2: Recommended Height Designations. The request can be brought closer to consistency with this policy by further limiting the height to seven stories.

The Urban Form Guidance for this site includes a City Growth Center and Transit Emphasis Corridor. The City Growth Center recommends an urban or hybrid frontage to encourage pedestrian friendly design, which is consistent with the requested Urban Limited Frontage. The Transit Emphasis Corridor recommends a hybrid frontage (defined as Parking Limited, Detached and Parkway), which would be less intense than the Urban Limited Frontage being

proposed and may include a Parking Limited Frontage, which is seen along the majority of properties fronting Wake Forest Road in the vicinity of the rezoning site. The Hybrid Frontage designation is envisioned in intensifying suburban areas where multi-modal investments are planned to occur and on-street parking is not an option but should be available at a limited depth, which is the case for this site.

The site is subject to a Traffic Impact Analysis (TIA), which found that current street infrastructure is not sufficient to serve the estimated traffic the site would generate at a full build out of the zoning entitlement. In this scenario, UDO Section 8.2.2.E will be in effect, meaning that build out of the site may be limited to less than the zoning entitlement, unless a reasonable and adequate traffic mitigation plan is provided.

The site is located in an Economic Development Priority Area, where the City encourages economic development such as business growth. The 2030 Comprehensive Plan defines Economic Development Priority Areas as areas identified to have 40% or more of census block groups zoned for industrial use or that are considered high poverty or high poverty adjacent. This proposal may provide a wider range of economic development opportunities by facilitating the development of a vacant parcel of land located along a major corridor that is otherwise developed.

The site is located in the Midtown-St. Albans Small Area Plan, which has not yet been adopted but is currently under review by Planning Commission and was last discussed during the August 27 Committee of the Whole meeting as part of the adoption process. The plan does not include any changes to the Future Land Use Map for the subject parcel. The vision and intent of that plan is to create a walkable Midtown that ensures adequate stormwater infrastructure is included in new developments, increases access to transit, and encourages a range of housing and employment opportunities. This request will not further the Midtown Plan's broad goal of increasing housing choices but does generally support the vision of the plan.

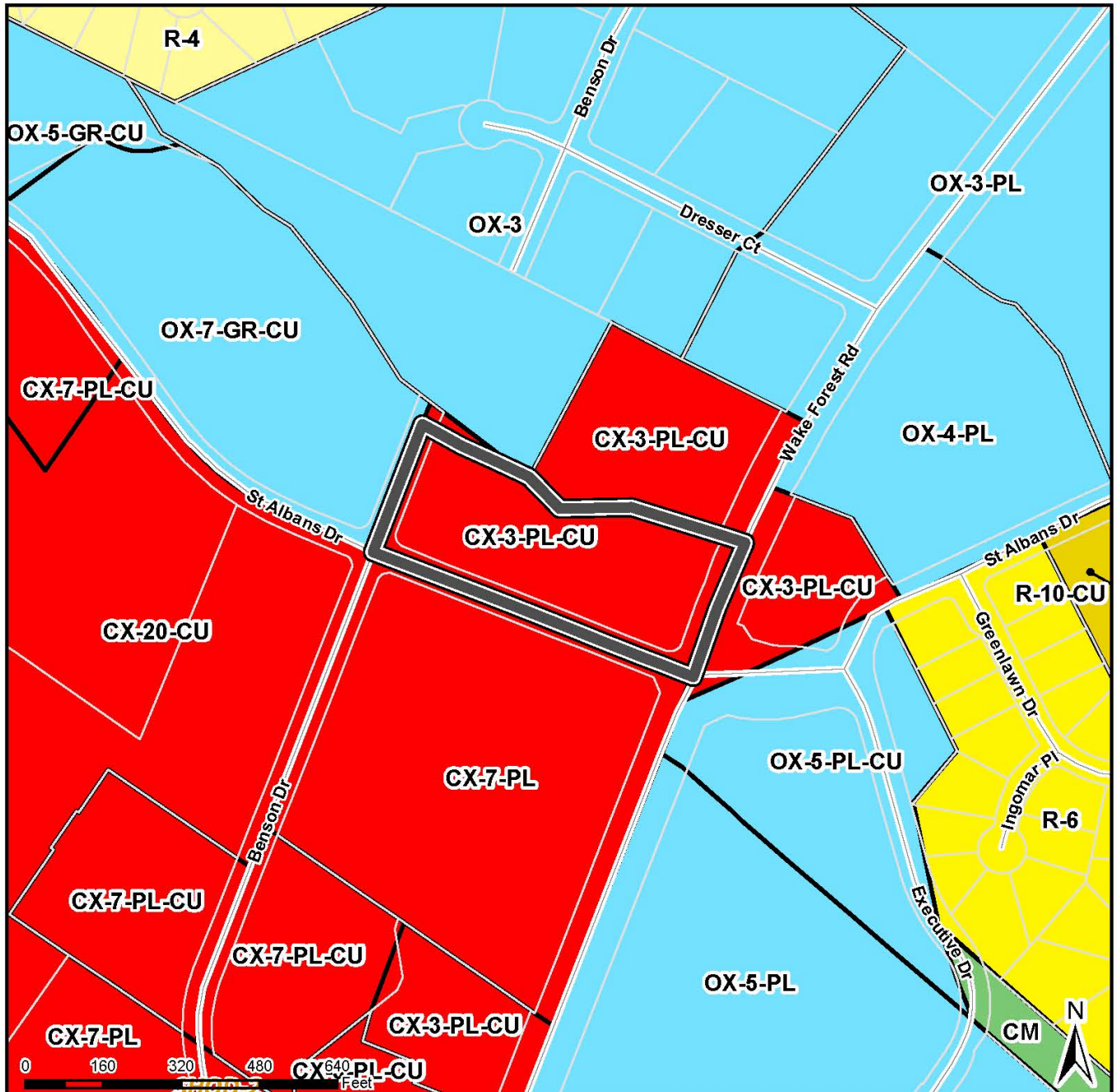
The requested change from CX to OX would no longer permit indoor and outdoor recreation and would also triple the office entitlement, increase the retail entitlement and reduce the residential entitlement from an estimated 141 units to 0 units through the condition prohibiting residential.

## OUTSTANDING ISSUES

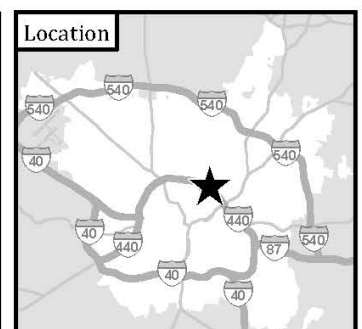
Outstanding Issues	None	Suggested Mitigation	N/A
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# Existing Zoning

Z-48-2019

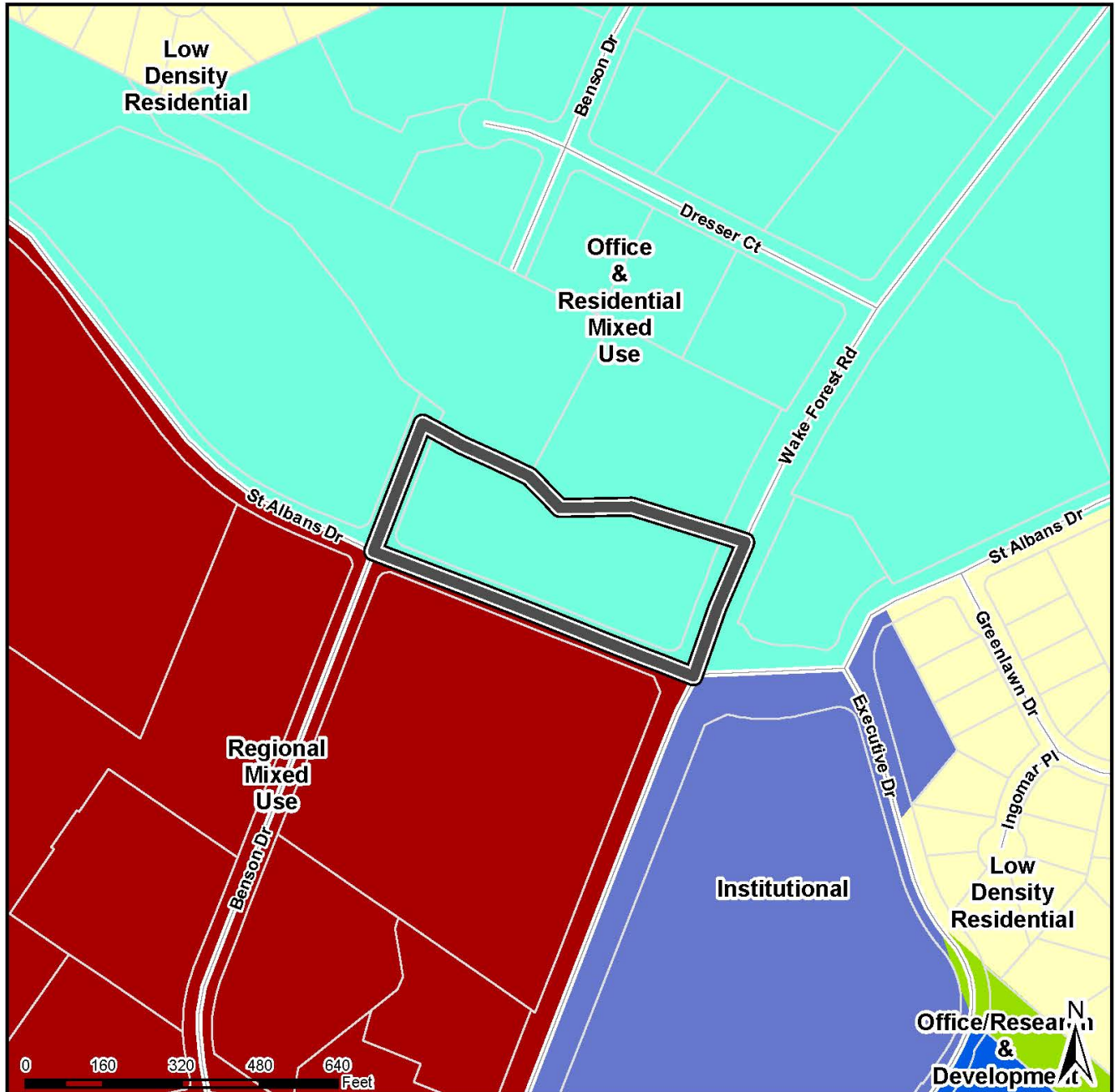


Property	1100 St Albans Dr
Size	3.39 acres
Existing Zoning	CX-3-PL-CU
Requested Zoning	OX-20-UL-CU

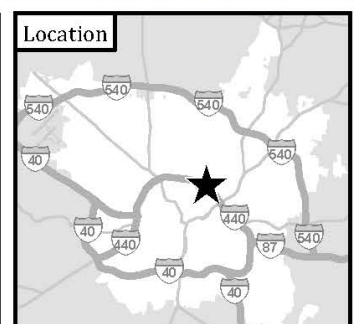


# Future Land Use

**Z-48-2019**

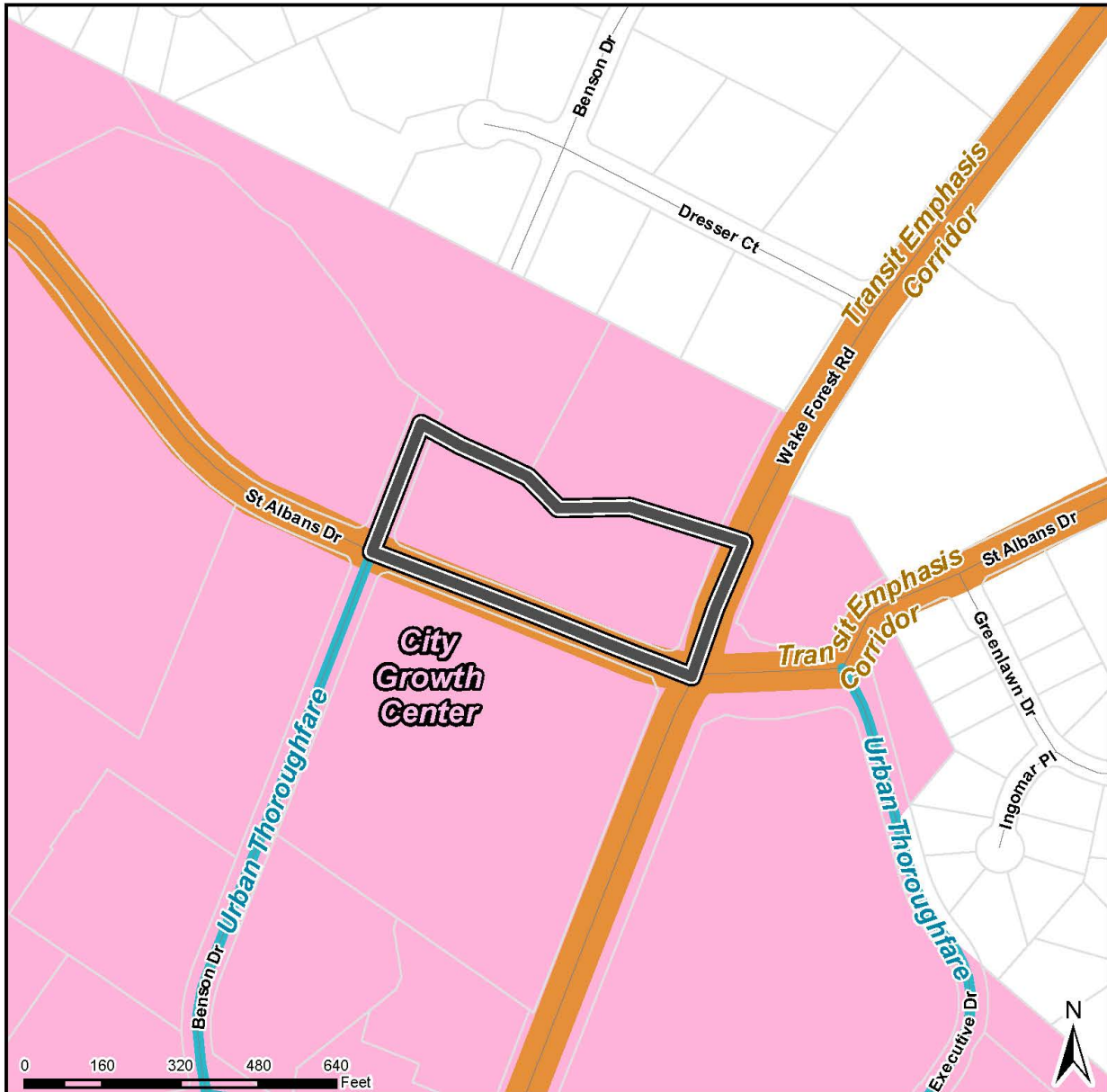


<b>Property</b>	1100 St Albans Dr
<b>Size</b>	3.39 acres
<b>Existing Zoning</b>	CX-3-PL-CU
<b>Requested Zoning</b>	OX-20-UL-CU

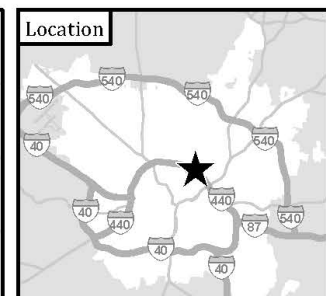


# Urban Form

Z-48-2019



<b>Property</b>	1100 St Albans Dr
<b>Size</b>	3.39 acres
<b>Existing Zoning</b>	CX-3-PL-CU
<b>Requested Zoning</b>	OX-20-UL-CU



Map by Raleigh Department of City Planning (reckhowh): 12/3/2019

# 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 vision and themes in the Comprehensive Plan.

The request is consistent with the theme of Economic Prosperity and Equity, as it may facilitate the development of a vacant parcel of land located in an Economic Development Priority Area.

The request is consistent with Coordinating Land Use and Transportation theme which envisions land use patterns that are conducive to supporting public transportation. The request includes a frontage that would support walkability along Wake Forest Road which is programmed for a high level of transit service.

The request is consistent with the Managing Our Growth vision theme, which encourages fostering growth through integrated land uses. The request would increase the density of office and retail on the site and provide a walkable frontage, which is consistent with the FLUM designation.

The request is inconsistent with the Expanding Housing Choices vision theme, as it would reduce the amount of permitted housing on the site from approximately 141 units to 0.

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

Yes, the Future Land Use Map designates the site as Office & Residential Mixed Use, which is consistent with the requested OX zoning designation. The request also includes an Urban Limited Frontage, which is consistent with the site's urban form designation as a City Growth Center. The frontage request is more intense than Transit Emphasis Corridor, but generally supports this policy.

However, the request is inconsistent with the height guidance in Table LU-2 which recommends a maximum height of seven stories for core/transit areas. The request is for 15 stories. But the FLUM guidance also states that additional height would be allowed for sites located along major corridors where adjacent uses won't be adversely impacted.

- 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 use is specifically designated on the Future Land Use Map.

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

No, not without a reasonable and adequate traffic mitigation plan is provided. According to the results of the TIA, street infrastructure may not be sufficient to fully build out of the office entitlement for the site. In this scenario, UDO Section 8.2.2.E will be in effect, meaning that build out of the site may be limited to less than zoning entitlement might otherwise allow unless a traffic mitigation plan is submitted and approved by the Transportation Director.

## Future Land Use

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

**The rezoning request is**

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

☐ **Inconsistent**

The Office & Residential Mixed-Use designation is generally assigned to frontage lots along major corridors where office parks are no longer appropriate, and a mixed-use development pattern is more suitable. This designation envisions OX zoning, which is consistent with the request.

While the request is inconsistent with Table LU-2 Recommended Height Designations for mixed use districts, which envisions a maximum of seven stories, the Office & Residential Mixed-Use category states that additional height allowed for large sites and locations along major corridors where adjacent uses would not be adversely impacted would be appropriate.

## Urban Form

**Urban Form designation:** City Growth Center & Transit Emphasis Corridor

**The rezoning request is**

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

☐ **Inconsistent**

☐ **Other**

**Overview:** The site is designated as a City Growth Center, which are areas located along major urban corridors and transit corridors and are considered appropriate

locations for significant infill development and encourage an urban or hybrid frontage. The request for an Urban Limited Frontage is consistent with this guidance.

The site is also located along two Transit Emphasis Corridors, St. Albans Drive and Wake Forest Road, which recommend a hybrid approach to the frontage. The request for an Urban Limited Frontage is more intense than what Comprehensive Plan guidance calls for, which would include Parking Limited, Detached or Green Frontages.

**Impact:** The request would allow the building to be placed closer to the street than under the current zoning, which has a minimum setback of 5'. If approved, an Urban Limited Frontage would allow a 0' or 20' setback. The Urban Limited Frontage would require active ground floor uses and prohibit parking between the building and the street. It would require pedestrian-facing entrances and require the maximum 75' spacing between pedestrian entrances.

**Compatibility:** The application of an urban frontage would support the goals of the City Growth Center to encourage walkability and increase transit ridership by locating buildings close to the street and requiring pedestrian-facing entrances and active ground floor uses. This frontage would, however, be a departure from the current built area, which generally has the Parking Limited Frontage applied to all mixed-use properties along the rezoning site's portion of Wake Forest Road.

## Compatibility

### **The proposed rezoning is**

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

☐ **Incompatible.**

The request is compatible with the property and the surrounding area and can be established without adversely impacting neighboring properties. The range of intensity of nearby zoning districts is similar to that of what is being proposed; a mixture of OX and CX along Wake Forest Road.

The request for 15 stories would allow a taller building than envisioned by the FLUM, which recommends a maximum height of seven stories. However, the request could be facilitated without a significant impact to the character of the area, due to its location along a major corridor, the surrounding commercial zoning and uses, and the presence of a parcel located adjacent to the site with a 20-story height entitlement.

The request would change the view shed from the single family dwelling on the neighboring parcel to the north as it would permit increased height on a parcel that is undeveloped forested land today.

## Public Benefits of the Proposed Rezoning

- Facilitate a walkable frontage along a Transit Emphasis Corridor that is planned for an increased level of transit investment.
- Facilitate the development of a vacant parcel located in an economic development priority area.

## Detriments of the Proposed Rezoning

- The request will limit the housing supply in the area by prohibiting residential uses as a condition.

## 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 and associated Comprehensive Plan policies shall be used to guide zoning, ensure the efficient and predictable use of land capacity, guide growth and development, protect public and private property investments from incompatible land uses, and efficiently coordinate land use and infrastructure needs.*

The request to rezone from CX-3-PL-CU to OX-20-UL-CU is consistent with the Future Land Use Map designation of Office & Residential Mixed Use, and the Urban Form designations of City Growth Center and Transit Emphasis Corridor.

The request for 15 stories is inconsistent with the height recommendations in Table LU-2 for Office & Residential Mixed Use which recommends a maximum height of seven stories. However, the FLUM guidance states that additional height may be appropriate along major corridors where adjacent uses would not be significantly impacted. This site is located along a major corridor with predominantly commercial uses and would not pose a significant impact.

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

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

The request would facilitate a more compact land use pattern by allowing additional height on the same footprint. The current zoning allows for a maximum of three stories; the request would increase that height limit to 15 stories.

### **Policy LU 4.9 Corridor Development**

*Promote pedestrian-friendly and transit-supportive development patterns along multimodal corridors designated on the Growth Framework Map, and any corridor programmed for*

*“transit intensive” investments such as reduced headways, consolidated stops, and bus priority lanes and signals.*

**Policy LU 7.6 Pedestrian-Friendly Development**

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

The request includes an Urban Limited Frontage, which is consistent with the guidance in the Growth Framework Map that identifies both St. Albans Drive and Wake Forest Road as Transit Emphasis Corridors, which recommends that a hybrid frontage be applied. The request is for an urban frontage is more intense than the Urban Form guidance; however, the Urban Limited Frontage would support a more pedestrian-friendly and transit-supportive development pattern along a corridor programmed for a high level of transit service. It would also facilitate a walkable, pedestrian friendly design.

**Policy LU 10.3 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.*

The Future Land Use Map designation for the site is Office and Residential Mixed Use but does include a condition limiting retail to a maximum of 15,000 square feet (approximately the size of a CVS). In OX zoning districts, retail uses are limited to no more than 15% of the gross floor area of the entire building, or 4,000 square feet, which would restrict the permitted retail development to a size that may be ancillary to the larger development.

**Policy UD 1.2 Architectural Features**

*Quality architecture should anchor and define the public realm. Elements of quality architecture include architectural accents and features conducive to pedestrian scale and usage, such as a distinct base, middle, and top (for high-rise buildings); vertical and horizontal articulation; rooflines that highlight entrances; primary entrances on the front façade; transparent storefront windows and activated uses on the ground floor; and corner buildings with defining landmark features.*

The request includes conditions that specify the façade material, as well as an Urban Limited Frontage that would require the ground story of structured parking to have active uses located between the structure and the public sidewalk. This frontage also requires the perimeter of the upper story of structured parking be screened and include some vehicle and horizontal articulation.

**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 request includes an Urban Limited Frontage, which is a departure from the existing character of the zoning along Wake Forest Road that is characterized by Parking Limited

frontages. However, given the planned transit investments, Urban Form designation and intent of this policy to support walkability and transit investments, the Urban Limited Frontage is consistent.

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

**Policy LU 8.1 Housing Variety**

*Accommodate growth in newly developing or redeveloping areas of the city through mixed-use neighborhoods with a variety of housing types.*

**Policy H 1.8 Zoning for Housing**

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

The request includes a zoning condition that prohibits residential uses, which is inconsistent with the above policies that encourage expanding housing choices in redeveloping areas. The request can be brought closer to consistency with these policies by removing the condition that prohibits residential.

**Policy T 2.10 Level of Service**

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

Per the Traffic Impact Analysis (TIA) determination, the requested entitlement may result in a level of service below "E" at the intersections of Wake Forest Road and St. Albans Drive. In this scenario, UDO Section 8.2.2.E will be in effect, meaning that build out of the site may be limited unless a reasonable and adequate traffic mitigation plan is provided. This impact also may be *partially* mitigated in part by offering a zoning condition to provide a bikeshare station. In addition, reducing the requested entitlement, and providing the recommended improvements detailed in the *TIA Review* section would further resolve this inconsistency.

## Area Plan Policy Guidance

The subject site is located within the Midtown-St. Albans Small Area Plan. While this plan has not yet been adopted, it is nearing completion and contains relevant guidance for this parcel. The vision of the plan is to enhance the walkability of the area, provide opportunities for affordable and missing-middle housing and address stormwater and flooding.

The request is generally consistent with the intent of the Midtown Plan, as it includes an Urban Limited Frontage which would increase the level of walkability. The request also includes a condition that would capture stormwater runoff at the 50-year rate. The request is inconsistent with the portion of the Midtown Plan calling for increased housing choices, as it includes a condition that prohibits residential.

## HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

### Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	36	Slightly above average.
Walk Score	30	45	Better than average.

*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:** The WalkScore and Transit Score are both somewhat better than the City's average. Wake Forest Road is served by GoRaleigh Route 2-Falls of Neuse which has 30-minute peak weekday service, and a bus stop about 300 feet south of the site. The 24L Crosstown Connector also serves the site and has 30-minute peak weekday service, and a bus stop at the same location as the 2-Falls of Neuse.

### 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:** The request includes a condition that prohibits residential uses on the property.

### Housing Supply and Affordability

Does it add/subtract from the housing supply?	Subtracts	The request includes a condition that prohibits residential uses on the property.
Does it include any subsidized units?	No	There is no residential permitted on the site.
Does it permit a variety of housing types?	No	The request does not permit any residential uses.
If not a mixed-use district, does it permit smaller lots than the average?*	--	N/A
Is it within walking distance of transit?	Yes	The site is located along a transit emphasis corridor and is located about one tenth of a mile south of the GoRaleigh route 24L.

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

**Summary:** The request includes a condition the prohibits residential uses, which may subtract from the housing supply. Envision Tomorrow estimates that approximately 141 residential units can be built under the current CX-3-PL-CU zoning designation. The request would permit no residential units on the site.

# 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 Eastgate Park (1.1 miles) and Kiwanis Park (1.6 miles).
3. Nearest existing greenway trail access is provided by Crabtree Creek Greenway Trail (1.6 miles).
4. Current park access level of service in this area is graded a B letter grade.

**Impact Identified: None.**

## Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	35,250	35,250	266,250
Waste Water	35,250	35,250	266,250

**Impact Identified:**

1. The proposed rezoning would add approximately 231,000 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

## Stormwater

Floodplain	none
Drainage Basin	Big Branch
Stormwater Management	Subject to stormwater regulations under Article 9 of UDO
Overlay District	none

**Impact Identified:** Possible blue line stream with riparian buffer along/near northern property line.

## Transportation

### **Site Location and Context**

#### *Location*

The Z-48-19 site is located in Midtown Raleigh at the intersection of St. Albans Drive and Wake Forest Road.

#### *Area Plans*

The Z-48-19 site is located within the study area of the Midtown-St. Albans Area Plan, which was referred to Planning Commission for review by City Council on June 16, 2020. The title of this plan is *Walkable Midtown*. This draft plan includes many “big moves” that move the area toward walkable urbanism by supporting street network, non-motorized transportation, mixed uses, and transit.

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

There are several nearby transportation improvement projects:

- The North Carolina Department of Transportation (NCDOT) plans to upgrade the interchange between I-440 and Wake Forest Road. This is project I-5708 in the State Transportation Improvement Program (STIP). The plan is to construct a diverging diamond interchange. Changes to Wake Forest Road are expected as far north as St. Albans Street.
- The City of Raleigh plans to construct a sidewalk on Navaho Drive between Wake Forest Road and Bush Street.
- NCDOT plans to build an overpass of New Hope Church Road of the CSX Transportation Railroad corridor. This is project P-5715 in the STIP.
- The City of Raleigh has a cluster of petition sidewalks in design on residential streets north of the St. Albans Drive, west of Quail Hollow Drive, and east of Six Forks Road.
- The City of Raleigh is designing improvements to Atlantic Avenue, between New Hope Church Road and Highwoods Boulevard. Improvements will include a median,

a multi-use path on the west side of the street, and complete sidewalks elsewhere. This project is funded with the 2017 Transportation Bond.

## **Existing and Planned Infrastructure**

### *Streets*

The site is located on St. Albans Drive, which is designated as a 2-lane divided avenue with on map T-1 of the comprehensive plan; it is maintained by the City of Raleigh. It is also on Wake Forest Road, which is designated as a 6-lane divided avenue and is maintained by NCDOT.

A Traffic Impact Analysis (TIA) was prepared by the applicant. This study recommends making the site frontage a four-lane street, with the rightmost westbound lane terminating in a right-turn only lane into Benson Drive. This is consistent with the recommendation of the Walkable Midtown draft plan, which also recommends widening St. Albans Drive from Benson Drive to Wake Forest Road to a 4-lane divided avenue.

In accordance with UDO section 8.3.2, the maximum block perimeter for an OX-20 zoning district is 2,500 feet. The existing block perimeter is approximately 10,000 feet, and is bound by St. Albans Drive, Hardimont Road, Colby Drive, and Wake Forest Road. Benson Drive stubs on two sides of an adjacent property. If this property is developed and the street is connected, the block perimeter for this site will be approximately 2,800 feet.

### *Pedestrian Facilities*

There are no sidewalks on the St. Albans Drive or Benson Drive frontages of this site, but the connecting sidewalks complete on nearby streets. Sidewalk construction is a site plan requirement.

### *Bicycle Facilities*

There are bicycle lanes on St. Albans Drive on the west half of the site that continue west to Church at North Hills Street. East of the middle of the site, shared lane markings are in place on St. Albans Drive from the middle of the site east to New Hope Church Road. Map T-3 in the comprehensive plan designates St. Albans Drive for a separated bikeway; Wake Forest Road is designated for a bicycle lane north of Navaho Drive and a separated bikeway south of Navaho Drive.

### *Access*

Access to the subject property will be via St. Albans Drive and Benson Drive. Access to Wake Forest Road is discouraged by Comp Plan policies and may not be allowable by the standards of the Raleigh Street Design Manual. The submitted Traffic Impact Analysis shows right-in, right-out vehicle access onto St. Albans Drive and full-movement vehicle access to Benson Drive. No vehicle access to Wake Forest Road was studied.

## **Traffic Impact**

### *TIA Determination*

Based on the Envision results, approval of case Z-48-19 would increase the amount of projected vehicular trips for the site. The projected increase from the current entitlements to the proposed zoning maximums are sufficient to trigger a Traffic Impact Analysis (TIA) based on the thresholds in the Raleigh Street Design Manual.

#### *TIA Review*

A TIA was performed by the Timmons Group and reviewed by City Staff. It indicates that the proposed development will have impacts to the surrounding roadway network and intersections but can be *partially* mitigated with the study's recommended improvements:

- *St. Albans Drive at Wake Forest Road* – Provide a second northbound left-turn lane with at least 550 feet of storage.
- *St. Albans Drive* – Provide a second westbound through lane along the entire frontage of the property
- *Benson Drive at St. Albans Drive* – Terminate the new westbound through lane along St. Albans Drive as a right turn only for Benson Drive.
- *Benson Drive at St. Albans Drive* – Stripe the southbound Benson Drive approach to have a through-right lane and a dedicated left turn lane with at least 70 feet of storage.

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

#### *Infrastructure Sufficiency*

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

##### Policy T 2.10 Level of Service

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

UDO Article 8.2 regulates infrastructure sufficiency for site plans. Where a TIA demonstrates a degradation of overall intersection LOS below E or impacts to an existing intersection operating at LOS F, build out of a site is limited and a traffic mitigation plan is required if certain site conditions are not met.

The TIA shows that overall intersection LOS for the intersection of Wake Forest Road at St. Albans Drive cannot be maintained at E or better in neither the AM nor PM peaks. Proposed mitigations do not result in LOS E or better. According to the results of the TIA, street infrastructure may not be sufficient to fully build out of the office entitlement for the site. In this scenario, UDO Section 8.2.2.E will be in effect, meaning that build out of the site may be limited unless a reasonable and adequate traffic mitigation plan is provided.

### Transit

GoRaleigh Route 2 stops every 30 minutes on Wake Forest Road. This service is between Downtown Raleigh and Falls of Neuse Road at Strickland Road. Route 24L also serves

Wake Forest Road in the southbound direction; this service connects Capital Boulevard to Six Forks Road. It operates every 30 minutes during peak times and hourly midday.

**Impact Identified:** None.

### Urban Forestry

The site is larger than two acres, so tree conservation could be required. Whether any eligible areas exist is determined during site plan review.

**Impact Identified:** Some existing trees may be removed, although that is the case under current zoning as well.

### Impacts Summary

The rezoning request may result in a traffic level of service at the intersection of Wake Forest Road and St. Albans Drive that is lower than the UDO standard for acceptable traffic volumes.

### Mitigation of Impacts

To address the traffic impacts the height or overall entitlement can be reduced so the amount of traffic leaving the site will be reduced to a volume that can be served by the current infrastructure.

## CONCLUSION

The request is to rezone a single, 3.39-acre parcel from Community Mixed Use-3 with a Parking Limited Frontage and conditions (CX-3-PL-CU) to Office and Residential Mixed Use-20 with an Urban Limited Frontage and conditions (OX-20-UL-CU). If approved, the request would result in a marked increase in allowed height, which would allow for significantly more office and retail square footage entitlement than what is currently allowed on the site. The change in frontage would also allow for a more urban form of development, which is in keeping with policy vision as expressed by the Urban Form Map, but out of step with the current surrounding suburban style development.

The increase in entitlement brings with it the possibility for increased traffic. The TIA completed in association with the request recommends improvements that can only partially offset the anticipated impacts on level of service by the projected increase in traffic. Likely, development will be constrained at time of site plan to something less than this rezoning request would entitle.

The request is consistent with the Comprehensive Plan overall and with the Future Land Use Map and Urban Form Map.

The request is consistent with the Comprehensive Plan policies regarding compact development, pedestrian-friendly development, ancillary retail uses and corridor development. The request is also consistent with the vision and intent of the Midtown St. Albans Small Area Plan, which seeks to enhance walkability and address stormwater runoff. The request however does not further the SAP's goals of increasing affordable housing options, as it includes a condition prohibiting residential uses. However, the request is inconsistent with policies related to expanding housing choice.

The request would support the vision themes of *Economic Prosperity*, *Coordinating Land Use and Transportation* and *Managing Our Growth*. The request is inconsistent with the *Expanding Housing Choices* vision theme, as it prohibits residential uses.

## CASE TIMELINE

Date	Action	Notes
11/25/2019	Conditional use rezoning application submitted	Outstanding issues with conditions not being clear as written.
2/4/20	Revised conditions submitted	Outstanding issues with conditions remain.
2/20/20	Revised conditions submitted.	Outstanding issues with conditions remain.

7/8/20	Revised conditions submitted.	Outstanding issues with conditions resolved.
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# APPENDIX

## SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	CX-3-PL-CU	CX-3-PL-CU & OX-3	CX-7-PL	CX-3-PL-CU	OX-7-GR-CU
Additional Overlay	None	None	None	None	None
Future Land Use	Office & Residential Mixed Use	Office & Residential Mixed Use	Regional Mixed Use	Office & Residential Mixed Use	Office & Residential Mixed Use
Current Land Use	Undeveloped	Hotel & Detached Residential	Hotel	Retail	Office Building
Urban Form	City Growth Center & Transit Emphasis	City Growth Center & Transit Emphasis	City Growth Center & Transit Emphasis	City Growth Center & Transit Emphasis	City Growth Center & Transit Emphasis

## CURRENT VS. PROPOSED ZONING SUMMARY

EXISTING ZONING		PROPOSED ZONING
Zoning	CX-3-PL-CU	OX-20-UL-CU
Total Acreage	3.39	3.39
Setbacks:		
Front	5'	0' or 20'
Side	5'	0' or 20'
Rear	0' or 6'	0' or 6'
Residential Density:	41.59	--
Max. # of Residential Units	141	0
Max. Gross Building SF	165,465	415,000
Max. Gross Office SF	134,391	400,000
Max. Gross Retail SF	--	15,000
Max. Gross Industrial SF	--	--
Potential F.A.R	1.12	2.81

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

# Rezoning Application



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

NOV 25 2019


REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			<b>OFFICE USE ONLY</b>  Transaction #  Rezoning Case #
Existing Zoning Base District <b>CX</b> Height <b>3</b> Frontage <b>PL</b> Overlay(s) _____			
Proposed Zoning Base District <b>OX</b> Height <b>20</b> Frontage <b>UL</b> Overlay(s) _____			
Click <a href="#">here</a> 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: <b>Z-51-2001</b>			
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:			
<b>575434</b>			

GENERAL INFORMATION			
Date	<b>11/15/19</b>	Date Amended (1)	Date Amended (2)
Property Address <b>1100 St. Albans Drive</b>			
Property PIN <b>1715276760</b>		Deed Reference (book/page) <b>DB 016466, Page 02381</b>	
Nearest Intersection			
Property Size (acres) <b>3.39</b>	For Planned Development Applications Only:	Total Units <b>N/A</b>	Total Square Footage
		Total Parcels	Total Buildings
Property Owner/Address Coastal Federal Credit Union 1000 St. Albans Drive Raleigh, NC 27609 Attn: Mike Daniels		Phone <b>919.420.8214</b>	Fax
		Email <b>mdaniels@coastal24.com</b>	
Project Contact Person/Address Morningstar Law Group 421 Fayetteville Street, Suite 530 Raleigh, NC 27601 Attn: Amanda Mann		Phone <b>919.213.7320</b>	Fax <b>919.882.8890</b>
		Email <b>amann@mstarlaw.com</b>	
Owner/Registered Agent Signature		Email <b>mdaniels@Coastal24.com</b> <i>Mike Daniels</i>	

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

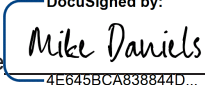
CONDITIONAL USE DISTRICT ZONING CONDITIONS		
Zoning Case Number <b>Z-48-19</b>	<b>OFFICE USE ONLY</b>  Transaction #  Rezoning Case #	
Date Submitted <b>9/25/2020</b>		
Existing Zoning <b>CX-3-PL</b> Proposed Zoning <b>OX-20-UL</b>		
<b>Narrative of Zoning Conditions Offered</b>		
1. From centerline of existing 60' right of way of St Albans Drive north towards property, right of way shall be dedicated to a maximum width of 42.5'. No utility or sidewalk easement paralleling right of way shall be required.		
2. Any active uses located within the ground floor of any parking structure shall be confined to the following use categories as provided in the UDO: indoor recreation (excepting adult establishments, convention centers, arenas, shooting ranges, and motor tracks), office, personal services (excepting outdoor animal care), eating establishments, and retail sales.		
3. No retail sales use on the property shall exceed 15,000 sf in the aggregate.		
4. Office use shall not exceed 400,000 square feet of gross floor area.		
5. No building shall exceed 15 stories and two hundred and fifty (250) feet in height.		
6. Trash collection areas shall only be serviced from the parking structure.		
7. A minimum of ninety-five percent (95%) of the off-street parking spaces required for the project shall be contained in a multilevel parking structure.		
8. No parking structure shall exceed 360,000 square feet.		
9. All vehicular ingress and egress from the Parking Structure shall be located off of Benson Drive and/or via an access point off of St. Albans Drive.		
10. The facades of the building shall be constructed from one or more of the following materials: wood, glass, metal, concrete, clay or brick masonry, stone masonry, stucco, cementitious siding, native and manufactured stone, pre-cast concrete, architectural concrete, cast-in-place concrete, and finished concrete.		

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

DocuSigned by:  
  
 Owner/Registered Agent Signature \_\_\_\_\_ Print Name Mike Daniels  
4E645BCA838844D...

CONDITIONAL USE DISTRICT ZONING CONDITIONS		
Zoning Case Number <b>Z-48-19</b>	<b>OFFICE USE ONLY</b>  Transaction #  Rezoning Case #	
Date Submitted <b>9/25/2020</b>		
Existing Zoning <b>CX-3-PL</b> Proposed Zoning <b>OX-20-UL</b>		
Narrative of Zoning Conditions Offered		
1. Synthetic stucco (EIFS) shall be prohibited on the project.		
2. The peak stormwater runoff leaving the site shall be collected and discharged to the predevelopment rate via standards promulgated by the City of Raleigh for containing a 50-year storm event.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

DocuSigned by:  
  
 Owner/Registered Agent Signature \_\_\_\_\_ Print Name Mike Daniels

REZONING APPLICATION ADDENDUM #1	
<p align="center"><b>Comprehensive Plan Analysis</b></p>	<p align="center"><b>OFFICE USE ONLY</b></p> <p align="center">Transaction #</p> <p align="center">Rezoning Case #</p>
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.</p>	
<p align="center"><b>STATEMENT OF CONSISTENCY</b></p>	
<p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p>	
<p>1. The preliminary designation for the subject property is office and residential mixed-use. The requested OX base district is consistent with the Comprehensive Plan.</p>	
<p>2. The requested rezoning is consistent with many of the policies set forth in the Comprehensive Plan.</p>	
<p>3.</p>	
<p>4.</p>	
<p align="center"><b>PUBLIC BENEFITS</b></p>	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>1. The proposed rezoning will facilitate a high class economic development that can provide office and potential commercial uses within a growing area of the City and existing office uses.</p>	
<p>2. The requested rezoning is also consistent with the FLUM, thereby helping achieve the vision of the Comprehensive Plan.</p>	
<p>3.</p>	
<p>4.</p>	

REZONING APPLICATION ADDENDUM #2	
<b>Impact on Historic Resources</b>  The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	<b>OFFICE USE ONLY</b>  <b>Transaction #</b>  <b>Rezoning Case #</b>
<b>INVENTORY OF HISTORIC RESOURCES</b>  List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
N/A	
<b>PROPOSED MITIGATION</b>  Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
N/A	

## URBAN DESIGN GUIDELINES

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", or
  - b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor"
- as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban Form Designation City Growth Center

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

1.	<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><b>Response:</b></p> <p>The property will provide a potential mix of uses within walking distance of each other.</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><b>Response:</b></p> <p>Transition will be provided pursuant to the UDO and Conditions.</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><b>Response:</b></p> <p>Access will be determined at site plan along with TIA and Conditions.</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><b>Response:</b></p> <p>Cross-access will be determined at site plan.</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><b>Response:</b></p> <p>Block perimeters will be determined at site plan.</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><b>Response:</b></p> <p>Building and parking placement will be determined at site plan.</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><b>Response:</b></p> <p>Building and parking placement will be determined at site plan.</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><b>Response:</b></p> <p>Building and parking placement will be determined at site plan.</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><b>Response:</b></p> <p>Outdoor amenity areas will be provided consistent 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><b>Response:</b></p> <p>Outdoor amenity areas will be provided consistent 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><b>Response:</b></p> <p>Outdoor amenity areas will be provided consistent with the UDO.</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><b>Response:</b></p> <p>Outdoor amenity areas will be provided consistent with the UDO.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p><b>Response:</b></p> <p>Outdoor amenity areas will be provided consistent 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><b>Response:</b></p> <p>Parking will be determined at site plan.</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><b>Response:</b></p> <p>Parking will be determined at site plan.</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><b>Response:</b></p> <p>Parking will be determined at site plan.</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><b>Response:</b></p> <p>Will provide if required.</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><b>Response:</b></p> <p>Will provide if required.</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><b>Response:</b></p> <p>Streams nearby or on the property will be properly buffered to minimize impact to them.</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><b>Response:</b></p> <p>Sidewalks will be provided per 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><b>Response:</b></p> <p>Sidewalks will be provided per 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><b>Response:</b></p> <p>Street trees and landscaping 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><b>Response:</b></p> <p>Building placement will occur at site plan.</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><b>Response:</b></p> <p>Buildings will comply with the applicable UDO standards.</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><b>Response:</b></p> <p>Buildings will comply with the applicable UDO standards.</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><b>Response:</b></p> <p>Sidewalk placement will occur at site plan.</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 <b>Rezoning Checklist</b> and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Rezoning application review fee (see <a href="#">Fee Schedule</a> for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
3. Completed application; Include electronic version via cd or flash drive	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
4. 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 (all applications)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
5. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
6. Neighborhood Meeting notice and report	<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"/>			
9. Completed and signed zoning conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
10. Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
11. Completed Response to the Urban Design Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
12. For applications filed by a third party, proof of actual notice to the property owner	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
13. Master Plan (for properties requesting Planned Development or Campus District)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
14. Copy of ballot and mailing list (for properties requesting Accessory Dwelling Unit Overlay)	<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 <b>Master Plan Checklist</b> and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input type="checkbox"/>	<input type="checkbox"/>			
2. Total number of units and square feet	<input type="checkbox"/>	<input type="checkbox"/>			
3. 12 sets of plans	<input type="checkbox"/>	<input type="checkbox"/>			
4. Completed application; Include electronic version via cd or flash drive	<input type="checkbox"/>	<input type="checkbox"/>			
5. Vicinity Map	<input type="checkbox"/>	<input type="checkbox"/>			
6. Existing Conditions Map	<input type="checkbox"/>	<input type="checkbox"/>			
7. Street and Block Layout Plan	<input type="checkbox"/>	<input type="checkbox"/>			
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input type="checkbox"/>			
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input type="checkbox"/>			
10. Development Plan (location of building types)	<input type="checkbox"/>	<input type="checkbox"/>			
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input type="checkbox"/>			
12. Parking Plan	<input type="checkbox"/>	<input type="checkbox"/>			
13. Open Space Plan	<input type="checkbox"/>	<input type="checkbox"/>			
14. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input type="checkbox"/>			
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input type="checkbox"/>			
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input type="checkbox"/>			
17. Phasing Plan	<input type="checkbox"/>	<input type="checkbox"/>			
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input type="checkbox"/>			
19. Common Signage Plan	<input type="checkbox"/>	<input type="checkbox"/>			



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To: Neighboring Property Owner

From: Amanda Mann

Date: June 28, 2019

Re: Notice of meeting to discuss potential rezoning of a parcel located in the northwest quadrant of the intersection of St Albans Drive and Wake Forest Road, containing approximately 3.39 acres, with address of 1100 St Albans Drive, and having Wake County Parcel Identification Number 1715-27-6760 (the "Property").

We are counsel for Coastal Federal Credit Union ("CFCU"), which is the owner of the above-captioned Property. Currently, the Property is zoned Commercial Mixed Use with a three story height limitation with a Parking Limited frontage and conditions (CX-3-PL-CU). CFCU is considering rezoning the Property to Office Mixed Use with a twenty story height limit and either an urban general or limited frontage with zoning conditions (OX-20-UG-CU or OX-20-UL-CU). The purpose of the rezoning is to facilitate the development of office space for CFCU adjacent to its existing location.

As you may be aware, prior to filing a rezoning application, the City of Raleigh requires a neighborhood meeting inviting owners of property within 500 feet of the site. You are invited to attend this meeting to discuss the potential rezoning and ask any questions you may have about the process or our tentative plans. Our goal is to gather comments through your appearance at this neighborhood meeting or, alternatively, through your written comments to the City of Raleigh Planning Director. After the meeting, we will prepare a report for the Raleigh Planning Department regarding the items discussed.

We have scheduled this meeting with surrounding property owners for July 9, from 6:00 p.m. to 7:00 p.m. The meeting will be held at CFCU's offices, which is located at 1000 St Albans Drive in Raleigh.

Please do not hesitate to contact me directly should you have any questions or wish to discuss any issues. I can be reached at amann@morningstarlawgroup.com. Also, for more information about rezoning, you may visit [www.raleighnc.gov](http://www.raleighnc.gov) or contact the Raleigh City Planning Department at 919-996-2682 or [rezoning@raleighnc.gov](mailto:rezoning@raleighnc.gov).

I look forward to seeing you on July 9, 2019.

# SIGN IN

Kick-Off Meeting  
April 05, 2019



*we share.*

Name	Organization	Email
hinda wheeler	neighbor	linwhe@aol
<del>Aaron Cusack</del>	<del>See above</del>	<del>acusack@bellsooth.net</del>
Keith Mason		keithmasonjr@gmail.com
DAVID ZAAS	Duke Raleigh	david.zaas@duke.edu
Josh Sitter	Silver Psychological Services PA	csilber@gmail.com
SILVER RANSMEIER	HH ARCHITECTURE	sransmeier@hh-arch.com
JEVAN PETERSON	DUKE RALEIGH	jevan.peterson@duke.edu
Will YADUSKY	NEIGHBOR	william.yadusky@gmail.com

# SIGN IN

Kick-Off Meeting  
April 05, 2019



*we share.*

Name	Organization	Email
L.R. & Carol Fortune		lfortune2@nc.rr.com
Lubin Prevatt	Midtown CAC	LubinPrevatt@att.net
Anne Sherron	Neighbor	AnneSherron@gmail.com
Meta Caudill	neighbor	— —
Fred Van Slyke	Hi Hon	Fred.VanSlyke@Hibon.com
Sam Hershey		
Brian Sloan	Duke Raleigh Hospital	Brian.Sloan@duke.edu
Tony Baldassari	Duke	anthony.baldassari@duke.edu
GARY W WILLIAMS	Dorchester	garywnc@aol.com

## SUMMARY OF ISSUES

A neighborhood meeting was held on July 9, 2019 (date) to discuss a potential rezoning located at 1100 St Albans Drive (property address).  
The neighborhood meeting was held at 1000 St. Albans Drive (location).  
There were approximately 22 (number) neighbors in attendance. The general issues discussed were:

### Summary of Issues:

Applicant provided general plan for headquarter campus development; discussed general fit of area and height limit.

Tree preservation and stream buffering discussed. Retention of storm water the most discussed issue.

In light of existing neighbor conditions, discussed storm water impacts of other existing uses in the vicinity and topography of area.

Discussed Raleigh City intention in improving overall impervious surface issues; underground detention.

Wake Forest and I-440 traffic patterns were discussed. Discussion of TIA and collection of traffic counts. Also, NCDOT possible improvements.

Discussed collection of garbage times and changing those to be later.

Discussed transit shelter and pedestrian potential amenities.

Applicant discussed nature of campus, extent of employment, and creation of a "campus feeling," their history in Raleigh, lighting, timing of construction, and signage.



Raleigh

## MEMO

TO: Bynum Walter, AICP, Comprehensive Planning Supervisor

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

DEPARTMENT: Transportation

DATE: June 30, 2020

SUBJECT: Traffic Impact Analysis Review for Z-48-19

### Coastal Federal Credit Union

We have reviewed the rezoning Traffic Impact Analysis (TIA) prepared by the Timmons Group for the Coastal Federal Credit Union (Z-48-19). The following memorandum summarizes the most relevant information pertaining to the most recently submitted study (5/28/20) and addendum (6/8/20) as well as City Staff's review of the analysis and recommendations.

### Development Details

<i>Site Location:</i>	North Raleigh, bounded by Wake Forest Road to the east, St. Albans Drive to the south, and Benson Drive to the west.
<i>Address:</i>	1000 St. Albans Dr.
<i>Property Pin:</i>	1715276760
<i>Current Zoning:</i>	CX-3-PL-CU
<i>Proposed Zoning:</i>	OX-12-UL-CU (with conditions)
<i>Existing Land Use:</i>	Vacant
<i>Allowable Land Use:</i>	134,391 SF of General Office Building
<i>Proposed Land Use:</i>	400,000 SF of General Office Building and 15,000 SF of Shopping Center (by conditions)
<i>Build-out Year:</i>	2022

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)

## Study Area & Analysis Scenarios

The following intersections were studied as part of this TIA:

- |  |                |
|--|----------------|
| 1. Wake Forest Rd at New Hope Church Rd / Hardimont Rd | (Signalized)   |
| 2. Wake Forest Rd at St. Albans Dr                     | (Signalized)   |
| 3. Wake Forest Rd at Navaho Dr                         | (Signalized)   |
| 4. St. Albans Dr at Benson Dr                          | (Unsignalized) |
| 5. Benson Dr at Site Drive #1                          | (Unsignalized) |
| 6. St. Albans Dr at Site Drive #2                      | (Unsignalized) |

Due to NCDOT TIP I-5708, the current condition of Wake Forest at the I-440 ramps were not evaluated. The project will alter the current configuration of these ramps to a Diverging Diamond Interchange (DDI) operation. In order to properly assess the CFCU project with this background project, the Timmons Group used the traffic forecasts from the (DDI) analysis.

## Trip Generation

The Timmons Group made the following assumptions as agreed to by City and NCDOT staff:

- 10<sup>th</sup> Edition ITE Trip Generation Manual
- A 2% growth rate was applied for projected volumes (2025 / 2030)
- Background developments include the St. Albans Mixed Use project
- The future NCDOT TIP I-5708 project was incorporated into the background analysis. The forecasted traffic volumes for this project are to be interpolated for the purpose of including in the CFCU's buildout year.

Table 1: Maximum Existing Zoning Trip Generation

Land Use	ITE Code	Intensity	Daily Traffic (vpd)	AM			PM		
				In	Out	Total	In	Out	Total
General Office Building	710	134,391 SF	1,413	190	26	216	38	175	213

Table 2: Maximum Proposed Zoning Trip Generation (As per zoning conditions)

Land Use	ITE Code	Intensity	Daily Traffic (vpd)	AM			PM		
				In	Out	Total	In	Out	Total
General Office Building	710	400,000 SF	4,071	495	68	563	91	414	505
Shopping Center	820	15,000 SF	1,655	99	61	160	64	69	133
Subtotal			5,726	594	129	723	155	483	638
Internal Capture			--	-59	-13	-72	-2	-5	-7
Pass-By			--	--	--	--	-22	-23	-45
<b>Total Trips</b>			<b>5,726</b>	<b>535</b>	<b>116</b>	<b>651</b>	<b>131</b>	<b>455</b>	<b>586</b>

## Site Traffic Distribution

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

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

- 35% to/from the south on Jones Sausage Road
- 30% to/from the west on Rock Quarry Road
- 10% to/from the north on New Hope Road
- 10% to/from the northwest on Poole Road
- 10% to/from the southeast on Rock Quarry Road
- 5% to/from the northeast on Poole Road

## Results and Impacts

Table 3: Study Area Levels of Service

Intersection	Approach	Existing (2019)		No-Build (2022)		Build w/ Current Zoning (2022)		Build w Proposed Zoning (2022)		Build (2022) w/ Improvements	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Wake Forest Road at New Hope Church Road / Hardimont Road	Overall	D	D	D	E	D	E	D	E		
	EB	F	F	F	F	F	F	F	F		
	WB	E	F	F	F	F	F	F	F		
	NB	C	D	C	D	C	E	C	F		
	SB	C	D	D	D	D	D	D	D		
Wake Forest Road at St. Albans Drive	Overall	C	D	E	F	F	F	F	F	F	F
	EB	F	F	F	F	F	F	F	F	F	F
	WB	E	F	E	F	E	F	E	F	E	F
	NB	C	D	E	E	F	E	F	E	F	D
	SB	C	D	C	D	C	D	D	F	D	F
Wake Forest Road at Navaho Drive	Overall	B	C	D	E	E	E	E	F		
	EB	E	F	E	F	E	F	E	F		
	WB	F	F	F	F	F	F	F	F		
	NB	B	B	E	B	E	B	F	C		
	SB	A	A	B	C	B	C	B	D		
St. Albans Drive at Benson Drive	EB	A	A	A	A	A	A	A	A	A	A
	WB	A	A	A	A	A	A	A	A	A	A
	NB	C	C	E	F	F	F	F	F	F	F
	SB	C	D	E	F	F	F	F	F	F	F
Benson Drive at Site Drive #1	WB	-	-	-	-	A	A	A	A		
St. Albans Drive at Site Drive #2	SB	-	-	-	-	C	B	C	B	B	B

The table above and analysis by the Timmons Group indicate that new trips attributable to the development will potentially increase control delays at some of the study area intersections. However, mitigation measures by the developer are expected to help with some control delays for the study area. There are sections of the study area that do not improve, but the development does not directly contribute to all of the failing levels of service. In other cases, as agreed to by NCDOT and city staff, there are limited options in obtaining ROW for mitigation measures directly tied to adding more vehicular capacity to the road network. NCDOT's Diverging Diamond Interchange project for the I-440 ramps are expected to assist in improving the overall traffic flow for the area.

## Study Recommendations

The analysis performed by the Timmons Group indicates that the proposed development will have impacts to the surrounding roadway network and intersections but can be partially mitigated with the study's recommended improvements listed below.

- *St. Albans Drive at Wake Forest Road* – Provide a second northbound left-turn lane with at least 550 feet of storage.
- *St. Albans Drive* – Provide a second westbound through lane along the entire frontage of the property
- *Benson Drive at St. Albans Drive* – Terminate the new westbound through lane along St. Albans Drive as a right turn only for Benson Drive.
- *Benson Drive at St. Albans Drive* – Stripe the southbound Benson Drive approach to have a through-right lane and a dedicated left turn lane with at least 70 feet of storage.

## Conclusions

City staff agree with the overall analysis performed in the TIA for the Z-48-19 zoning case associated with the Coastal Federal Credit Union development. It should be noted that the intersection of St. Albans Drive at Wake Forest Road degrades to a LOS F. Section 8.2.2.E of the UDO states that a site plan may be approved provided that a reasonable and adequate mitigation plan is provided. Therefore, staff recommends further analysis at site plan submittal such that either the development's traffic impacts are reasonably mitigated or that an exception as detailed in UDO Section 8.2.2.F is shown to exist.

EJL / bc