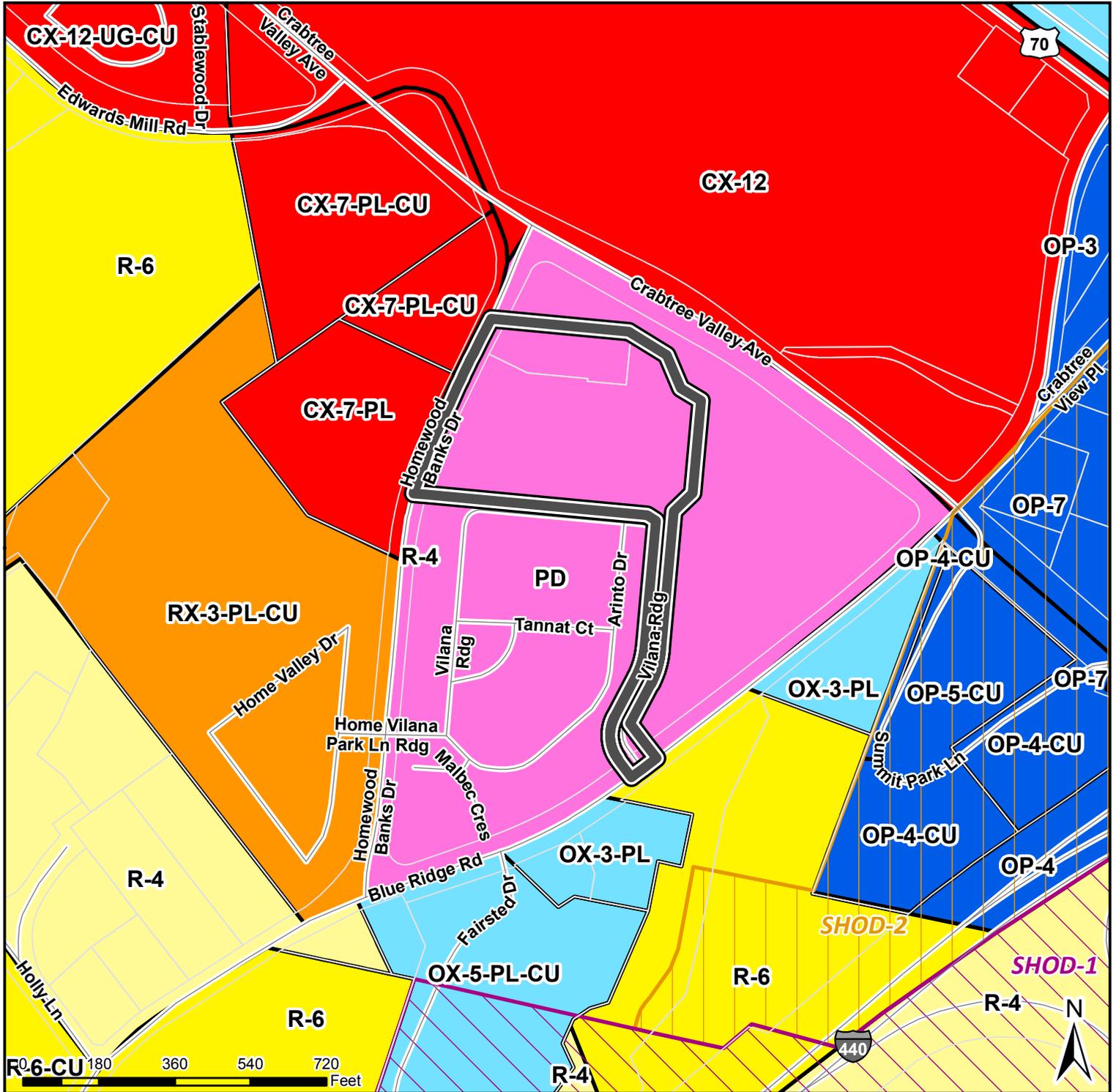


Existing Zoning

Z-12-2018



Property	5201 & 5301 Homewood Banks Dr
Size	5.77 acres
Existing Zoning	PD
Requested Zoning	RX-7-CU





CERTIFIED RECOMMENDATION

Raleigh Planning Commission

CR#

CASE INFORMATION: Z-12-18 HOMEWOOD BANKS DRIVE

Location	Homewood Banks Drive & Blue Ridge Road, south of Crabtree Valley Avenue which is south of Crabtree Valley Mall Address: 5201& 5301 Homewood Banks Drive PINs: 0795592353, 0795592600
Request	Rezone property from PD to RX-7-CU
Area of Request	5.77 acres
Corporate Limits	The subject site is within, and surrounded on all sides by, the corporate limits of the City.
Property Owner	Redus NC Land, LLC
Applicant	Isabel Worthy Mattox, Attorney at Law
Citizens Advisory Council (CAC)	Northwest CAC Christina Jones, coll_christina@yahoo.com
PC Recommendation Deadline	September 24, 2018

COMPREHENSIVE PLAN CONSISTENCY

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

FUTURE LAND USE MAP CONSISTENCY

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

COMPREHENSIVE PLAN GUIDANCE

<i>FUTURE LAND USE</i>	Regional Mixed Use
<i>URBAN FORM</i>	City Growth Center
<i>CONSISTENT Policies</i>	Policy LU 1.2—Future Land Use Map and Zoning Consistency Policy LU 2.2—Compact Development Policy LU 4.4—Reducing VMT Through Mixed Use Policy LU 6.2—Complementary Uses and Urban Vitality Policy LU 8.10—Infill Development Policy LU 8.11—Development of Vacant Sites Policy EP 8.1—Light Pollution Policy EP 8.2—Light Screening Policy H 1.8—Zoning for Housing Policy UD 1.2—Architectural Features Policy UD 1.3—Creating Attractive Façades Policy UD 3.11—Parking Structures

	Policy AP-C 1—Crabtree Parking Structures Policy AP-C 3—Crabtree Creek
<i>INCONSISTENT Policies</i>	Policy LU 10.1—Mixed-Use Retail Policy ED 6.5—Lodging Policy UD 1.10—Frontage Policy AP-C 2—Crabtree Area Hillsides Policy AP-C 5—Design Unity in the Crabtree Area

SUMMARY OF PROPOSED CONDITIONS

<ol style="list-style-type: none"> 1. The maximum number of residential dwelling units on the site shall not exceed 325 units. 2. Parking structures will either (a) be set back 50’ from the right-of-way and limited to three stories; or (b) be subject to design and screening conditions. 3. The fenestration (doors, windows) of the building elevations facing Crabtree Valley Avenue shall be no less than 20% of the overall wall area. 4. Lighting shall be limited in height and function. 5. All buildings directly adjacent to and within 50’ of public right-of-way shall include prominent entrances with enhanced architectural treatments to emphasize the point of entry.
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PUBLIC MEETINGS

<i>Neighborhood Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>
4/10/2018		6/26/2018 8/14/2018	

PLANNING COMMISSION RECOMMENDATION

- The rezoning case is **Consistent** with the relevant policies in the Comprehensive Plan, and **Approval** of the rezoning request is reasonable and in the public interest.
- The rezoning case is **Consistent** with the relevant policies in the comprehensive Plan, but **Denial** of the rezoning request is reasonable and in the public interest.
- The rezoning is **Inconsistent** with the relevant policies in the Comprehensive Plan, and **Denial** of the rezoning request is reasonable and in the public interest.
- The rezoning case is **Inconsistent** with the relevant policies in the Comprehensive Plan, but **Approval** of the rezoning request is reasonable and in the public interest due to changed circumstances as explained below. Approval of the rezoning request constitutes an amendment to the Comprehensive Plan to the extent described below.

Reasonableness and Public Interest	
Change(s) in Circumstances [if applicable]	
Amendments to the Comprehensive Plan [if applicable]	
<i>Recommendation</i>	
<i>Motion and Vote</i>	

ATTACHMENTS

1. Staff report

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.

Planning Director	Date	Planning Commission Chairperson	Date
Staff Coordinator:	Ira Mabel, (919) 996-2652,	Ira.Mabel@raleighnc.gov	



ZONING STAFF REPORT – CASE Z-12-18

CONDITIONAL USE DISTRICT

OVERVIEW

The request is to rezone approximately 5.8 acres from a Planned Development (PD) to Residential Mixed-Use-7 stories-Conditional Use (RX-7-CU). Proposed conditions limit the maximum number of residential dwelling units on the site; describe the design of parking structures and certain building façades; and regulate outdoor lighting fixtures.

The subject site consists of two vacant parcels on a triangular block bounded by Homewood Banks Drive, Blue Ridge Road, and Crabtree Valley Avenue. Both parcels have frontage on Homewood Banks Drive, although topography might make new curb cuts difficult. The larger parcel has an additional access point to Blue Ridge Road via an existing private drive that also connects to the Marq at Crabtree apartments.

The entire block was part of the Crabtree Village Planned Development, approved in 2012 (Z-19-12). The southernmost parcel was developed as Phase I, with seven apartment buildings consisting of 293 units. In the original master plan, the two parcels that make up this rezoning request were envisioned as four mixed-use buildings with at least one restaurant and a potential 200 room hotel in Phases 2 and 3.

The entire block is known as Kidds Hill and contains multiple steep slopes; the grade can reach as high as 40 percent in the steepest areas. The fourth parcel in the block, which represents its easternmost third and houses a tributary of Crabtree Creek, is a low lying and therefore natural drainage area. Most of it is within a floodway or floodplain. This parcel was designated in the original master plan to serve as the tree conservation area and stormwater control, and must continue to serve those functions to satisfy the requirements of the Planned Development.

To the north of the site is Crabtree Creek and Crabtree Valley Mall. To the west are two commercial uses (a restaurant and a hotel) and a 15.8 acre site zoned RX-3-PL-CU on which the 221-unit Crabtree Lakeside Residences (SR-28-17) is currently under construction. To the east and south are primarily offices, hotels, and the Marshall Park apartments. The general area has relatively intense commercial uses along Glenwood Avenue, anchored by the mall. Uses transition to somewhat less intense moving southward, from office and multi-family to ultimately single-family neighborhoods.

The subject site is designated as Regional Mixed Use on the Future Land Use Map, as are properties to the north and northwest. The properties to the east are designated as Office/Research & Development, and those to the south and southwest are High and Moderate Density Residential. Crabtree Creek and its tributaries, including the one running through the existing PD, are all designated as Public Parkes & Open Space.

The Urban Form Map locates the subject site and all adjacent properties within a City Growth Center of over 600 acres in size. City Growth Centers are anticipated for significant infill and redevelopment. The subject site is also bounded by three Urban Thoroughfares (Homewood Banks Drive, Blue Ridge Road, and Crabtree Valley Avenue). Urban Thoroughfares are planned or programmed for public investment in facilities such as bike lanes and pedestrian-oriented streetscapes that encourage multiple modes of transportation. Both the City Growth Center and Urban Thoroughfare urban form designations suggest an urban or hybrid approach to frontage. No frontage was included with this request.

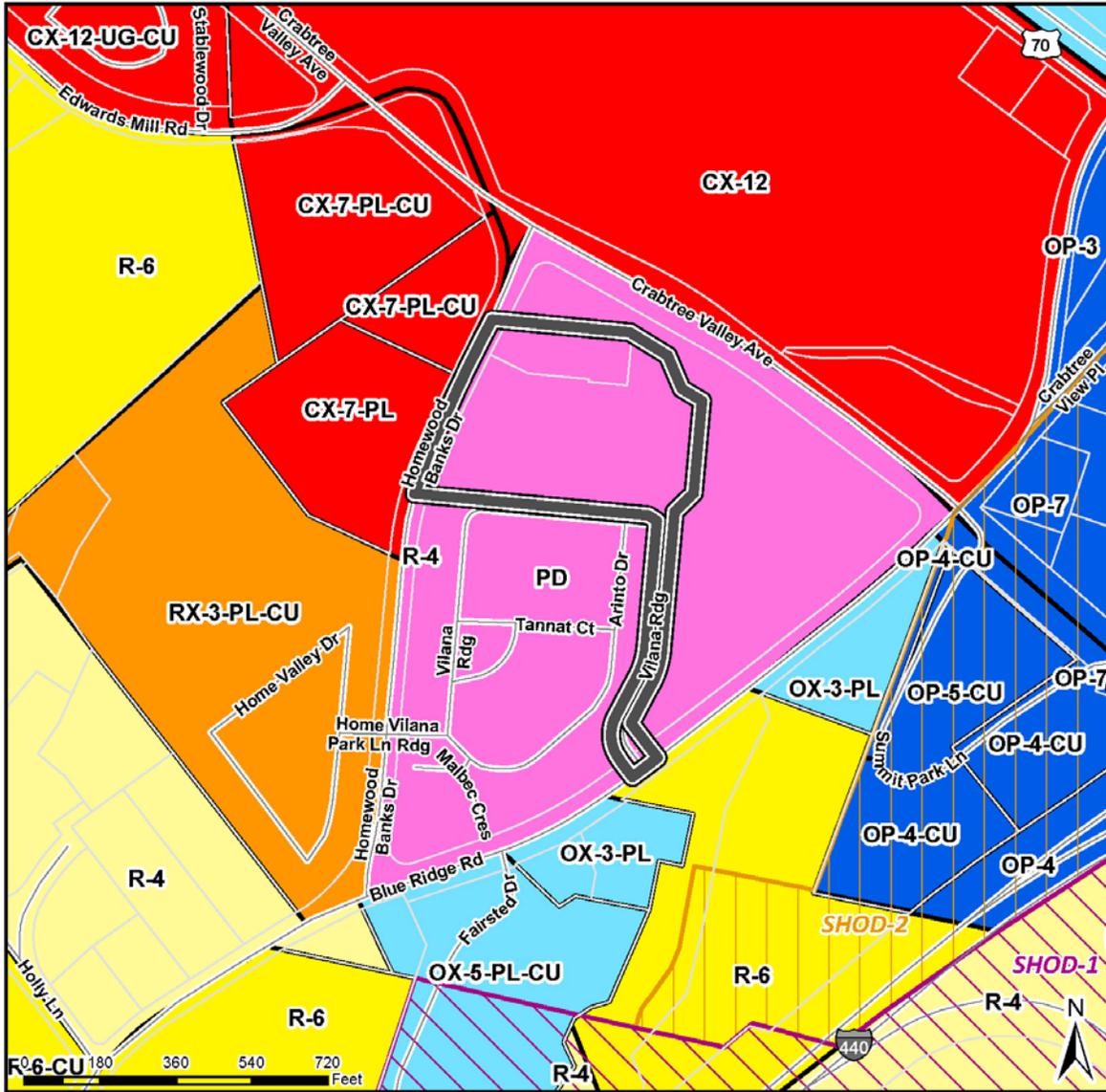
A private declaration of covenants, conditions, and restrictions has been recorded with the Wake County Register of Deeds that replicates the requirements in the existing Planned Development. The declaration also outlines the process for its amendment, which requires the signature of the property owners of 75% of the land area of the PD. Approval of this rezoning request would require the declaration to be amended. The applicant has been in ongoing discussions with city staff about the implications of the declaration on any approved rezoning.

OUTSTANDING ISSUES

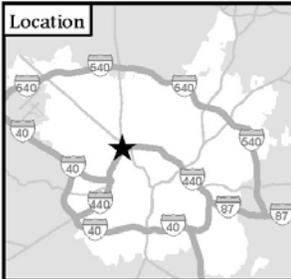
<p>Outstanding Issues</p>	<p>1. Applicant has not yet received a vote from the Northwest CAC. 2. A neighboring property owner has expressed opposition to the rezoning on the basis that it violates recorded private agreements.</p>	<p>Suggested Mitigation</p>	<p>1. Applicant can request to appear at the September 11th meeting and can request a vote at the October 9th meeting.</p>
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Existing Zoning

Z-12-2018



Property	5201 & 5301 Homewood Banks Dr
Size	5.77 acres
Existing Zoning	PD
Requested Zoning	RX-7-CU



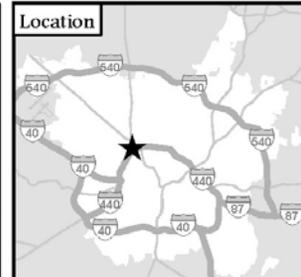
Map by Raleigh Department of City Planning (litttek): 4/27/2018

Future Land Use

Z-12-2018



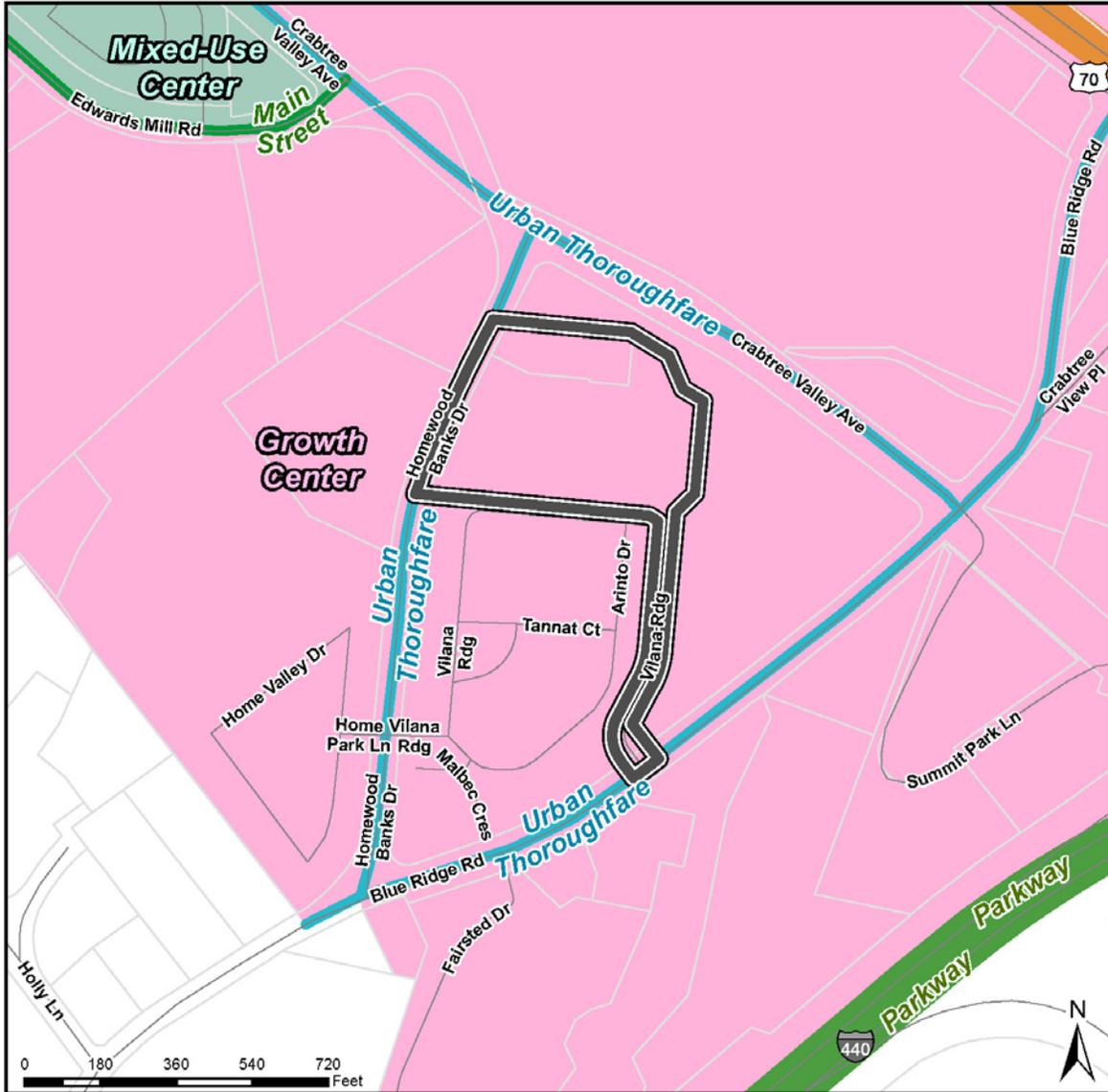
Property	5201 & 5301 Homewood Banks Dr
Size	5.77 acres
Existing Zoning	PD
Requested Zoning	RX-7-CU



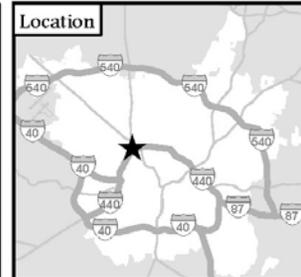
Map by Raleigh Department of City Planning (littlek): 4/27/2018

Urban Form

Z-12-2018



Property	5201 & 5301 Homewood Banks Dr
Size	5.77 acres
Existing Zoning	PD
Requested Zoning	RX-7-CU



Map by Raleigh Department of City Planning (litttek) 4/27/2018

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?

The request is consistent with the vision, themes, and policies in the Comprehensive Plan.

The request is consistent with the **Managing Our Growth** vision theme. This theme encourages integrated land uses; providing desirable spaces and places to live, work, and play; and development in areas where infrastructure is already in place. A dense residential use in close proximity to the retail, employment, and transit options available in Crabtree Valley Mall and nearby fulfills these goals.

The request is consistent with the **Coordinating Land Use and Transportation** vision theme. This theme envisions higher density residential and mixed-use development to support new local and regional public transit services. The subject site is between three roads that are designated as Urban Thoroughfares on the Urban Form Map. Urban Thoroughfares are planned or programmed for public investment in facilities such as bike lanes and pedestrian-oriented streetscapes that encourage multiple modes of transportation. Nearby Glenwood Avenue is also designated in the Wake County Transit Plan as a future corridor for frequent bus service.

The request is not inconsistent with any of the other vision theme statements.

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

Yes, the use being considered is specifically designated on the Future Land Use Map (FLUM).

The subject site is designated as Regional Mixed Use on the FLUM. This designation applies to the large retail and service hubs of the Triangle Town Center area, the Brier Creek area, and the North Hills/Midtown and Crabtree Centers. Among other things, the designation contemplates including high-density housing.

- 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 being considered is specifically designated on the FLUM.

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

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

Future Land Use

Future Land Use designation: Regional Mixed Use

The rezoning request is:

Consistent with the Future Land Use Map.

Inconsistent

- The request is consistent with the Future Land Use Map (FLUM). The subject site is designated as Regional Mixed Use on the FLUM. The closest corresponding zoning district is Commercial Mixed-Use (CX), however the less intense Residential Mixed-Use (RX) district is also compatible.

Urban Form

Urban Form designation: City Growth Center and Urban Thoroughfare

The rezoning request is:

Consistent with the Urban Form Map.

Inconsistent

- The request is inconsistent with the recommendations of the Urban Form Map. The Urban Form Map locates the subject site within a City Growth Center and along two Urban Thoroughfares (Homewood Banks Drive and Blue Ridge Road), which both suggest an urban (Green, Urban Limited, Urban General, and Shopfront) or hybrid (Parking Limited) approach to frontage. There is no frontage designation included in the request, and the proposed conditions do not address all of the additional requirements that an urban or hybrid frontage would bring:
 - An urban frontage requires the ground story of parking structures to have active uses between the structure and the sidewalk; a hybrid frontage does not. This proposal does not require ground floor uses or perimeter buildings for parking structures, which is *not* inconsistent with a hybrid frontage but *is* inconsistent with an urban frontage.

- All of the urban frontages prohibit surface parking between buildings and the street; a hybrid frontage allows a maximum of two bays of parking and one drive aisle between buildings and the street. The build-to requirements of an apartment building type will, for all practical purposes, limit the potential amount of surface parking between any buildings and the sidewalk. However, a townhouse building type does not have a side street build-to maximum. Under this request, any townhouses could have any amount of surface parking between the building and a side street.
- Urban frontages require parking structures to be screened, have indiscernible sloped ramps, have uniform façade treatments among floors, and have upper stories with both vertical and horizontal articulation. While the second proposed condition could accommodate many of these requirements, the condition is more flexible than the frontage requirements. For example, under this proposal parking structures with a setback greater than 50 feet from the public right-of-way would not be required to be screened or have any of the listed architectural elements.
- Vilana Ridge is currently a private driveway. It is likely that at the time of site review the city would request that Vilana Ridge be dedicated as public right-of-way, but that cannot be guaranteed at this time. If Vilana Ridge were to remain a private driveway, any conditions that reference a public right-of-way would only apply to the lot lines along Homewood Banks Drive.
- The build-to maximums for apartment and townhouse building types in RX districts are less restrictive than those under Urban Limited, Urban General, and Shopfront frontages.

Compatibility

The proposed rezoning is:

Compatible with the property and surrounding area.

Incompatible.

- Contextually, the site is well suited for intensive development, being bordered on two sides by thoroughfares. Building heights in Phase 1 of the existing PD adjacent to the subject site range from four to five stories. The proposed seven story district is compatible with the adjacent building height range and with Table LU-2 of the Comprehensive Plan, which sets a maximum of seven stories for the Regional Mixed-use category. However, it should be noted that the site is anywhere between 30 and 70 feet higher in elevation than Homewood Banks Drive, so the visual impact of development at street level would equate to buildings that are two to five stories taller than the district maximum. This also means that development is unlikely to activate the street level of Homewood Banks Drive.

Public Benefits of the Proposed Rezoning

- The request would provide greater housing choices within a mixed-use center with convenient pedestrian access to retail and transit.
- The request will facilitate the infill development of vacant land that is compatible with the surrounding neighborhood character.

Detriments of the Proposed Rezoning

- By removing these two parcels from the Planned Development, the opportunity for a single mixed-use development that includes retail (including at least one restaurant), office, and hotel uses is lost.
- The Crabtree Area Plan states that “Kidd’s Hill should be developed without extensive grading of the site.” Only around half of the site area (2.4 acres out of 4.8, excluding the Vilana Ridge driveway) is currently level ground. Any new development is likely to significantly disturb the site and require installation of a series of retaining walls in multiple locations, similar to the solutions out in place for Phase I of the PD.

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 request is consistent with the recommendations of the Future Land Use Map of Regional Mixed-use, which envisions high-density housing that could be as tall as 20 stories in core locations.

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 proposed development will permit a high intensity residential use that is proximate and contiguous to other high intensity residential and commercial uses. This is efficient for both the provision of public services and the operation of the transportation network.

Policy LU 4.4—Reducing VMT Through Mixed Use

Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).

- Although the rezoning site itself will not be mixed-use (as it would have been under the PD's master plan), locating a high-density residential use near concentrated commercial uses and transit access will create an overall mixed-use node and reduce site-generated car travel.

Policy LU 6.2—Complementary Uses and Urban Vitality

A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers and developments 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 consistent with this policy.

- Additional dwelling units within the City Growth Center anchored by Crabtree Valley Mall will further diversify and compliment the mix of uses in the area.

Policy LU 8.10—Infill Development

Encourage infill development on vacant land within the City, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.

Policy LU 8.11—Development of Vacant Sites

Facilitate the development of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures that would address these.

- The subject site has been vacant for over a decade, with the previously-approved PD-based site plan not fully executed. The proposed rezoning would seek to renew site development activity by being more in-line with current market conditions.

Policy EP 8.1—Light Pollution

Reduce light pollution and promote dark skies by limiting the brightness of exterior fixtures and shielding adjacent uses from light sources, provided safety is not compromised. Minimize flood lighting and maximize low level illumination. Promote the use of efficient, full cut-off lighting fixtures wherever practical. Full cut-off fixtures emit no light above the horizontal plane.

Policy EP 8.2—Light Screening

Prohibit unshielded exterior lamps and limit the lighting of trees and other vegetation through the use of shielded fixtures and footcandle limits.

- The proposal includes a condition that limits the height of lighting fixtures and notes that floodlights are to be directed away from rights-of-way and are to be used only to accent building or site features. These conditions will reduce light pollution and enhance screening.

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.

- Rezoning from the current PD to an RX district will preserve the potential for new apartments in a location that is determined to be suitable for that type of development by adopted city policies.

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.

Policy UD 1.3—Creating Attractive Façades

Well-designed building façades, storefront windows, and attractive signage and lighting should be used to create visual interest. Monolithic or box-like façades should be avoided to promote the human quality of the street.

- The proposal includes a condition that sets a minimum amount of fenestration for façades facing Crabtree Valley Avenue, and a condition that requires prominent entrances with enhanced architectural treatments. These conditions will enhance building design beyond standard code requirements and are in keeping with some, but not all, of the potential frontage designations envisioned for this site.

Policy UD 3.11—Parking Structures

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

- A proposed zoning condition prescribes the setback and height of parking structures, or requires certain articulation, vegetative screening, and architectural elements and building materials. While neither of these options guarantees active-use areas (including liner buildings) along the street-facing sides of parking decks as an urban frontage would, either option would minimize their visual prominence.

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

Policy LU 10.1—Mixed-Use Retail

Encourage new retail development in mixed-use developments.

- The existing master plan calls for between 15,000 and 60,000 square feet devoted to retail, including at least one restaurant. An RX district permits only 4,000 square feet of retail on the first floor of a building at the intersection of two public streets. (The PD’s master plan depicts four buildings on this site, so multiple buildings and therefore retail area exceeding 4,000 square feet are possible). This represents a significant reduction in the amount of potential retail possible on the site. However, given the proximity to Crabtree Valley Mall and other nearby retail uses, the elimination of a large amount of new retail in the area would likely have minimal impact on the Growth Center overall.

Policy ED 6.5—Lodging

Work with developers, investors, and other local organizations to plan and provide diverse and accessible lodging and accommodations to support tourism growth.

- The existing master plan permits a hotel of up to 200 rooms, which would not be allowed in an RX district. Removing the potential for a new hotel will reduce the diversity and availability of lodging options, making the request inconsistent with this policy. However, there are at least 10 existing hotel options within half a mile of the rezoning site, so this request would likely have a negligible practical impact on the overall hotel market in the area.

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.

- Both the City Growth Center and Urban Thoroughfare urban form designations suggest an urban or hybrid approach to frontage. Most of the nearby properties have a Parking Limited designation. No frontage was included with this request, and the proposed conditions do not address all of the additional requirements that an urban or hybrid frontage would bring.

Area Plan Policy Guidance

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

Policy AP-C 1—Crabtree Parking Structures

New parking structures in the Crabtree area should be designed with careful attention given to their street faces.

- A proposed zoning condition prescribes the setback and height of parking structures, or requires certain articulation, vegetative screening, and architectural elements and building materials.

Policy AP-C 3—Crabtree Creek

Crabtree Creek and its tributaries should be left in a natural state with floodways, water quality, and steep slopes protected from further environmental degradation.

- The fourth parcel in the block (4401 Crabtree Valley Avenue) contains the House Creek tributary of Crabtree Creek. It will remain in its natural state as required by the master plan and continue to serve as stormwater control and tree conservation area.

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

Policy AP-C 2—Crabtree Area Hillsides

Hillsides in the Crabtree area should be retained and not graded down for incongruous, large-footprint buildings. New structures on hillsides and hilltops should fit into the terrain.

- Phase I of the Planned Development required a tall retaining wall system on both the east and west sides; contour lines indicate some wall heights may be in excess of 30 feet. A site plan for the rezoning site has not been submitted (and is not required), but it is likely that the proposed development would require grading interventions of similar scale.

Policy AP-C 5—Design Unity in the Crabtree Area

Where possible, contiguous tracts throughout the Crabtree area should have some sense of overall design unity. In areas where upper-level pedestrian access is developed, creative structural expression of these circulation elements would serve to engage the users and give the area character. The use of glass and transparent materials should be encouraged in order to keep the area from appearing closed in, like a tunnel.

- The existing PD requires a number of site and architectural design elements that were brought forward via conditions with this request, such as the fenestration of building façades facing Crabtree Valley Avenue and the design and placement of parking structures. There are other design constraints from the original PD that were not included, however, such as specifications of building materials, roof pitch, and height. Including as many design related elements in this request that were present in the PD would more strongly guarantee design unity in the area.

Elements of the 2012 master plan incorporated into this rezoning request include:

- Design of parking structure (Z-12-18 condition #2)
- Fenestration of Crabtree Valley Ave facades (Z-12-18 condition #3)
- Outdoor lighting fixtures (Z-12-18 condition #4)
- Prominent entrances (Z-12-18 condition #5)

Elements of the 2012 master plan not incorporated into this rezoning request include:

- “Site retaining walls shall be primarily constructed of stacked, concrete modules. The face of the building blocks shall not be a "faceted" style. The City of Raleigh Appearance Commission shall approve the retaining wall material specification prior to building permit issuance. The developer shall provide evergreen trees in front of the retaining wall(s) that are in excess of twelve feet (12') in height, and which are spaced no more than twenty-five feet (25') on center.”

- “Not less than 50% of building materials on the conditioned buildings, exclusive of fenestration, shall incorporate but not be limited to, masonry materials (i.e. - stucco, brick, CMU, pre-cast concrete, stone). No hardboard siding, vinyl siding or wood railings on balconies may be used in the development. EIFS shall be permitted only as an accent or trim feature. Complimentary accent bands will be utilized as required to define the scale of the buildings.”
- “The residential windows shall be clear glass and the retail shop windows shall be lightly tinted glass to provide some insulating qualities. Flat roofs will be covered with roll roofing and pitched roofs will be covered with asphalt shingles. Standing seam metal roofing of a complementary color may be located in limited locations to provide additional appeal.”
- “Specific unifying elements will be incorporated throughout the project to maintain the overall character and architectural composition of the development.”

IMPACT ANALYSIS

Transportation

1. The site is bordered by Homewood Banks Drive on the west, a two-lane divided avenue. There is undeveloped land immediately north and east of the site, with Blue Ridge Road, a four-lane divided avenue, bordering to the east and south and Crabtree Valley Avenue, a two-lane divided avenue, on the north. There are apartments south of the site and Vilana Ridge, a private street connecting to Blue Ridge Road that provides access to the subject property. The Raleigh Street Plan shows a realignment of Crabtree Valley Avenue west of the site and an extension of the avenue east of the site, where it is planned to connect to I-440. There are sidewalks on both sides of Homewood Banks Drive. The Crabtree Creek Greenway Trail is on the north side of Crabtree Valley Avenue and the House Creek Trail is near Blue Ridge Road. The Z-12-2018 parcels are served by GoRaleigh Route 16 with buses running every 30 minutes during peak travel periods on Homewood Banks Drive. Other GoRaleigh Routes operate in the area and serve a transit center in nearby Crabtree Valley Mall.
2. The site is located within the City's Crabtree Valley Study Area. The overall goal for the mall and surrounding properties is to develop as a mixed-use environment within a walkable urban community. The study anticipates limited roadway capacity improvements; it calls for the extension of Crabtree Valley Avenue westward to Glenwood Avenue and eastward to join the beltline. It encourages pedestrian and vehicular connectivity and also anticipates improved transit services and pedestrian amenities. The site is also within proximity to the NCDOT I-5870 Project, which will improve and reconfigure the intersection of Glenwood Ave and Blue Ridge Road as well as the Glenwood Ave / I-440 Interchange.
3. Offers of cross access to adjacent parcels shall be made in accordance with the Raleigh UDO section 8.3.5.D. The site is bounded by apartments to the south and undeveloped land to the north and east. It is across the street from the Crabtree Valley Mall. Pedestrian and bicycle infrastructure connecting to the mall and the greenway system is important in this area.
4. Site access will be provided via Homewood Banks Drive and Blue Ridge Road (via private Vilana Ridge). The subject parcels have a combined road frontage along Homewood Banks Drive of approximately 450 feet and along Blue Ridge Road of approximately 75 feet. According to the Raleigh Street Design Manual, driveways accessing streets with right-of-way less than 80 feet must be spaced 200 feet apart. The site would be restricted to 2 access points on Homewood Banks Drive and 1 access point on Blue Ridge Road unless a design exception is granted. The site is currently graded so that it is approximately 75 feet above the current grade of Crabtree Valley Avenue.

5. In accordance with UDO section 8.3.2, the maximum block perimeter for RX-7 zoning is 2,500 feet. The block perimeter for Z-12-2018, as defined by public rights-of-way for Homewood Banks Drive, Crabtree Valley Avenue, Blue Ridge Road, and the streets in the apartment complex is approximately 4,300 feet.
6. Approval of case Z-12-2018 would decrease average peak hour trip volumes by approximately 445 veh/hr in the AM peak and by approximately 458 veh/hr in the PM peak; daily trip volume will decrease by more than 3,750 veh/day. A traffic study is not required for case Z-12-2018.

Impact Identified: None.

Transit

1. Subject property is located on an existing transit route. GoRaleigh route #16 Oberlin operates between UNC Rex Hospital on Blue Ridge Road, Crabtree Valley Mall and GoRaleigh Station in downtown Raleigh. The service operates 30 minute headways during peak travel periods and 60 minute headways mid-day, evenings and weekends. The site is located on the inbound side of the route with the nearest stop being Crabtree Valley Mall.
2. The Wake Transit Plan envisions Crabtree Valley Mall and UNC Rex Hospital as being part of the proposed frequent network of bus services – routes which operate roughly every 15 minutes up to 18 hours per day 7 days per week. Final route alignments and implementation timelines are still under development by the plan’s consultant team.
3. The proposed rezoning appears to support a high density of development that is not only compatible with frequent public transit service but essential to the service’s success.

Impact Identified: None.

Hydrology

<i>Floodplain</i>	None on subject parcels, but FEMA floodplain for Crabtree Creek located on adjacent parcel within the development.
<i>Drainage Basin</i>	Crabtree Creek
<i>Stormwater Management</i>	9.2 of the UDO; Existing stormwater plan for overall development
<i>Overlay District</i>	none

1. The site is part of the Crabtree Village development and must comply with all stormwater assumptions and design parameters previously established for the development. No new impacts identified.

Impact Identified: None.

Parks and Recreation

1. This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors. The nearest existing park access is provided by Glen Eden Park (approximately 0.5 miles away, via the House Creek Greenway Trail) and Lt. Col. George F. Marshall Memorial Park (within several hundred feet of the site). The nearest existing greenway trail access is provided by the Crabtree Creek and House Creek Greenway Trails (both within several hundred feet of the site). Park Access Level of Service in this area is average to above average. This area is not considered a high priority for park land acquisition.

Impact Identified: None.

Public Utilities

Maximum Demand (current) *Maximum Demand (proposed)*

<i>Water</i>	0 gpd	50,845 gpd
<i>Waste Water</i>	0 gpd	50,845 gpd

1. The proposed rezoning would add approximately 50,845 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.

Urban Forestry

1. Tree conservation areas were previously recorded in BM2013 pages 475-478. This proposed rezoning does not affect them.

Impact Identified: None.

Designated Historic Resources

1. No historic resources exist on the site.

Impact Identified: None.

Impacts Summary

No significant impacts of the rezoning have been identified.

Mitigation of Impacts

No mitigation of impacts is recommended.

CONCLUSION

The request is to rezone approximately 5.8 acres from a Planned Development (PD) to Residential Mixed-Use-7 stories-Conditional Use (RX-7-CU).

The proposed conditions would:

1. limit the number of units on the site to no more than 325;
2. outline the placement and design of parking structures;
3. set a minimum transparency of certain building façades;
4. restrict outdoor lighting fixtures and uses; and
5. require prominently designed entrances.

The request is **consistent** with the Future Land Use Map and **consistent** with Comprehensive Plan overall. The type of development proposed already exists in the area and can be established without adversely affecting the community.

The request is **consistent** with Comprehensive Plan policies regarding compact development, mixed-use development, infill development, and urban design. The request is also consistent with Area Plan policies regarding parking structures and natural features. The request would support the Vision Themes of Managing Our Growth and Coordinating Land Use and Transportation.

The request is **inconsistent** with the Urban Form map since it does not include an appropriate frontage and the proposed conditions that address urban form are not wholly equivalent to the requirements of a frontage. The request is also inconsistent with Comprehensive Plan policies regarding retail and hotel uses, and inconsistent with Area Plan policies regarding site grading and pedestrian connections.

Case Timeline

<i>Date</i>	<i>Revision</i>	<i>Notes</i>
4/27/18	Submitted	
5/24/18	Submitted revised conditions	
6/26/18	Planning Commission first review	Case deferred
8/14/18	Planning Commission second review	

APPENDIX

Surrounding Area Land Use/ Zoning Summary

	<i>SUBJECT PROPERTY</i>	<i>NORTH</i>	<i>SOUTH</i>	<i>EAST</i>	<i>WEST</i>
Existing Zoning	PD	CX-12	PD (OX-5-PL/ OX-3-PL/R6)	OP-7/ OX-3-PL	CX-7-PL
Additional Overlay	-	-	-	-	-
Future Land Use	Regional Mixed Use	Regional Mixed Use/ Public Parks & Open Space	Regional Mixed Use (High Density Residential/ Public Parks & Open Space	Office Research & Development/ Public Parks & Open Space	Regional Mixed Use/ Moderate Density Residential
Current Land Use	Vacant	Retail	Multi-family Residential	Office and Overnight Lodging	Restaurant and Overnight Lodging
Urban Form (if applicable)	City Growth Center	City Growth Center	City Growth Center	City Growth Center	City Growth Center

Current vs. Proposed Zoning Summary

	<i>EXISTING ZONING</i>	<i>PROPOSED ZONING</i>
Zoning	PD	RX-7-CU
Total Acreage	5.77	5.77
Setbacks:		(apartment building)
Front:	-	5'
Side:	-	0' or 6'
Rear:	-	0' or 6'
<i>Residential Density:</i>	40.2	56.3
<i>Max. # of Residential Units</i>	232	325
<i>Max. Gross Building SF (if applicable)</i>	565,000 (residential, retail, and office)	361,500 (residential and retail)
<i>Max. Gross Office SF</i>	250,000	-
<i>Max. Gross Retail SF</i>	60,000	4,000*
<i>Max. Gross Hotel SF</i>	110,000	-
<i>Max. Gross Industrial SF</i>	-	-
<i>Potential F.A.R</i>	2.25	1.44

*per building at the intersection of two public streets.

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 ADDENDUM #1

Comprehensive Plan Analysis	OFFICE USE ONLY
<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">Transaction #</p> <p align="center">Rezoning Case #</p>

STATEMENT OF CONSISTENCY

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

1. All 5.8 acres of the Property are designated for Regional Mixed Use on the Future Land Use Map, a designation which contemplates high density housing, office development, hotels and region-serving retail uses such as department stores and specialty stores in an area typically zoned as Commercial Mixed Use (CX). The Comprehensive Plan states that "designation of an area with a particular land use category does not mean that the most intense zoning district described in the land use categories is automatically recommended. A range of densities and intensities apply in each category." Consistent with this language, our request to rezone the property to Residential Mixed Use (RX) for medium or high density residential is consistent with both its designation as Regional Mixed Use and the Comprehensive Plan as a whole.

2. The Property is designated on the urban form map as a City Growth Center along an Urban Thoroughfare. City Growth Centers are "located throughout the City and along major urban and transit corridors... and provide significant opportunities for new residential development." The proposed development is exactly what is envisioned for a City Growth Center, new residential development near multiple major transit corridors. The Property is less than a mile driving distance from Glenwood Avenue and roughly 1.5 miles from the 440 interchange.

3. RX zoning is a mixed use zoning district and as such, it must be accompanied with a building height element. The seven (7) story building height limit is appropriate for High Density Residential areas. The Regional Mixed Use Designation calls for substantial building heights. Additionally, the seven story height limit is consistent with the character of the Crabtree Valley Area and will add density to the area and therefore further the goal of achieving a walkable urban community in the Crabtree Area.

4. This rezoning request is consistent with the following Comprehensive Plan Policies set forth on Exhibit A attached.

PUBLIC BENEFITS

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

1. The rezoning will facilitate infill development on a site with infrastructure in place.

2. The rezoning will facilitate development which will reduce the potential traffic as compared to the current zoning entitlement.

3. The rezoning will facilitate development which will provide new housing which will be within walking distance of transit, retail goods and service and employment opportunities.

4. The rezoning will facilitate development which will add new housing for Raleigh's growing population.

REZONING APPLICATION ADDENDUM #2

Impact on Historic Resources

OFFICE USE ONLY

Transaction #

Rezoning Case #

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.

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.

PROPOSED MITIGATION

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

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 ([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: The request will place residential within walking distance of retail goods and services.</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: The proposed development is not in close proximity 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: The proposed development connects to surrounding roads.</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: The proposed development interconnects with adjoining development.</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: The private cross access includes pedestrian amenities.</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: Parking to be provided on internal portion of site, behind structures. Streetscape impro</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: Apartment building type will require frontage compliance.</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: The site is not located at an intersection.</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: Defined pedestrian access to be provided from public way.</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: Public amenity areas shall be directly adjacent/visible from pedestrian walkways.</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: The perimeter of the amenity space will consist of high density residential active uses.</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: The amenity space will be visually enclosed by buildings.</p>
13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response: Public spaces will provide seating opportunities.</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: The majority of the parking will be in a deck with apartment wrapping the edges of the</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: Parking will be primarily located behind or under the building.</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: The parking deck will be wrapped with apartments.</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: The proposed development is within walking distance of transit.</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: Sidewalks provide comfortable pedestrian access to transit.</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: The adjacent parcel will be maintained as TCA, stormwater areas and open space.</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: Internal streets and drives will include pedestrian amenities.</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: Sidewalks of significant width exist along both sides of Homewood Banks Drive.</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: N/A - no new streets to be provided.</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: Streetscape improvements and plantings shall define street edges.</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: Primary entrances of buildings along the public street shall be on front facade of bldg.</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: The ground level of buildings will offer pedestrian interest.</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: Sidewalk will be the principal place of pedestrian movement.</p>

EXHIBIT A
To
Rezoning Application

5201 and 5301 Homewood Banks Drive
Redus NC Land, LLC

Future Land Use Designation: Regional Mixed Use

Urban Form Map: City Growth Center; Urban Thoroughfare
(Homewood Banks Drive and adjacent portion of Blue
Ridge Road)

I. The request is consistent with the Future Land Use Map and the Comprehensive Plan as a whole.

The 2030 Comprehensive Plan for the City of Raleigh (the “Comprehensive Plan”) states that “designation of an area with a particular land use category does not mean that the most intense zoning district described in the land use categories is automatically recommended. A range of densities and intensities apply in each category.”

Here, the property is designated on the Future Land Use map as Regional Mixed Use, a designation which contemplates high-density housing, office development, hotels and region-serving retail uses such as department stores and specialty stores in an area typically zoned as Commercial Mixed Use (CX).

Therefore, the request to rezone the property to Residential Mixed Use (RX) for high density residential is consistent with both its designation as Regional Mixed Use and the Comprehensive Plan as a whole.

II. The request is consistent with the policies of the Crabtree Area Plan.

The property is located within the Crabtree Area Plan. The stated goal of the plan is to develop the area to allow people to live, work and shop within a walkable urban community.

The property is located directly behind Crabtree Valley Mall and is a prime location for high density housing, within walking distance of work, retail, restaurants and outdoor recreation. Residents of the proposed development will be in the middle of a walkable urban community; able to walk to Crabtree Valley Mall to work, shop or eat; or to walk to the Crabtree Creek and House Creek Greenway trails for recreation.

III. Policy AP-C 6 Crabtree Area Pedestrian Circulation Plan. *The focus of the Crabtree Valley Pedestrian Circulation Plan is to create a primary loop around the mall, which is*

the key activity center in the area. This loop will be comprised of the Capital Area Greenway Crabtree Trail on the south and east, Glenwood Avenue on the north, and an upper level mall connection on the west (connecting the proposed pedestrian bridge from Marriott Drive to the mall and the planned pedestrian bridge from the Promenade over Crabtree Valley Avenue and Crabtree Creek to the mall). Also identified are the key connections from the surrounding hotel/office/residential activity centers to the primary pedestrian loop. Marriott Drive is designated as the preferred Glenwood Avenue street level crossing. Pedestrians from the east (Lead Mine Road and Holiday Inn areas) would be directed to cross under Glenwood Avenue using the greenway trail.

The Property is directly south of the Crabtree Creek Greenway Trail, allowing residents of the proposed development direct access to the Crabtree Area Circulation loop. Residents will be able to access the loop by a short walk of less than ¼ mile. The proposed development will provide the mall and its businesses with a group of customers and potential employees while placing a minimal burden on the roads, parking and infrastructure.

- IV. 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 proposed development is a compact apartment building and will improve the performance of the transportation network by offering walkability to residents as well as convenient access to the GO Raleigh bus stop on Blue Ridge Road, at Crabtree Valley Avenue and Crabtree Valley Mall.

- V. Policy LU 2.5 Healthy Communities.** *New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.*

The proposed development will promote a healthy lifestyle for residents. Residents will be able to shop, dine, and run errands by walking to nearby Crabtree Valley Mall. Additionally, the Property has direct and convenient access to the Capital Area Greenway System, allowing residents to run, bike, walk and enjoy the outdoors without the use of a vehicle.

- VI. Policy LU 3.2 Location of Growth.** *The development of vacant properties should occur first within the City's limits, then within the City's planning jurisdiction, and lastly within the City's USAs to provide for more compact and orderly growth, including provision of conservation areas.*

Both parcels are vacant and within the highly developed Crabtree area inside the City limits. As one of the last vacant parcels in the area, the development

of the property will promote the interconnection of residential and commercial development in the area.

- VII. **Policy LU 4.4 Reducing VMT Through Mixed Use.** *Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).*

While the rezoning request is for residential mixed use rather than commercial mixed use, the surrounding Crabtree area offers an adequate level of services within walking distance of the Property. The proximity of the Property to these services will decrease VMT by providing a high level of walkability to residents.

- VIII. **Policy LU 4.9 Corridor Development.** *Promote pedestrian-friendly and transit-supportive development patterns along multi-modal corridors designated on the Growth Framework Map, and any corridor programmed for “transit intensive” investments such as reduced headways, consolidated stops, and bus priority lanes and signals.*

The proposed rezoning will facilitate pedestrian friendly and transit supported development along Urban Thoroughfares.

- IX. **Policy T 5.9 Pedestrian Networks.** *New subdivisions and large-scale developments should include safe pedestrian walkways or multi-use paths that provide direct links between roadways and major destinations such as transit stops, schools, parks, and shopping centers.*

The proposed rezoning will facilitate development which will enhance existing pedestrian networks to shopping and greenway trails.

- X. **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.*

The proposed rezoning will add to the City’s housing stock.

- XI. **Policy PR 3.8 Pedestrian Links to Greenways.** *Improve pedestrian linkages to existing and proposed greenway corridors. Development adjacent to a greenway trail should link their internal pedestrian network to the greenway trail where appropriate.*

The proposed rezoning will facilitate the linkage of pedestrians to the City’s greenway trails.

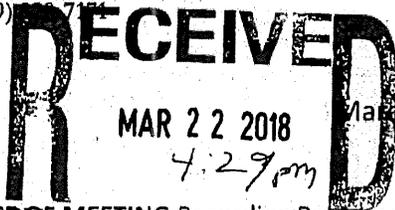
Z-12-18 Existing Land Use		Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
Empty		0	0	0
Z-12-18 Current Zoning Entitlements		Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
Residential, Retail, Office, Hotel		6,276	630	688
Z-12-18 Proposed Zoning Maximums		Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
Residential Mixed Use		2,524	185	230
Z-12-18 Trip Volume Change		Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
(Proposed Maximums minus Current Entitlements)		-3,752	-445	-458
Z-12-2018 Traffic Study Worksheet				
6.23.4	Trip Generation	Meets TIA Conditions? (Y/N)		
A	Peak Hour Trips \geq 150 veh/hr	No	The peak hour trips is expected to decrease.	
B	Peak Hour Trips \geq 100 veh/hr if primary access is on a 2-lane street	No	The peak hour trips is expected to decrease.	
C	More than 100 veh/hr trips in the peak direction	No	The peak direction trips is expected to decrease.	
D	Daily Trips \geq 3,000 veh/day	No	The daily trips is expected to decrease.	
E	Enrollment increases at public or private schools	N/A	Not Applicable	
6.23.5	Site Context	Meets TIA Conditions? (Y/N)		
A	Affects a location with a high crash history [Severity Index \geq 8.4 or a fatal crash within the past three years]	Yes	Per engineering judgement, this trigger is waived. There was one disabling crash at a nearby intersection that is not considered typical for the intersection.	
B	Takes place at a highly congested location [volume-to-capacity ratio \geq 1.0 on both major street approaches]	No		
C	Creates a fourth leg at an existing signalized intersection	No		
D	Exacerbates an already difficult situation such as a RR Crossing, Fire Station Access, School Access, etc.	No		
E	Access is to/from a Major Street as defined by the City's Street Plan Map Major street - avenue with more than 4 lanes or boulevard	No	Access is from a neighborhood street and a 2-lane, divided avenue.	
F	Proposed access is within 1,000 feet of an interchange	No		
G	Involves an existing or proposed median crossover	No		
H	Involves an active roadway construction project	No		
I	Involves a break in controlled access along a corridor	No		
6.23.6	Miscellaneous Applications	Meets TIA Conditions? (Y/N)		
A	Planned Development Districts	No	This development is being rezoned from a PD	
B	In response to Raleigh Planning Commission or Raleigh City Council resolutions	No	None noted as of May 15, 2018	

ISABEL WORTHY MATTOX

Attorney at Law

Telephone (919) 771-7171

isabel@mattoxfirm.com



March 21, 2018

TO ALL ADDRESSEES:

RE: **NOTICE OF MEETING** Regarding Proposed Rezoning Petition of 5201 Homewood Banks Drive, Raleigh, NC 27612 (.852 acres) and 5301 Homewood Banks Drive, Raleigh, NC 27612 (4.921 acres), a portion of the Property as recorded in Deed Book 13954, Pages 160-168, Wake County Registry, owned by REDUS NC Land LLC, and located near Crabtree Valley Mall ("Rezoning Property")

Dear Property Owners:

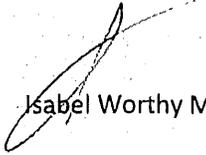
You are receiving this letter because you are the owner of property located in the vicinity of the Rezoning Property for which a rezoning is now being contemplated. We anticipate that the proposed rezoning will rezone the Rezoning Property from PD to RX-7. We now anticipate that a Rezoning Application will be filed on behalf of the owners in the near future.

In accordance with the requirements of the Raleigh Unified Development Ordinance, notice is hereby given to you as the owner of the Rezoning Property or the owner of property within 500 feet of the Rezoning Property (collectively, "Notice Neighbors") of a meeting to discuss the prospective rezoning to be held at **Crabtree Valley Mall, 4325 Glenwood Avenue, Raleigh, North Carolina in the Community Room at 7:00 p.m. on the evening of April 10, 2018.** The Community Room is located on the Upper Deck in the back of the Mall near the food court entrance. There is a separate solid unmarked door to enter the Community Room directly from outside of the Mall. The door is located under the "Highway 55 Burgers" Restaurant sign on the building, visible from the parking lot to the right of the food court entrance.

We would like to discuss this case with you and will be available to answer any questions which you may have regarding this Rezoning Application.

If the Rezoning Application is filed as now planned, it will be vetted by City Staff over the next few weeks and referred to the Planning Commission for review. To follow this process, please consult the City's website at www.raleighnc.gov/zoning. In addition, you may contact the Department of City Planning at (919) 996-2682 or by email at rezoning@raleighnc.gov. If you have any questions about the proposed Rezoning Application, either before our meeting of April 10, 2018, or at any time after our meeting, please contact me.

Yours very truly,


Isabel Worthy Mattox

cc: Deana Ellis, Cresleigh Homes Corporation (via email)
Denise R. Hannan, Cresleigh Homes Corporation (via email)
Jeremy Lui, Cresleigh Homes Corporation (via email)

0795592353
REDUS NC LAND LLC
MAC Z3094-065
1 INDEPENDENT DR STE 615
JACKSONVILLE FL 32202-5021

0795496409
TERRA HOSPITALITY - GIANT LLC
RYAN
PO BOX 56607
ATLANTA GA 30343-0607

0795499713
AV DELAWARE HOLDINGS LIMITED
1410 ROCKY RIDGE DR STE 170
ROSEVILLE CA 95661-2822

0795583471
CASTELLOE, PAUL E
3950 BLUE RIDGE RD
RALEIGH NC 27612-4630

0795588896
EDWARDS, RICKEY G EDWARDS, J
MICHAEL
EDWARDS & EDWARDS REAL ESTATE INC
2401 WETON PKWY STE 103
CARY NC 27513-5502

0795680447
BRE LQ PROPERTIES LLC
ATTN: PROPERTY TAX DEPT
909 HIDDEN RDG STE 600
IRVING TX 75038-3822

0796408142
RALEIGH CITY OF
PO BOX 590
RALEIGH NC 27602-0590

0796502569
CVM ASSOCIATES
2840 PLAZA PL STE 100
RALEIGH NC 27612-6342

0795479879
SIMPSON WOODFIELD MARSHALL PARK
LLC
FELLERS SCHEWE SCOTT & ROBERTS INC
PO BOX 450233
ATLANTA GA 31145-0233

0795496409
5400 RALEIGH CRABTREE LLC
RYAN
PO BOX 56607
ATLANTA GA 30343-0607

0795580885
IBP TIC OWNER, LLC PP TIC OWNER, LLC
9606 N MOPAC EXPY STE 500
AUSTIN TX 78759-5960

0795584103
RALEIGH CITY OF
PO BOX 590
RALEIGH NC 27602-0590

0795592600
REDUS NC LAND LLC
MAC Z3094-065
1 INDEPENDENT DR STE 615
JACKSONVILLE FL 32202-5021

0795690454
MCDONALDS CORPORATION (32-521)
GUNTER ENTERPRISES INC
PO BOX 61398
RALEIGH NC 27661-1398

0796502569
CVM HOLDINGS LLC
2840 PLAZA PL STE 100
RALEIGH NC 27612-6342

0795484928
CRP/DRP HOMEWOOD OWNER, LLC
DOMINION REALTY PARTNERS LLC
2626 GLENWOOD AVE STE 195
RALEIGH NC 27608-1366

0795497805
CVM ASSOCIATES
2840 PLAZA PL STE 100
RALEIGH NC 27612-6342

0795581396
CASTELLOE, PAUL E
3950 BLUE RIDGE RD
RALEIGH NC 27612-4630

0795586380
RALEIGH CITY OF
CITY ATTORNEYS OFFICE
1 EXCHANGE PLZ STE 1020
RALEIGH NC 27601-1867

0795596214
CRABTREE VILLAGE PROPERTY OWNERS
ASSOCIATION INC
4777 SHARON RD STE 550
CHARLOTTE NC 28210-0101

0795691533
LONGIOTTI, SAMUEL M
PO BOX 31147
RALEIGH NC 27622-1147

0796502569
WACHOVIA BANK AND TRUST CO NA
RYAN LLC
PO BOX 56607
ATLANTA GA 30343-0607

SUMMARY OF ISSUES

A neighborhood meeting was held on April 10, 2018 (date) to discuss a potential rezoning located at 5201 and 5301 Homewood Banks Drive (property address).

The neighborhood meeting was held at Crabtree Valley Mall Community Room (location).

There were approximately 8 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

1. Proposed rezoning of property to RX-7-CU to allow for construction of apartments without a retail commitment.
--

2. Proposed rezoning will permit less intensity than the current zoning of the property.
--

3. Proposed rezoning is consistent with the Comprehensive Plan and Crabtree Area Plan.
--

4. Location of parking deck and open areas.

**ATTENDANCE AT NEIGHBORHOOD MEETING
5201 and 5301 Homewood Banks Drive, Raleigh**

April 10, 2018

NAME	ADDRESS	PHONE #
LINDSAY OLIVERA	Street: 4451 VILANA RDG Email: LOLIVERA@CNSAPARTMENTS.COM	919 307 8789 919 518 3216
Karah Jennings	Street: Email: kjennings@naicarolantic.com	
MOSS WITHERS	Street: Email: MWITHERS@NAICAROLANTIC.COM	919 810 2492
Tobias G. Hinkle	Street: Email: tobias@jdaivisarchitects.com	919.835.1500
Jonathan Parsons	Street: Email: JonathanP@Jdaivisarchitects.com	919-835-1500
Dana Ellis	Street: Email: dellis@creisleigh.com	916 826 5295
Jeremy Lui	Street: Email: JLui@creisleigh.com	650-867-5379
Lotte Smith	Street: Email: lsmith@withersravencl.com	919-868-7662
	Street: Email:	
	Street: Email:	
	Street: Email:	

ISABEL WORTHY MATTOX
Attorney at Law

Telephone (919) 828-7171

isabel@mattoxfirm.com

April 26, 2018

VIA HAND DELIVERY

Mr. John Anagnost
Comprehensive Planning Division
Raleigh Department of City Planning
One Exchange Plaza, Suite 300
Raleigh, North Carolina 27601

RE: Rezoning Application – Conditional Use
Owners: Redus NC Land, LLC
Property: 5201 and 5301 Homewood Banks Drive, Raleigh, NC 27612

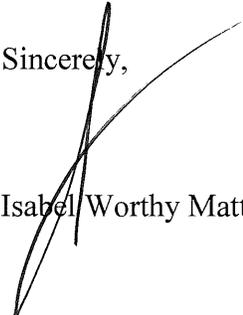
Dear John:

We are enclosing the following items in connection with the above-referenced filing:

1. Rezoning Application – Conditional Use;
2. Filing Fee in the amount of \$1,175.00 made payable to the City of Raleigh;
3. List of adjacent property owners within 500 feet of the Property;
4. Pre-Application Conference form dated December 12, 2017 by City of Raleigh;
5. Two (2) sets of self-addressed, stamped envelopes for the adjacent property owners; and
6. Flash drive containing electronic version of Items 1-4 above.

Please let us know if you have any questions.

Sincerely,


Isabel Worthy Mattox

Enclosures

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. Rezoning application review fee (see <u>Fee Schedule</u> 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 within <u>500</u> feet of property to be rezoned	<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 type="checkbox"/>	<input checked="" type="checkbox"/>			✓
13. Master Plan (for properties requesting Planned Development or Campus District)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			✓

Pre-Application Conference

(this form must be provided at the time of formal submittal)



**DEVELOPMENT
SERVICES
DEPARTMENT**

Development Services Customer Service Center | 1 Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2495 | efax 919-996-1831
Litchford Satellite Office | 8320 – 130 Litchford Road | Raleigh, NC 27601 | 919-996-4200

PROCESS TYPE

- Board of Adjustment
- Comprehensive Plan Amendment
- Rezoning
- Site Review*
- Subdivision
- Subdivision (Exempt)
- Text Change

* Optional conference

GENERAL INFORMATION

Date Submitted 12.12.17

Applicant(s) Name JDavis

Applicant's Mailing Address 501 S. Wilmington Street, Raleigh, NC

Phone 919.835.1500

Email jonathanp@jdavisarchitects.com

Property PIN # 0795592353

Site Address / Location 5301 HOMEWOOD BANKS DR

Current Zoning PD

Additional Information (if needed) :

OFFICE USE ONLY

Transaction # : 539414

Date of Pre-Application Conference :

Staff Signature .