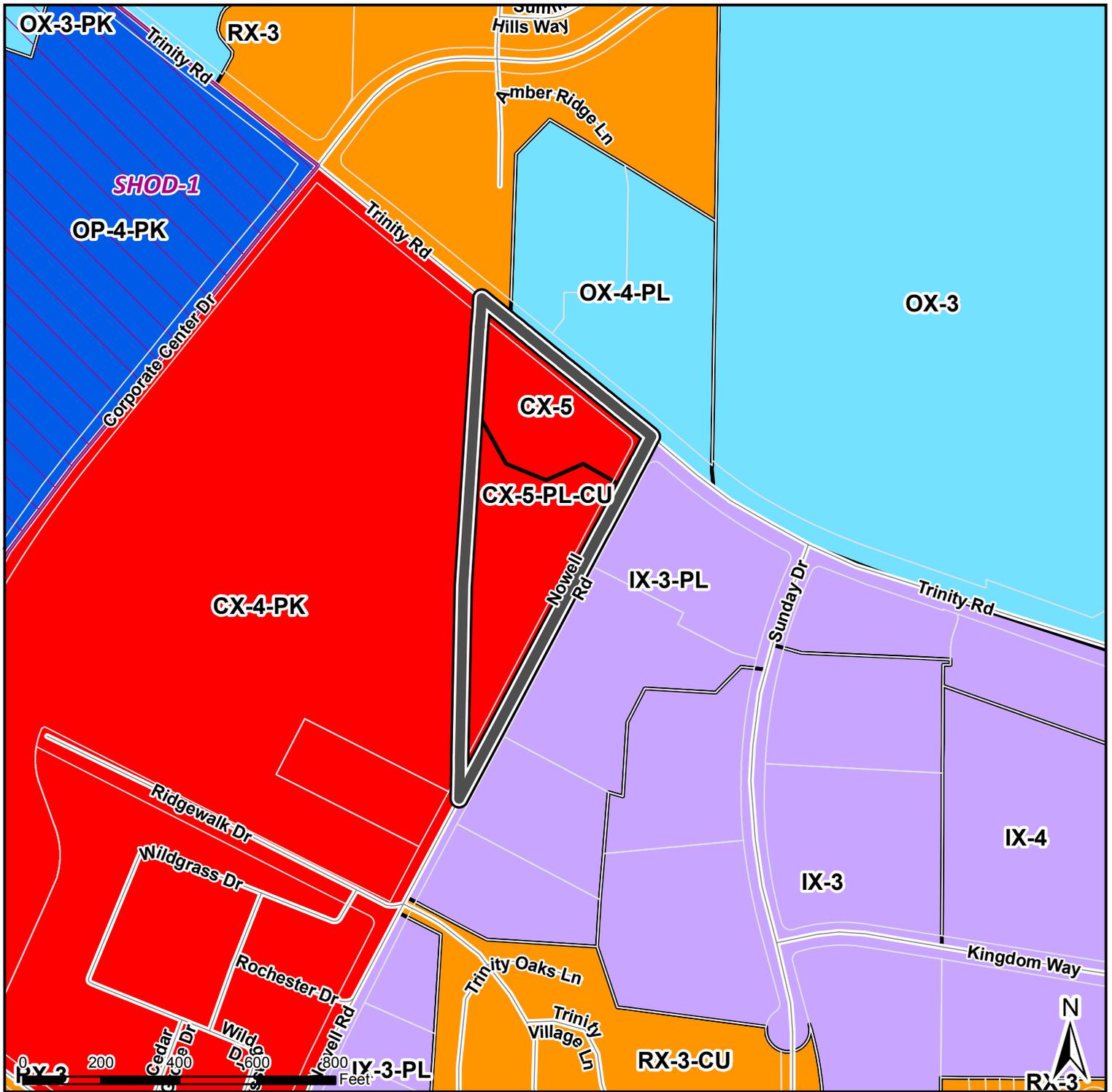
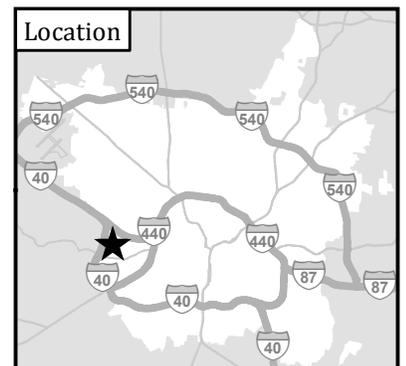


Existing Zoning

Z-16-2018



Property	5401 Trinity Rd
Size	5.62 acres
Existing Zoning	CX-5 & CX-5-PL-CU
Requested Zoning	OX-7-PL-CU & OX-7-PK-CU





CERTIFIED RECOMMENDATION

Raleigh Planning Commission

CR#

Z-16-18 TRINITY ROAD

Location	Trinity Road, west of its intersection with Nowell Road Address: 5401 Trinity Road PIN: 0774963627
Request	Rezone property from CX-5 and CX-5-PL-CU to OX-7-PL-CU and OX-7-PK-CU
Area of Request	5.62 acres
Corporate Limits	The site is located inside Raleigh's ETJ and corporate limits.
Property Owner	Oxford Fund Select Raleigh LLC 301 Grant Street, Suite 4500 Pittsburgh, PA 15219-6400
Applicant	Isabel Worthy Mattox 127 W Hargett Street, Suite 500 Raleigh, NC 27601
Citizens Advisory Council (CAC)	West CAC
PC Recommendation Deadline	12/24/18

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

FUTURE LAND USE	Office/Research & Development
URBAN FORM	City Growth Center, Urban Thoroughfare
CONSISTENT Policies	Policy LU 1.2 Future Land Use Map and Zoning Consistency Policy LU 1.3 Conditional Use District Consistency Policy LU 2.2 Compact Development Policy LU 2.6 Zoning and Infrastructure Impacts Policy LU 5.1 Reinforcing the Urban Pattern Policy LU 8.10 Infill Development Policy ED 5.4 Niche Office Developments Policy UD 1.10 Frontage Policy AP-A 23 Arena Area Parking Lot Siting

<i>INCONSISTENT Policies</i>	Policy UD 7.3 Design Guidelines Policy AP-A 28 Arena Area Signage
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SUMMARY OF PROPOSED CONDITIONS

- | |
|---|
| <ol style="list-style-type: none"> 1. Residential and overnight lodging uses shall not be permitted. 2. Development shall not exceed a maximum of 250,000 square feet of gross floor area. 3. Exterior building materials must be at least 60% glass, brick, stone, masonry, Hardiplank. No EIFS or vinyl siding is permitted on exterior. |
|---|

PUBLIC MEETINGS

<i>Neighborhood Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>
4/24/18	6/19/18; 7/17/18 (Y-13, N-0)		

PLANNING COMMISSION RECOMMENDATION

[Select one of the following and fill in details specific to the case.]

- 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	
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ZONING STAFF REPORT – Z-16-18

CONDITIONAL USE DISTRICT

OVERVIEW

The request is to rezone approximately 5.62 acres from Commercial Mixed-Use-5 Stories (CX-5) and Commercial Mixed-Use-5 Stores-Parking Limited Frontage-Conditional Use (CX-5-PL-CU) to Office Mixed-Use-7 Stories-Parkway Frontage-Conditional Use (OX-7-PK-CU) and Office Mixed-Use-7 Stories -Parking Limited Frontage-Conditional Use (OX-7-PL-CU). Proposed conditions prohibit residential and overnight lodging uses, limit gross development to a maximum of 250,000 square feet, and regulate exterior building materials.

The rezoning site is a triangular parcel at 5401 Trinity Road, located on the western corner of the intersection of Trinity Road and Nowell Road. The site is approximately a half mile east of I-40, a half mile south of Wade Avenue, and a half mile west of the PNC Arena and Carter-Finley Stadium. Much of the nearby development is office use, including directly to the west, north, and east of the site. Additional nearby uses include mid-rise apartments and Cardinal Gibbons High School along the northern side of Trinity Road.

The site is currently undeveloped and forested, and it slopes downward from the southern corner toward the northern corner with grade ranging from 4% to 8%. There is a 50-foot strip of primary tree conservation area recorded along the northern boundary with Trinity Road and recorded secondary tree conservation area at the southern corner of the property. In addition, there is a recorded stormwater maintenance easement that runs from the northern corner of the site across the property to the Nowell Road right-of-way. The plat illustrating these areas is included with the staff report.

The site is currently split-zoned. The existing CX-5 district is approximately two acres of the site, and the recorded tree conservation area and stormwater easement make up a majority of this district. The remainder of the site – a CX-5-PL-CU district - includes conditions that limit development to a hotel use and a maximum of four stories. Other conditions require parking above UDO requirements, use of certain building materials, and the dedication of a transit easement. The rezoning request would permit additional uses on the site and would increase the maximum height to seven stories. Proposed conditions would limit the total square footage of development, prohibit residential and overnight lodging uses, and regulate exterior building materials.

The request would also alter the frontages applied to the property. The current zoning includes a Parking Limited frontage on approximately 3.6 acres of the site, and the rezoning request would maintain this frontage, increasing the area where it is applied. On the remaining portion of the site, an approximately 50-foot deep strip along Trinity Road, a Parkway frontage is requested. This district aligns with the recorded tree conservation area at the parcel's frontage on Trinity Road. An exhibit illustrating the boundary of the two requested districts is also included with the staff report.

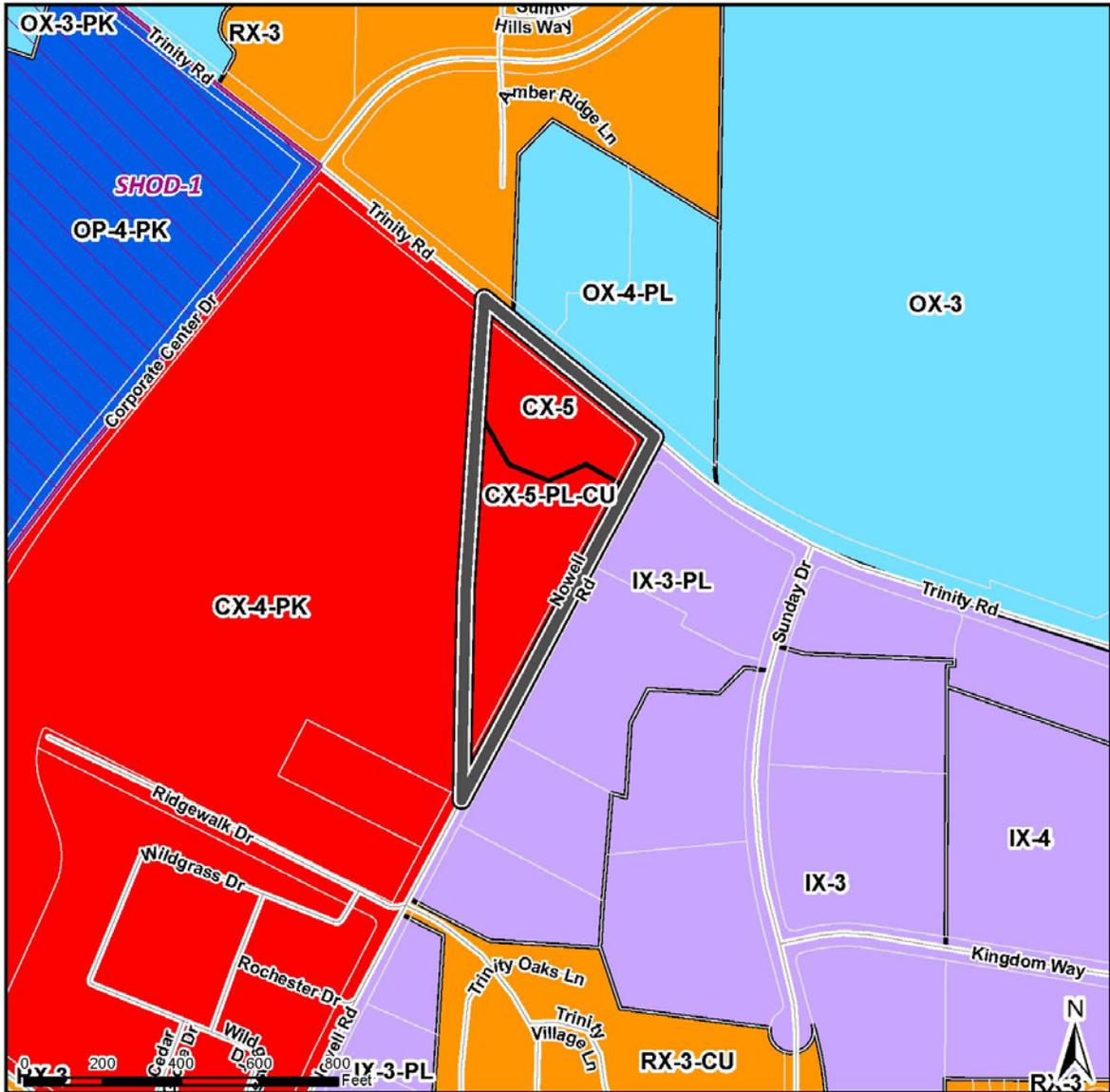
The request is consistent with the Comprehensive Plan overall, including the Future Land Use Map and the Urban Form Map. While there are no Comprehensive Plan policies that relate to requests for multiple zoning districts on a single parcel, the Unified Development Ordinance states that, where practicable, zoning changes should correspond with the boundary lines of existing lots.

OUTSTANDING ISSUES

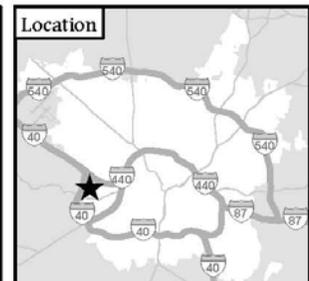
Outstanding Issues	1. None	Suggested Mitigation	1. None
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Existing Zoning

Z-16-2018



Property	5401 Trinity Rd
Size	5.62 acres
Existing Zoning	CX-5 & CX-5-PL-CU
Requested Zoning	OX-7-PL-CU & OX-7-PK-CU



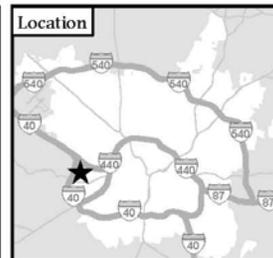
Map by Raleigh Department of City Planning (littlek); 5/16/2018

Future Land Use

Z-16-2018



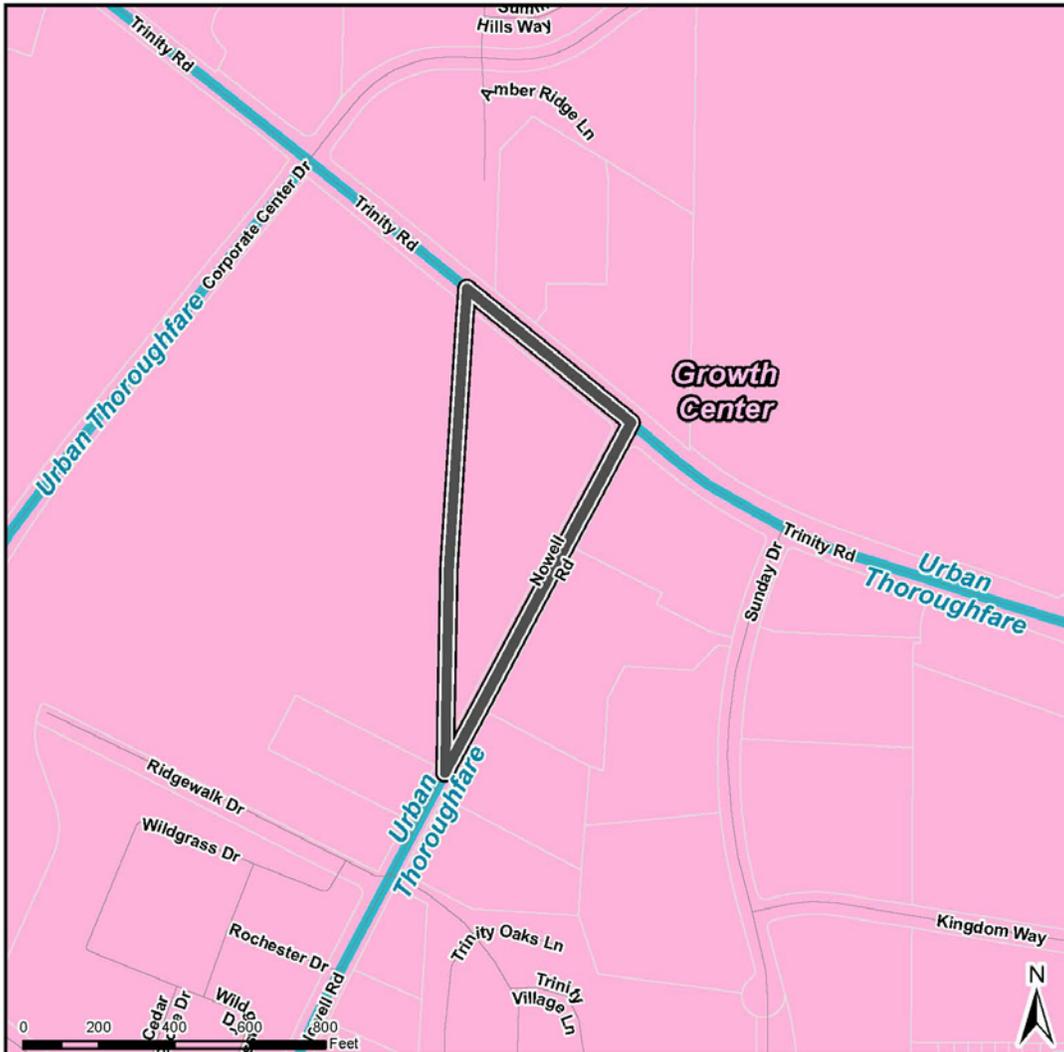
Property	5401 Trinity Rd
Size	5.62 acres
Existing Zoning	CX-5 & CX-5-PL-CU
Requested Zoning	OX-7-PL-CU & OX-7-PK-CU



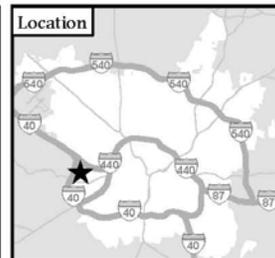
Map by Raleigh Department of City Planning (itt@ek). 5/16/2018

Urban Form

Z-16-2018



Property	5401 Trinity Rd
Size	5.62 acres
Existing Zoning	CX-5 & CX-5-PL-CU
Requested Zoning	OX-7-PL-CU & OX-7-PK-CU



Map by Raleigh Department of City Planning (itt@ek). 5/16/2018

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 proposal is consistent overall with the vision, themes, and policies in the Comprehensive Plan. The request is consistent with the vision theme of **Managing Our Growth**, which encourages integrated land uses and development where infrastructure is already in place. The request fulfills this goal by increasing entitlement at the intersection of two major roads and by permitting a greater variety of uses in an existing mixed-use center.*

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

Yes, Office/Research & Development is compatible with Office Mixed Use where residential uses have been restricted.

- 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?

N/A

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

The community facilities and streets appear to be sufficient to serve the proposed uses.

Future Land Use

Future Land Use designation: Office/Research & Development

The rezoning request is:

Consistent with the Future Land Use Map.

Inconsistent

The Future Land Use designation of Office/Research & Development supports Office Park or Office Mixed Use zoning districts where residential uses are prohibited. This request is for an OX- district with conditions prohibit residential uses.

Urban Form

Urban Form designation: City Growth Center, Urban Thoroughfare

The rezoning request is:

Not applicable (no Urban Form designation)

Consistent with the Urban Form Map.

Inconsistent

The request is consistent with the Urban Form Map. The site has two designations – City Growth Center and Urban Thoroughfare (Trinity Road and Nowell Road). An urban or hybrid frontage is recommended for both designations, however the Comprehensive Plan states that alternative approaches may be used in a City Growth Center if site constraints require it.

The rezoning request includes a hybrid frontage (Parking Limited) on a majority of the site. The remaining portion of the site, an approximately 50-foot deep area along Trinity Road, is given a suburban frontage (Parkway). This district aligns with the existing primary tree conservation area along Trinity Road.

In contrast to Parking Limited, Parkway frontage does not have a maximum build-to and does not restrict the amount of parking between the building and right-of-way. Instead, Parkway frontage requires a 50-foot protective yard be established along a primary street. While this frontage is not recommended by the Urban Form Map, many of the key differences between Parkway and Parking Limited frontage would not materialize in the district as requested because the requested Parkway frontage district is only deep enough for the 50-foot protective yard requirement to be fulfilled. No additional development – parking included, could be constructed in this district as requested. Additionally, Parking Limited and Parkway frontage has similar pedestrian access requirements, and the pedestrian accessway is a permitted encroachment in the protective yard requirement with Parkway frontage.

In addition, the requested Parkway frontage would have a limited impact on the build-to established on the site. As requested, the Parking Limited district would be held to build-to standards only along Nowell Road. However, this would also be true if Parking Limited were to be requested for the whole site, as recorded tree conservation area is not counted when calculating the build-to percentage or range and the resulting build-to percentage for Trinity Road would be near zero. Consequently, while Parkway frontage is not recommended by the Urban Form Map, the impact of this request would not significantly differ from a request for a recommended frontage to the entire site.

Compatibility

The proposed rezoning is:

Compatible with the property and surrounding area.

Incompatible.

The request would permit uses on the site that are compatible with the existing mixed-use center. Adjacent development includes mixed-use, general, and apartment building types, and the request would permit building types of a similar massing. A seven-story height limit, while several stories taller than adjacent development, is compatible with entitlement in the surrounding Arena area. In addition, the frontage requirements requested mirror existing frontage requirements along the Trinity Road and Nowell Road corridors, respectively.

Public Benefits of the Proposed Rezoning

- The request would permit a greater variety of compatible uses in an existing mixed-use center.
- The request would increase entitlement at the corner of two major roads, encouraging efficient use of land.

Detriments of the Proposed Rezoning

- The request may increase traffic at the surrounding intersections.

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 Comprehensive Plan states that an OX- district is compatible with the Office/Research & Development designation if residential uses are not permitted. The request is for OX- and conditions prohibit residential uses.*

Policy LU 1.3 Conditional Use District Consistency

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

- *The condition restricting residential uses is consistent with the Future Land Use Map designation for the site. Other conditions do not conflict with Comprehensive Plan policies.*

Policy LU 2.2 Compact Development

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

- *The request would permit increased density on a site currently served by major roads.*

Policy LU 2.6 Zoning and Infrastructure Impacts

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

- *The increase in entitlement would increase vehicle trips on nearby roads; a traffic impact analysis has been provided and approved by City Staff for Z-16-18.*

Policy LU 5.1 Reinforcing the Urban Pattern

New development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.

- *The request would permit compatible building types and would not have an adverse impact on local character and appearance. The request includes frontage requirements that mirror surrounding districts on Trinity Road and Nowell Road.*

Policy LU 8.10 Infill Development

Encourage infill development on vacant land within the City, particularly 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.

- *The request would remove existing conditions that limit development on the site and would permit development similar to existing development in the surrounding area on an undeveloped parcel that currently creates a gap in the urban fabric.*

Policy ED 5.4 Niche Office Developments

Encourage office space development in mixed-use and urban centers to create a competitive advantage for Raleigh by providing a produce type lacking in the regional marketplace.

- *The request would permit office development on the entirety of the rezoning site where it currently is significantly limited. This would increase the potential for office development in an existing mixed-use center.*

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 Urban Form Map recommends an urban or hybrid frontage. Surrounding parcels on Nowell Road have a Parking Limited frontage, and parcels along Trinity Road have a Parkway frontage. The request includes a hybrid frontage Parking Limited for a majority of the site, including the frontage with Nowell Road. A suburban frontage Parkway is requested for a small portion of the site that abuts Trinity Road, which creates consistency with surrounding parcels along Trinity Road.*

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

Policy UD 7.3 Design Guidelines

The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development application along Main Street and Transit emphasis corridors or in City Growth, TOD and Mixed-Use centers, including preliminary site plans and development plans, petitions for the application of the Pedestrian Business or Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions.

Site Design/Building Placement - 6

A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared-use. Streets should be limited 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.

Site Design/Automobile Parking - 15

Parking lots should be located behind or in the interior of a block whenever

possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.

- *There are four relevant guidelines – numbers 6, 7, 14, and 15 – which relate to placement of buildings and parking in relation to the street. Because the request would permit parking between the structure and the street for more than 64 feet of the Nowell Road frontage, the request is not consistent in a majority of these guidelines. Permitting vehicle parking only behind buildings would improve consistency with this policy.*

Area Plan Policy Guidance

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

Policy AP-A 23 Arena Area Parking Lot Siting

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

- *The request includes a Parkway frontage along Trinity Road, which would buffer parking lots that may be placed between building and right-of-way. The remaining portion of site includes a Parking Limited frontage, which limits the size of parking lots between the building and right-of-way.*

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

Policy AP-A 28 Arena Area Signage

Low profile site identification signs should be utilized for the entire Arena area.

- *While OX- districts and districts with Parking Limited frontage permit only Low Profile ground signs, Parkway frontage does permit Medium and High Profile ground signs. The addition of a condition prohibiting Medium and High Profile ground signs would improve consistency with this policy.*

Impact Analysis

Transportation

1. The Z-16-2018 site is located in west Raleigh, between I-40 and I-440, south of Wade Avenue. The triangular parcel is bounded by Trinity Road on the north-east, Nowell Road on the south-east, and an office complex to the west. The site is located across the street from a high school and is about ½ mile from PNC Arena and Carter-Finley Stadium and approximately 1 mile from the State Fairgrounds.

The Z-16-2018 site is located within the City's Arena Area Plan. Specific policies and actions identified in the Arena Area Plan that may guide transportation improvements are referenced herein. The Arena Area Plan specifies that no parking lots should be visible from I-40 or Wade Avenue and that integrated parking decks are preferred over surface parking lots. The Area Plan calls for excellent internal pedestrian circulation, including pedestrian access to the proposed Edwards Mill Road bus line. It recommends enhancement of the Trinity Road streetscape with a focus on multi-modal improvements and consistent character, as well as incorporating greenways and unified signage. The site is also located approximately 1.3 miles west of the southernmost portion of the Blue Ridge Road District Study Area.

2. The Raleigh Street Plan shows Trinity Road as a four-lane, divided avenue and Nowell Road as a two-lane, divided avenue. Both roads are NCDOT maintained. In accordance with UDO section 8.3.2, the maximum block perimeter for OX-7 zoning districts is 2,500 feet. The current block perimeter for Z-16-2018, as defined by public rights-of-way for Trinity Road, Corporate Center Drive, Nowell Road, and Conference Drive is approximately 6,800 feet.

Sidewalks exist only on the north side of Trinity Road and on the east side of Nowell Road within the vicinity of the site. All block faces throughout the Arena Area Plan area should have sidewalks (Policy AP-A 25). The site should be developed according to the Arena Area Plan, including construction of extra-wide sidewalks of 14- to 18-feet on Trinity Road to accommodate the large crowds that will be walking in the area for major events (Policy AP-A 30).

Trinity Road and Nowell Road are both specified for bicycle lanes in the Raleigh Long Term Bikeway Plan. The Trinity Road Streetscape Plan (Action AP-A 2) in the Arena Area Plan calls for inclusion of bicycle improvements on Trinity Road.

An existing greenway collector trail runs along Edwards Mill Road connecting south to Trinity Road, approximately 1500 feet east of the subject site.

The Z-16-2018 site is not currently served by transit.

Offers of cross access to adjacent parcels shall be made in accordance with the Raleigh UDO section 8.3.5.D. Site access will be provided via Trinity Road and Nowell Road. The subject parcel has a road frontage of approximately 530 feet on Trinity and 960 feet on Nowell. According the Raleigh Street Design Manual, for an OX zoning district, driveways accessing Trinity Road (ROW = 80 feet) must be spaced 200 feet apart and driveways accessing Nowell Road (ROW < 80 feet) must be spaced 200 feet apart. The

Z-16-2018 site would be restricted to three access points on Trinity Road and five access points on Nowell Road, unless a design adjustment is granted

3. NCDOT proposes to widen Wade Avenue, north of the site, as well as I-40, west of the site. NCDOT is currently constructing a pedestrian tunnel at the intersection of Trinity Road and Youth Center Drive, east of the site.
4. Approval of case Z-16-2018 would increase potential average peak hour and daily trip volumes. There was a severe crash in the last 3 years at the intersection of Corporate Center Drive and Trinity Road, just west of the site. Due to these concerns, a traffic study is required for case Z-16-2018.

The applicant submitted a traffic study that analyzed operation of the intersections surrounding the site under the existing and proposed conditions. The analysis determined that the required frontage improvements are sufficient to serve the proposed zoning entitlement. The study recommended left turn lanes into the site on Trinity Road and Nowell Road as well as an extension of the left turn lane on Chapel Hill Road. These recommendations were made under the most intense build-out of the site allowable under rezoning. It is assumed that the actual site plan may be less dense and may result in fewer trips generated in the peak hours. As such, refinement of these recommendations is anticipated. City Staff reviewed the study and agrees with this determination.

Impact Identified: None

Transit

The site is not currently served by transit.

Impact Identified: None

Hydrology

<i>Floodplain</i>	None
<i>Drainage Basin</i>	Richland
<i>Stormwater Management</i>	9.2 of the UDO
<i>Overlay District</i>	None

Site is subject to UDO 9.2 for Stormwater Control Regulations. No Neuse Buffer or Floodplain exists on site.

Impact Identified: None

Public Utilities

	<i>Maximum Demand (current use)</i>	<i>Maximum Demand (current zoning)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	0 gpd	82,800 gpd	17,217 gpd
<i>Waste Water</i>	0 gpd	82,800 gpd	17,217 gpd

1. The proposed rezoning would add approximately 17,217 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

Parks and Recreation

1. This site is not impacted by any existing or proposed greenway trails, corridors, or connectors.
2. Nearest existing park access is provided by Laurel Hills Park (3.3 miles) and Method Park (3.3 miles).
3. Nearest existing greenway trail access is provided by Edwards Mill Connector Greenway Trail (0.3 miles).
4. Park access level of service in this area is considered to be below average.
5. This area is considered high priority for park land.

Impact Identified: None

Urban Forestry

This property has existing tree conservation areas. They were recorded in BM 2008 pg 2103 and were approved with SP-38-08.

Impact Identified: None

Designated Historic Resources

No historic resources on the site.

Impact Identified: None

Impacts Summary

No outstanding impacts exist for Z-16-18.

Mitigation of Impacts

No mitigation is needed at this time.

Conclusion

The rezoning site is 5.62 acres of forested land at the western corner of the intersection of Trinity Road and Nowell Road. The request is to rezone from CX-5 and CX-5-PL-CU to OX-7-PL-CU and OX-7-PK-CU. Proposed conditions would prohibit residential and hotel use, limit the gross development to 250,000 square feet, and regulate exterior building materials. Under current zoning, development on the subject site is significantly limited by a condition that restricts permitted use on a majority of the site to overnight lodging only. The request would permit a larger number of uses and would increase entitlement at the intersection of two major roads.

The request is **consistent** with the Future Land Use map designation of Office/Research & Development and **consistent** with the Comprehensive Plan overall.

The request is also **consistent** with the Urban Form Map. The site is located in a City Growth Center and is adjacent to two Urban Thoroughfares (Trinity Road and Nowell Road). These designations recommend an urban or hybrid frontage. The request includes a hybrid frontage (Parking Limited) on a majority of the site. The remaining district includes a suburban frontage (Parkway), which is not supported by the Urban Form Map but would have a limited impact on the urban form as requested, as the district is approximately the depth of the primary tree conservation area and required 50-foot protective yard.

Case Timeline

<i>Date</i>	<i>Revision [change to requested district, revised conditions, etc.]</i>	<i>Notes</i>
5/14/18	Application submitted	
8/2/18	Application amended	Unsigned copy received on 7/24, signatures received on 8/2

Appendix

Surrounding Area Land Use/ Zoning Summary

	<i>SUBJECT</i>				
	<i>PROPERTY</i>	<i>NORTH</i>	<i>SOUTH</i>	<i>EAST</i>	<i>WEST</i>
Existing Zoning	CX-5, CX-5-PL-CU	OX-4-PL, RX-3	IX-3-PL	IX-3-PL	CX-4-PK
Additional Overlay	-	-	-	-	-
Future Land Use	Office/ Research & Development	Office/ Research & Development, Medium Density Residential	Office/ Research & Development	Office/ Research & Development, Institutional	Office/ Research & Development
Current Land Use	Vacant	Office, Residential	Office	Office	Office
Urban Form (if applicable)	City Growth Center	City Growth Center; Urban Thoroughfare	City Growth Center; Urban Thoroughfare	City Growth Center; Urban Thoroughfare	City Growth Center

Current vs. Proposed Zoning Summary

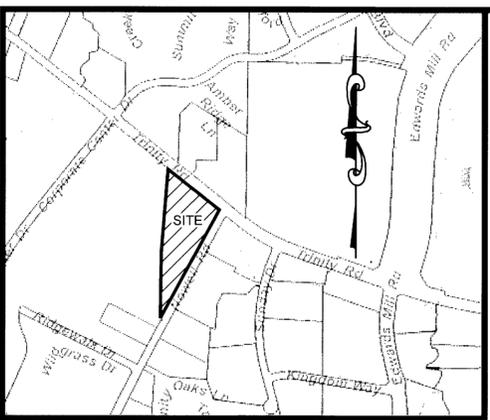
Zoning	Existing Zoning		Proposed Zoning	
	CX-5	CX-5-PL-CU	OX-7-PK-CU	OX-7-PL-CU
Total Acreage	5.62		5.62	
Setbacks:				
Front:	5'	1' - 100'	50' protective yard	0' - 100'
Side:	5'	5'	5'	5'
Rear:	0' or 6'	0' or 6'	0' or 6'	0' or 6'
Residential Density:	12.43		-	
Max. # of Residential Units	70		Not Permitted	
Max. # of Hotel Rooms	410		Not Permitted	
Max. Gross Building SF (if applicable)	193,112		250,000	
Max. Gross Office SF	58,630		250,000	
Max. Gross Retail SF	25,705		37,500	
Max. Gross Industrial SF	32,607		157,717	
Potential F.A.R	0.79		1.02	

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

Z-52-08 - Nowell Drive, west side, southwest of Trinity Drive intersection, approximately 3.42 acres, rezoned a portion of the property to Office & Institution-2 Conditional Use District.

Conditions dated: October 29, 2008

- 1) The use on the property to be rezoned shall be limited to a Hotel with rooms that comply with all criteria of a “lodging unit” or “dwelling unit” as defined in Section 10-2072 of the Zoning Ordinance, provided that the number of “dwelling units” in excess of 600 square feet in area shall not exceed ten (10) such dwelling units;
- 2) Parking shall be provided as follows:
 - Rooms smaller than 600 square feet with no more than 1 bedroom (lodging unit) – 1 parking space; and
 - Rooms larger than 600 square feet with no more than 2 bedrooms (dwelling unit) – 2 parking spaces;
- 3) The Hotel structure to be built on the property to be rezoned shall be limited to no more than four occupied stories or sixty-five feet in height as measured in accordance with the City of Raleigh Zoning Ordinance;
- 4) Rooms within the Hotel shall only be accessible from interior corridors (no exterior guest room entrances);
- 4) Building materials for the Hotel structure to be built on the property to be rezoned shall be limited to a combination of Exterior Insulation and Finish Systems (“EIFs”), brick and metal (excluding doors and windows); and
- 5) Prior to recordation or the issuance of any building permit, whichever shall first occur, the owner of the property shall deed to the City one (1) transit easement measuring twenty feet (20’) long by fifteen feet (15’) wide adjacent to the public right-of-way to support a bus stop for future transit services in the area, and which shall include a bench and bus shelter to be constructed in the association with said transit easement if required by the City at the time of site plan review. The location, of the transit easement shall be timely reviewed and approved by the Transit Division of the City and the City Attorney or his designee shall approve the transit easement deed prior to recordation In the Wake County Registry.



VICINITY MAP NOT TO SCALE

I, JOHN A. EDWARDS JR., P.L.S., certify that this plat was drawn under my supervision from an actual survey made under my supervision (deed description recorded in Book N/A, page N/A, etc.) (other); that the boundaries not surveyed are clearly indicated as drawn from information found in Book N/A, page N/A; that the ratio of precision or positional accuracy as calculated is 1:20,000+; that this plat was prepared in accordance with G. S. 47-30 as amended. Witness my original signature, license number and seal this 8th day of March, A.D., 2018.

Seal or Stamp: NORTH CAROLINA PROFESSIONAL LAND SURVEYOR SEAL L-2776 License Number L-2776 Name of Surveyor JOHN A. EDWARDS JR.

I, John A. Edwards Jr., P.L.S., do hereby certify that the location of the subject property has been checked against area maps & information provided by the Federal Emergency Management Agency (F.E.M.A.) for the National Flood Insurance Program and that the property is not located in an area designated as having special flood hazards. Property is located in Zone "X" as defined by F.I.R.M Community Panel Number 3720077400J with an effective date of May 2, 2006.

Name of Surveyor: John A. Edwards Jr. License Number: L-2776 Date: March 8, 2018

- This survey creates a subdivision of land within the area of a county or municipality that has an ordinance that regulates parcels.
This survey is located in a portion of a county or municipality that is unregulated as to an ordinance that regulates parcels of land.
This survey is of an existing parcel or parcels of land.
This survey is of another category, such as the recombination of existing parcels, a court-ordered survey, or other exception to the definition of subdivision.

- NOTES: 1. ALL DISTANCES ARE HORIZONTAL GROUND. 2. ALL DIMENSIONS ARE IN FEET. 3. AREA COMPUTED USING COORDINATE METHOD FROM MEASURED FIELD DATA BASIS OF BEARINGS IS NORTH CAROLINA GRID NORTH, NAD83(2011). THE SITE WAS LOCALIZED UTILIZING REAL-TIME KINEMATIC (RTK) GLOBAL POSITIONING SYSTEM (GPS) SOLUTIONS REFERENCING THE CONTINUOUSLY OPERATING REFERENCE STATION (CORS) NETWORK BASE STATION NCRD, RALEIGH, NC. 4. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND MAY BE SUBJECT TO ANY MATTERS THAT A FULL TITLE SEARCH WOULD DISCLOSE. 5. ALL REFERENCE ARE MADE TO THE WAKE COUNTY REGISTRY. 6. HORIZONTAL DATUM IS NAD 83(2011) AND VERTICAL DATUM IS NAVD 88. 7. NO STRUCTURE / BUILDING EXISTS ON SUBJECT BUILDING. 8. ZONING LINE IS APPROXIMATE PER WAKE COUNTY GIS.

I JOHN A. EDWARDS, CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL GPS SURVEY MADE UNDER MY SUPERVISION AND THE FOLLOWING INFORMATION WAS USED TO PREFORM THE SURVEY (1) CLASS OF SURVEY: CLASS A (2) POSITIONAL ACCURACY: H: 0.05 US SURVEY FEET (3) TYPE OF GPS/FIELD PROCEDURE: REAL TIME KINEMATICS NETWORK (VRS) (4) DATE OF SURVEY: 10-25-2017 (5) VERTICAL DATUM: NAVD 88 HORIZONTAL DATUM: NAD 83(2011) NC GRID EPOCH: 2010.00 (6) PUBLISHED/FIXED CONTROL USE: NAME: RALEIGH DOT CORS ARP LAT: 35° 45' 49.50795 S LONG: 78° 34' 44.39448 W P.D.: DG4687 CORS ID: NCRD (7) GEOID MODEL: GEOID12B (8) COMBINED GRID FACTOR: 0.99990429 (9) UNITS: US SURVEY FEET

RECORDED IN BOOK OF MAPS 2018, PAGE 544 WAKE COUNTY REGISTRY

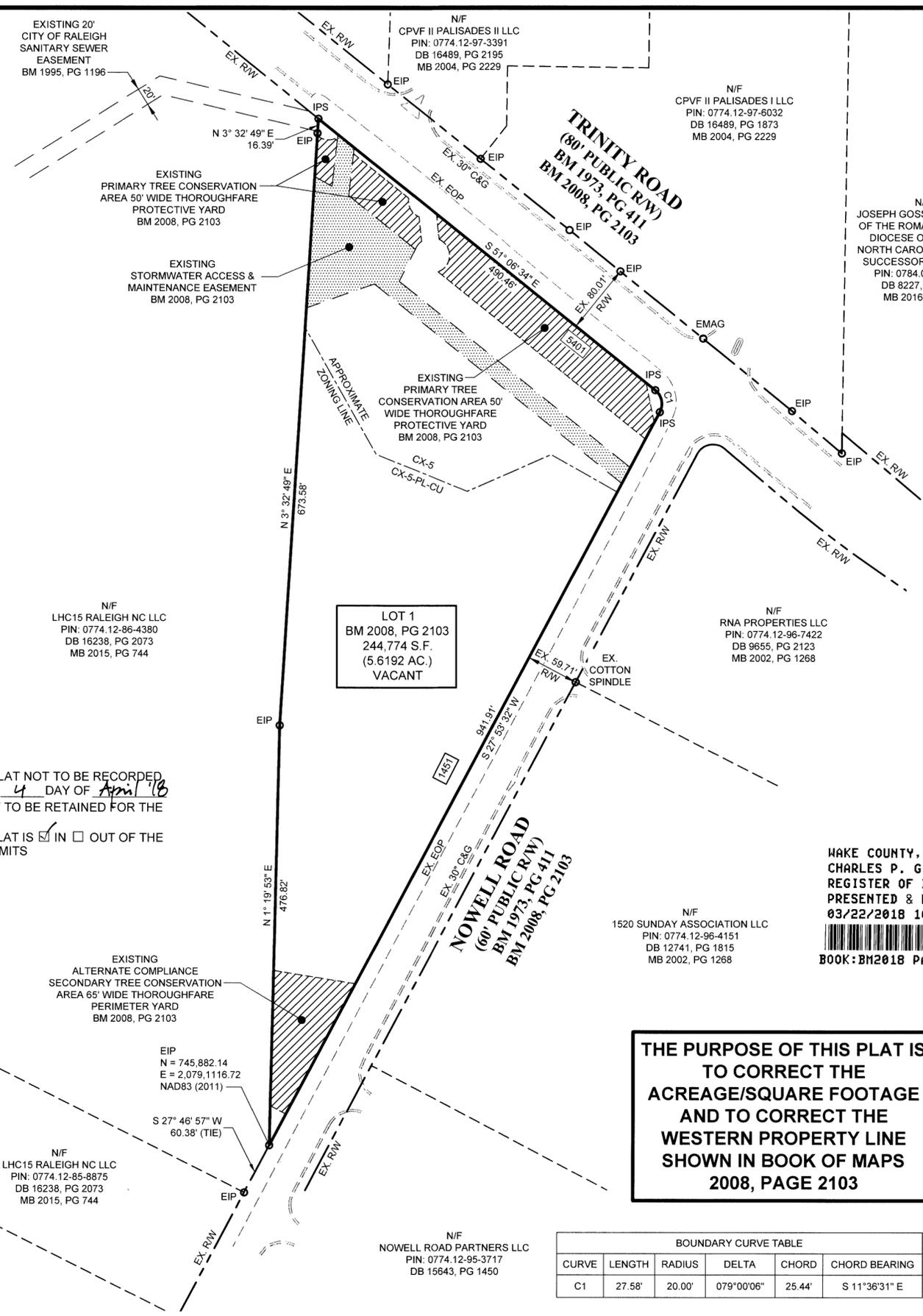
Table with columns: DATE, REVISION, BY

JOHN A. EDWARDS & COMPANY Consulting Engineers NC License F-0289 333 Wade Ave., Raleigh, N.C. 27605 Phone: (919) 828-4428 Fax: (919) 828-4711 E-mail: info@jaeco.com

BOUNDARY CURVE TABLE with columns: CURVE, LENGTH, RADIUS, DELTA, CHORD, CHORD BEARING

THE PURPOSE OF THIS PLAT IS TO CORRECT THE ACREAGE/SQUARE FOOTAGE AND TO CORRECT THE WESTERN PROPERTY LINE SHOWN IN BOOK OF MAPS 2008, PAGE 2103

THIS PLAT NOT TO BE RECORDED AFTER 4 DAY OF April 18 1 COPY TO BE RETAINED FOR THE CITY. THIS PLAT IS IN OUT OF THE CITY LIMITS



Property Owners Certificate This certifies and warrants that the undersigned is (are) the sole owner(s) of the property shown on the map or plat and any accompanying sheets having acquired the property in fee simple by deed(s) recorded in the county register of deeds office where the property is located and as such has (have) the right to convey the property in fee simple. Book No.: 13248 Page No.: 634

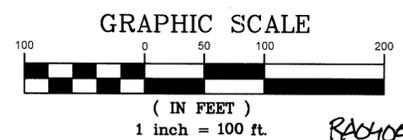
Signature: Maureen Wilhelm Notary Public Printed name: MAUREEN WILHELM My commission expires: 7/13/20

NOTARIAL SEAL Maureen Wilhelm, Notary Public City of Pittsburgh, Allegheny County My Commission Expires July 13, 2020

SITE INFORMATION OWNER: OXFORD FUND SELECT RALEIGH LLC 301 GRANT STREET, STE 4500 PITTSBURGH, PA 15219-6400 SITE ADDRESS: 5401 TRINITY ROAD RALEIGH, NC 27607 PIN NUMBER: 0774.12-96-3627 AREA: 244,774 S.F. (5.6192 AC.) ZONING: CX-5 & CX-5-PL-CU REFERENCE: DB 13248, PG 634 BM 2008, PG 2103 BM 1995, PG 1196 WAKE COUNTY REGISTRY

This plat or map does not require preliminary approval, and meets all statutory requirements for recording. Planning and Development Officer / Wake County Review Officer

- LEGEND: N/F NOW OR FORMERLY, RW RIGHT OF WAY, BM BOOK OF MAPS, DB DEED BOOK, PG PAGE, EIP EXISTING IRON PIPE, EIR EXISTING IRON ROD, IPS IRON PIPE SET, CP CALCULATED POINT, PROPERTY BOUNDARY LINE, RIGHT OF WAY LINE, ADJOINING PROPERTY LINE, EASEMENT LINE, DENOTES PROPERTY ADDRESS, DENOTES EXISTING STORMWATER ACCESS & MAINTENANCE EASEMENT, DENOTES EXISTING TREE CONSERVATION AREAS



BS-5-18 TR#542782

SURVEY FOR: OXFORD FUND SELECT RALEIGH LLC 5401 TRINITY ROAD RALEIGH WAKE COUNTY NORTH CAROLINA MAP OF CORRECTION SHEET 1 OF 1

Z-16-18 Existing Land Use Undeveloped		Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
		0	0	0
Z-16-18 Current Zoning Entitlements Commercial Mixed Use		Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
		3,296	217	246
Z-16-18 Proposed Zoning Maximums Office Mixed Use		Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
		4,347	435	496
Z-16-18 Trip Volume Change (Proposed Maximums minus Current Entitlements)		Daily Trips (vpd)	AM peak trips (vph)	PM peak trips (vph)
		1,051	218	250
Z-16-2018 Traffic Study Worksheet				
6.23.4	Trip Generation	Meets TIA Conditions? (Y/N)		
A	Peak Hour Trips \geq 150 veh/hr	Yes	The expected increase in PM peak hour trips is 250 vph and the expected increase in AM peak hour trips is 218 vph.	
B	Peak Hour Trips \geq 100 veh/hr if primary access is on a 2-lane street	NA	Not a two-lane street.	
C	More than 100 veh/hr trips in the peak direction	Yes	The expected increase in peak direction trips is 232 vph in the AM and 236 in the PM.	
D	Daily Trips \geq 3,000 veh/day	No	The expected increase in Daily trips is 1,051 vph.	
E	Enrollment increases at public or private schools	No	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	There was one fatal or disabling crash at Corporate Center Dr. and Trinity Rd.	
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	Yes	Trinity Rd. is planned to be a four-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	Not a Planned Development.	
B	In response to Raleigh Planning Commission or Raleigh City Council resolutions	No	None noted as of 5/17/18.	



City of Raleigh

North Carolina

September 18, 2018

MEMORANDUM

TO: Bynum Walter
Comprehensive Planning Supervisor

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

SUBJECT: Traffic Study Review: Z-16-18, 5401 Trinity Road

I have reviewed the Traffic Study prepared by SEPI Engineering & Construction (SEPI) for the proposed development at 5401 Trinity Road (Case Z-16-18).

The site is located at the corner of Trinity Road and Nowell Road in southwest Raleigh. It is across the street from Cardinal Gibbons High School, just west of PNC Arena and Carter-Finley Stadium, and just east of I-40. Site access is proposed both onto Trinity Road and Nowell Road. The parcel is currently undeveloped. It is split zoned CX-5 and CX-5-PL-CU. The applicant proposes to rezone the full parcel to OX-7-CU. Existing conditions limit residential, commercial, and office density and primarily allow for hotel use. The proposed zoning allows for increased office, retail, and industrial density, which generate vehicular trips as compared to maximum density under current conditions. Build-out is assumed to be complete in 2020.

Study Area

The following intersections were studied as part of this Traffic Study:

1. Trinity Road and Corporate Center Drive *(Signalized)*
2. Trinity Road and Nowell Road *(Signalized)*
3. Trinity Road and Edwards Mill Road *(Signalized)*
4. NC 54 (Chapel Hill Road) and Corporate Center Drive *(Signalized)*
5. NC 54 (Chapel Hill Road) and Nowell Road *(Signalized)*
6. Trinity Road and Site Driveway 1 *(One Way Stop Controlled)*
7. Nowell Road and Site Driveway 2 *((One Way Stop Controlled)*

A Site Location Map is attached as Figure 1 and a preliminary layout is attached as Figure 2. Refer to Figure 3 for the existing lane configurations.

Trip Generation

Approval of Case Z-16-18 would lead to an increase in potential daily and peak hour trips. Table 1 summarizes the estimated vehicle volumes generated by the existing and proposed zoning for 5401 Trinity Road.

SEPI used the 9th edition of the *ITE Trip Generation Manual* to estimate trip generation, which provides a more conservative estimation for the General Office Building land use than the 10th edition currently in use by the City of Raleigh. Also conservatively, SEPI assumed no internal capture nor pass-by deduction. SEPI used the Specialty Retail Land Use Code 826, which is not typical. Overall, the estimated generated trips for the proposed condition is a conservative and appropriate estimation for the site.

City Staff estimated a greater potential trip generation for the existing zoning condition. Being that this does not impact the results and recommendations made in the report, no revision is required. The ultimate difference between the existing and proposed condition may be less than is presented in the report.

Table 1: Trip Generation

Zoning	Total Square Footage	Daily Trips	AM Peak		PM Peak	
			In	Out	In	Out
Current Zoning Entitlements	193,112	1,876	95	36	41	137
Proposed Zoning Maximums	287,500	4,296	474	181	106	354
Anticipated Development*	250,000	3,990	431	175	99	320

*Based on current site plan

SEPI has conservatively assumed the above land use totals pending changes to conditions, which may ultimately limit entitlement below the values presented in the report. SEPI assumes a 3% annual growth rate for traffic in this area.

Site Traffic Distribution

Trips generated by the proposed rezoning of the 5401 Trinity Road site are distributed as follows.

- 50% to/from the east along Trinity Road
- 10% to/from the west along Trinity Road
- 40% to/from the south along Nowell Road

Refer to Figure 4 for the anticipated Site Trip Distribution.

Results and Impacts

SEPI provided the following LOS results for the intersections analyzed in this study.

Table 2: Analysis Summary of Study Intersections

Intersection	Condition 1 2018 Existing		Condition 2 2020 Background		Condition 3 2020 Build Current Zoning		Condition 4 2020 Build Proposed Zoning	
	AM	PM	AM	PM	AM	PM	AM	PM
Corporate Center Dr & Trinity Rd	B/18.2	B/13.3	B/19.0	B/13.9	B/19.3	B/13.8	B/19.7	B/14.0
EB	C/20.5	B/17.4	C/21.3	B/18.2	C/21.4	B/18.1	C/21.6	B/18.3
WB	B/14.4	A/8.1	B/15.2	A/8.6	B/15.4	A/8.6	B/15.4	A/8.6
NB	B/13.1	B/15.1	B/13.5	B/15.5	B/13.8	B/15.4	B/14.4	B/15.8
SB	C/22.1	B/13.6	C/23.2	B/14.1	C/23.7	B/13.9	C/24.7	B/14.7
Nowell Rd & Trinity Rd	A/6.9	B/10.1	A/7.2	B/10.4	A/7.7	B/10.8	A/8.4	B/12.7
EB	B/10.3	B/13.1	B/11.2	B/13.4	B/12.2	B/13.8	B/14.4	B/17.5
WB	A/3.8	A/4.9	A/3.7	A/5.1	A/4.2	A/5.4	A/4.8	A/6.5
NB	A/9.2	A/9.0	A/9.6	A/9.3	A/9.8	A/8.7	B/10.5	A/8.4
SB	B/13.8	B/18.4	B/14.3	B/19.3	B/14.7	C/20.7	B/17.0	C/24.4
Edwards Mill Rd & Trinity Rd	B/16.3	C/22.7	B/16.7	C/23.3	B/16.6	C/24.0	C/21.6	C/24.8
EB	C/24.8	C/26.7	C/25.5	C/27.5	C/25.5	C/27.7	D/36.3	C/28.2
WB	C/20.9	C/26.9	C/21.7	C/28.1	C/22.5	C/29.2	C/33.1	C/30.7
NB	C/20.1	C/26.4	C/20.2	C/26.8	C/20.4	C/28.1	B/18.2	C/29.7
SB	A/9.9	B/15.6	B/10.1	B/15.9	B/9.7	B/16.4	B/14.1	B/16.8
Corporate Center Dr & NC 54	C/29.8	C/29.1	C/31.6	C/31.3	C/30.9	C/33.1	D/34.2	D/34.2
EB	C/31.7	C/23.6	C/33.5	C/24.5	C/30.9	B/18.1	D/38.6	B/18.5
WB	C/30.2	C/23.6	C/32.6	C/26.0	C/32.2	C/30.2	C/31.4	D/33.2
NB	C/34.9	C/34.6	D/35.7	C/34.7	D/41.0	C/34.5	D/41.0	C/34.5
SB	B/15.1	D/41.5	B/15.5	D/45.6	B/15.4	D/53.9	B/15.7	D/53.9
Nowell Rd & NC 54	D/37.6	C/20.9	D/48.3	C/21.9	D/52.4	C/25.2	E/76.9	C/32.9
EB	B/17.9	A/6.2	B/19.3	A/7.7	B/19.9	B/12.3	D/35.1	B/12.4
WB	C/32.0	B/18.6	C/34.9	C/21.1	D/38.4	C/26.8	D/51.3	C/27.6
NB	F/104.0	E/71.5	F/156.3	E/65.2	F/176.0	D/53.4	F/285.1	F/80.3
SB	B/16.5	C/29.4	B/17.5	C/29.8	B/18.1	D/32.5	C/20.1	D/53.6
Trinity Rd Driveway*	-	-	-	-	N/A	N/A	N/A	N/A
NBLR	-	-	-	-	B/11.2	B/12.1	B/13.6	B/13.9
WBL	-	-	-	-	A/8.1	A/8.2	A/8.5	A/8.3
Nowell Rd Driveway*	-	-	-	-	N/A	N/A	N/A	N/A
NBL	-	-	-	-	A/7.6	A/7.7	A/8.3	A/7.8
EBLR	-	-	-	-	B/10.2	B/10.7	C/15.5	B/13.3

*unsignalized intersection

Table 2 shows that many of the study intersections experience a minor change in overall delay between the existing Condition 1 and proposed Condition 4. The overall delays increase by 1 to 5 seconds with some individual approaches experiencing an additional 5 to 13 seconds of increased delay. There is a difference of a few seconds between the delay in Condition 3 vs that in Condition 4, which represent build-out with current zoning and build-out with proposed zoning respectively. The delays at the site driveways are anticipated to be minimal with LOS at those approaches ranging from LOS C to LOS A.

The intersection of Nowell Road and NC 54 (Chapel Hill Road) experiences a 39-second change in delay. The NB approach for this intersection currently experiences LOS F and will continue to do so in all future scenarios in the AM peak hour. Delay in the AM peak hour for the proposed condition is estimated to be 285 seconds, or 4.75 minutes. City Staff notes that Nowell Road is proposed to be disconnected from Hillsborough Street under future City transportation plans. Edwards Mill Road will be extended and connected instead. This will alleviate the concern in the NB direction at the Nowell Road and Chapel Hill

Road intersection raised by SEPI in the TIA report. City Staff agrees that no mitigation is required for that approach at this time.

SEPI analyzed Pedestrian and Bicycle level of service along the roadways in the study area. There is no change in Pedestrian nor Bicycle LOS from the current to proposed zoning conditions with the exception of NC 54 Chapel Hill Road. The increased traffic volumes generated by the rezoning do not affect MMLOS and new street improvements also appear to not affect the results. SEPI has not provided any recommendation for improving MMLOS in the area. With transit service just outside the study area, SEPI has not evaluated Bus LOS.

SEPI provided Crash Data Analysis for the study intersections, examining data from the past five years. Of those studied, most of the crashes resulted in property damage only and none were fatal. SEPI has made no recommendation for improvement as a direct response to crash history in the study area.

Recommendations

SEPI indicates that full movement, one-way stop controlled site access points on both Trinity and Nowell are expected to operate sufficiently. SEPI recommends exclusive turn lanes for each access point, including a 75-ft westbound, left turn lane on Trinity Road and a 100-ft northbound, left turn lane on Nowell Road. SEPI also recommends extending storage for the eastbound, left turn lane on Chapel Hill Road from approximately 110-ft to 225-ft.

Conclusions

Based on the results of this Traffic Impact Analysis, SEPI determines that the proposed conditions warrant left turn lanes into the site driveways as well as increased storage for the left turn onto Nowell Road from Chapel Hill Road. These improvements are in line with the planned street cross sections for Trinity Road, Nowell Road, and Chapel Hill Road. Thus, the required frontage improvements are sufficient to serve the proposed zoning entitlement.

SEPI has made these recommendations under the most intense build-out of the site allowable under rezoning. It is assumed that the actual site plan may be less dense and may result in fewer trips generated in the peak hours. As such, refinement of these recommendations is anticipated. Should there be fewer trips generated, it is anticipated that the storage lengths may change.

City Staff agrees with the analysis performed and corresponding findings in the Traffic Impact Analysis Report for the 5401 Trinity Road development (Z-16 18) prepared by SEPI Engineering & Construction. City Staff agrees with the findings and makes no further recommendation.

EJL / th

Figure 1: Site Location

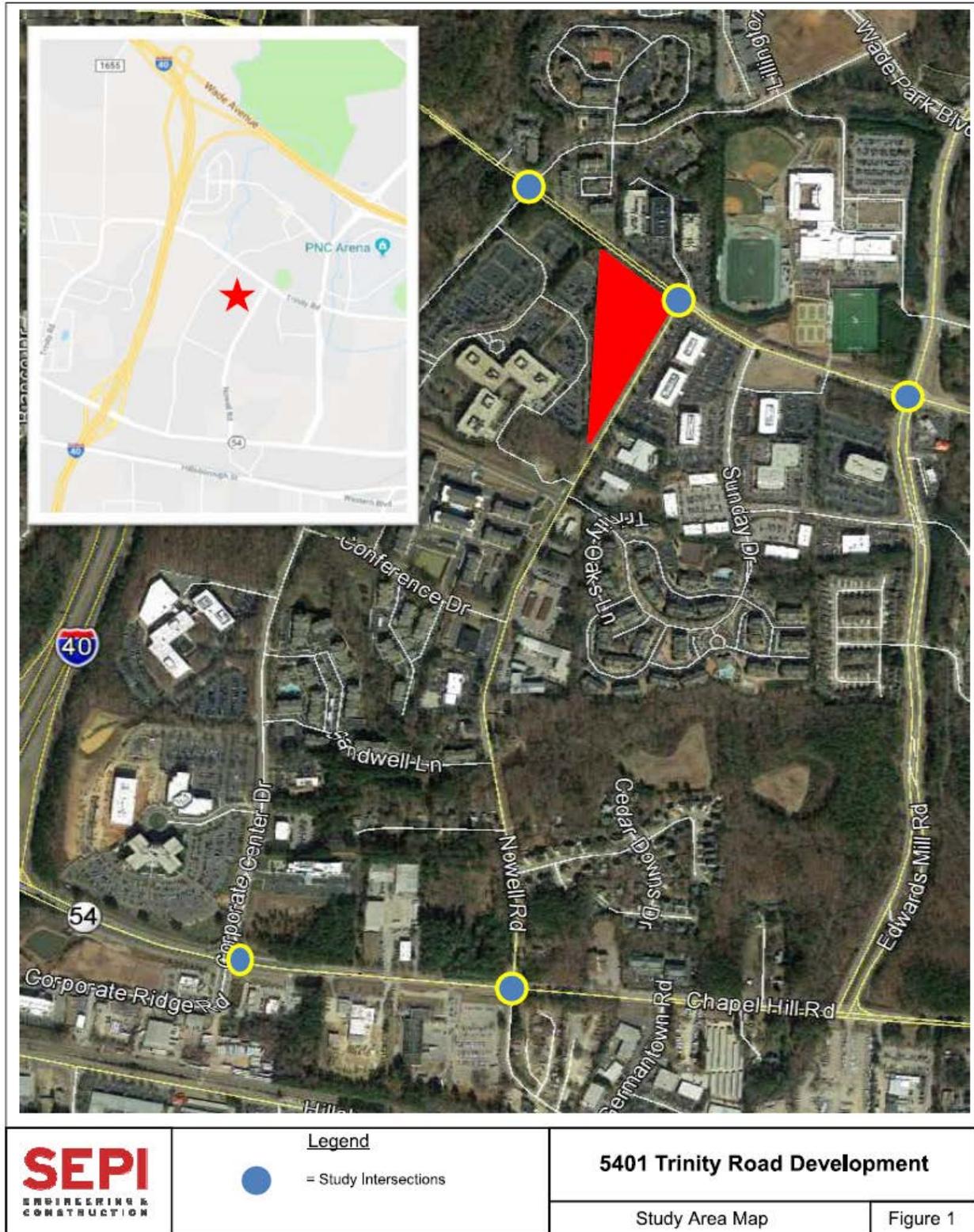


Figure 2: Preliminary Layout



Figure 3: Existing Lane Configurations

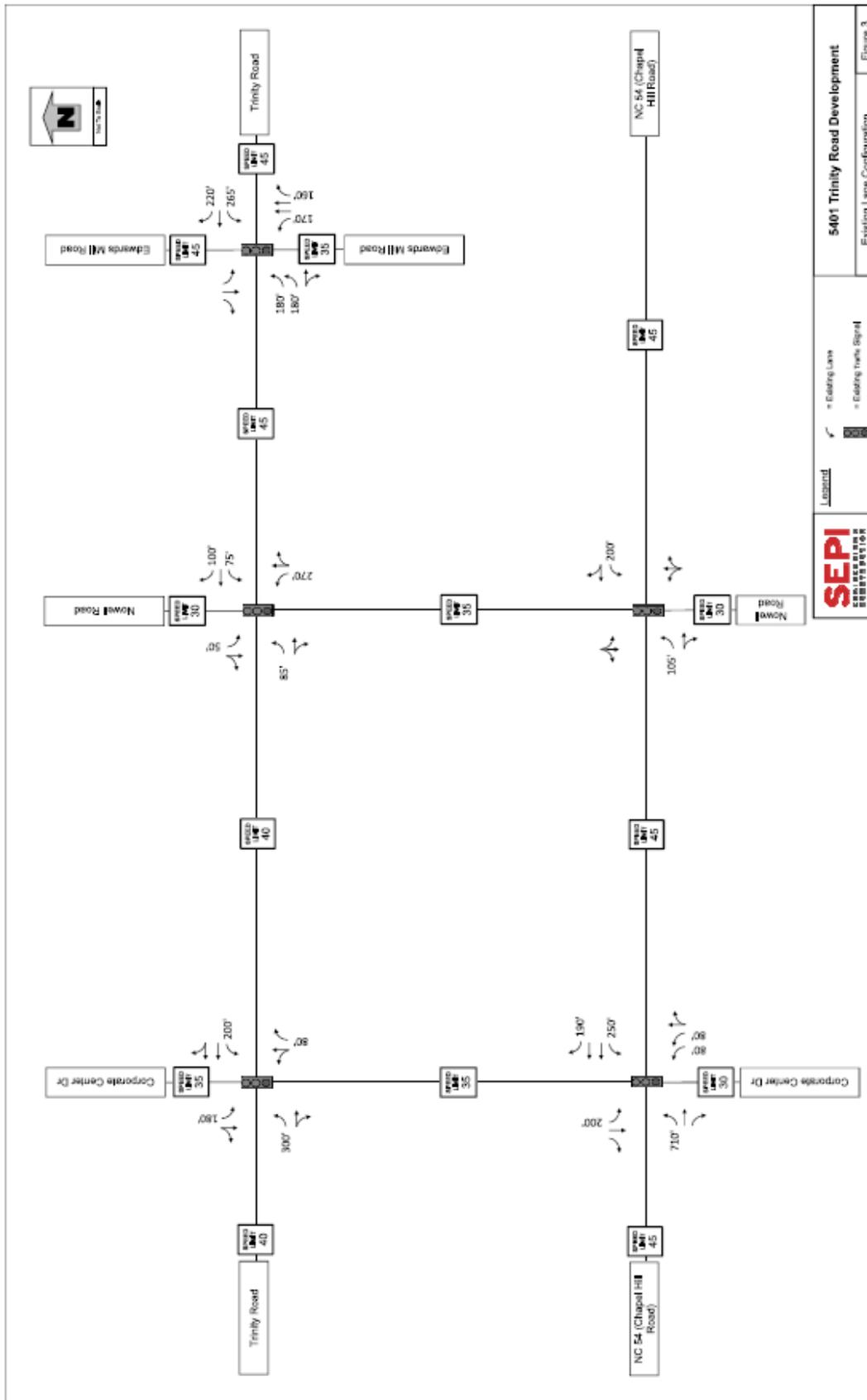
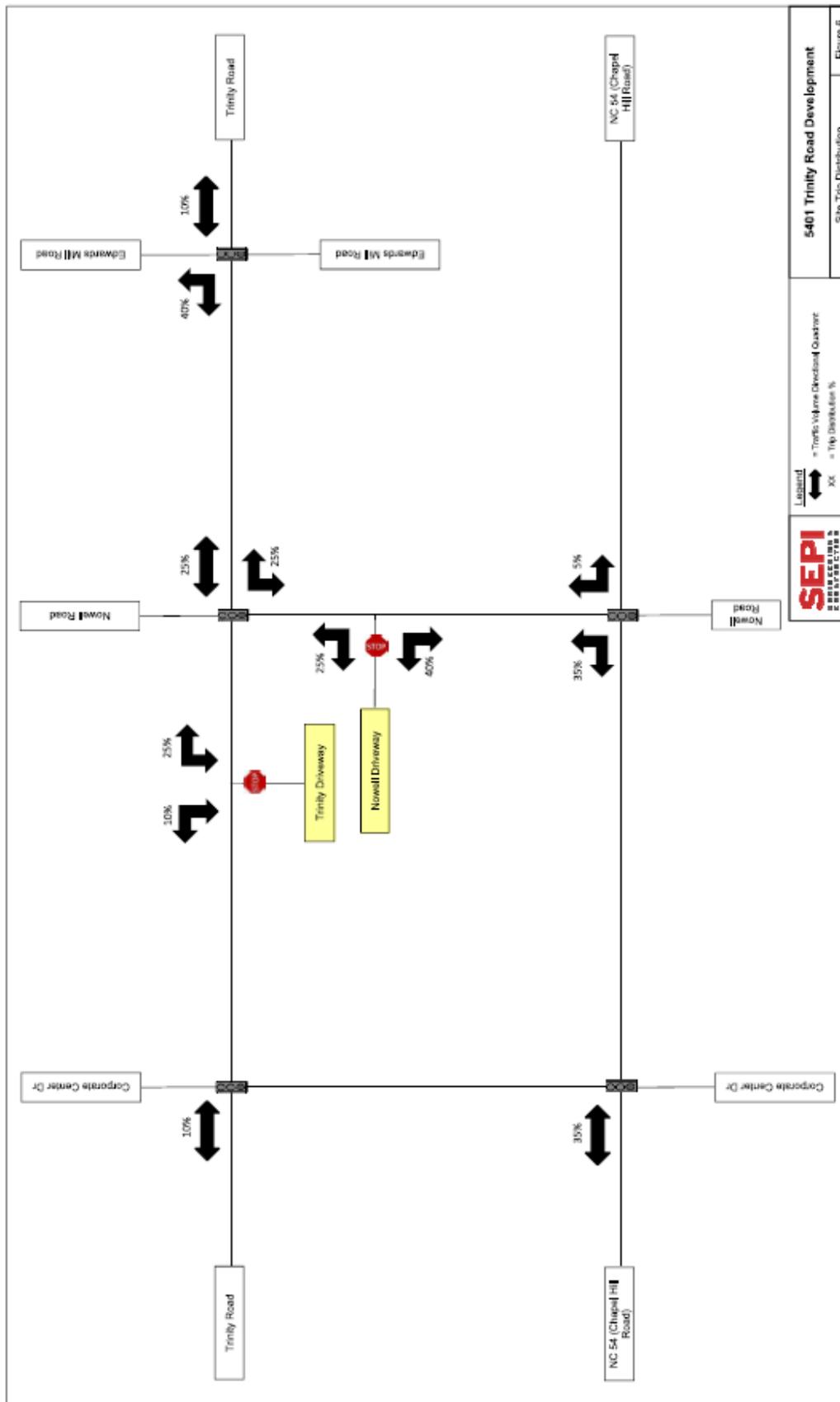


Figure 4: Site Trip Distribution



AMENDED Rezoning Application



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

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan <small>CX-5 and</small> Existing Zoning Base District CX Height 5 Frontage PL Overlay(s) CU Proposed Zoning Base District OX Height 7 Frontage ** PK/PL Overlay(s) CU <small>** -PK - Area 1 -PL - Area 2</small>			OFFICE USE ONLY Transaction # 557907 Rezoning Case # Z-16-18
Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number: Z-52-2008; Z-27B-14; Z-16-18			
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:			

GENERAL INFORMATION			
Date	May 14, 2018	Date Amended (1)	July 24, 2018
Date Amended (2)			
Property Address	5401 Trinity Road		
Property PIN	0774963627	Deed Reference (book/page)	Book 13248, Page 634
Nearest Intersection	Trinity Road and Nowell Road		
Property Size (acres)	5.62	(For PD Applications Only) Total Units	Total Square Feet
Property Owner/Address	Oxford Fund - Select Raleigh, LLC 301 Grant Street, Suite 4500 Pittsburgh, PA 15219-6400		Phone Fax
Project Contact Person/Address	Isabel Worthy Mattox 127 W. Hargett Street, Suite 500 Raleigh, NC 27601		Phone 919-828-7171 Fax 919-831-1205
Owner/Agent Signature	By: <u><i>Pati Lindauer</i></u> Name: <u>Pati Lindauer</u>		Email <u>PLINDAUER@OXFORDDEVELOPMENT.COM</u>

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

RECEIVED

AUG 02 2018

BY: *RMckly*

RECEIVED
AUG 02 2018

CONDITIONAL USE DISTRICT ZONING CONDITIONS

BY: *[Signature]*

Zoning Case Number **Z-16-18**

OFFICE USE ONLY

Date Submitted **May 14, 2018; Amended July 24, 2018**

Transaction #
554907
Rezoning Case #
Z-16-18

Existing Zoning **CX-5 and CX-5-PL-CU** Proposed Zoning **OX-7-CU-PK - Area 1
OX-7-CU-PL - Area 2
See attached Exhibit B**

Narrative of Zoning Conditions Offered

1. Residential and Overnight Lodging uses shall not be permitted.

2. A maximum of 250,000 square feet of Gross Floor Area may be developed on the property.

3. The exterior of building(s) on the property, exclusive of roof, doors, and trim shall be comprised of at least sixty percent (60%) glass, brick, stone, masonry and/or Hardiplank or similar cementitious material. No EIFS or vinyl siding shall be permitted to be used on the exterior of any building on the property.

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.

Owner/Agent Signature By: *[Signature]*
Oxford Fund - Select Raleigh, LLC

Print Name **PAUL LINDSEY**

REZONING APPLICATION ADDENDUM #1	
Comprehensive Plan Analysis	OFFICE USE ONLY Transaction # Rezoning Case #
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.	
STATEMENT OF CONSISTENCY	
Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.	
<p>The request to rezone the property to OX-7-CU is consistent with its future land use designation as Office/Research & Development. This designation contemplates office parks and free standing office buildings and the proposed development will include two office buildings. Additionally, while "OP is the most appropriate zoning district... OX could be used if conditioned to restrict housing development." This conditional use application seeks to rezone the property to OX while prohibiting housing development (see Condition 1 above) and is thus consistent with the future land use map.</p>	
<p>1. The request is consistent with its urban form designation as a city growth center and its location along an urban thoroughfare (Trinity Road).</p>	
<p>2. The request is also consistent with the Comprehensive Plan policies as set forth in Exhibit A.</p>	
<p>3.</p>	
<p>4.</p>	
PUBLIC BENEFITS	
Provide brief statements regarding the public benefits derived as a result of the rezoning request.	
<p>1. The rezoning will facilitate the development of additional office space in a location which is convenient to major thoroughfares as well as housing, goods and services.</p>	
<p>2. The rezoning will bring employment opportunities to this area.</p>	
<p>3. The rezoning will facilitate infill redevelopment which will use existing road and utility infrastructure.</p>	
<p>4. The rezoning will facilitate new development which will add infrastructure improvements and tax base to the City.</p>	

REZONING APPLICATION ADDENDUM #2

Impact on Historic Resources	OFFICE USE ONLY
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.	Transaction # Rezoning Case #

INVENTORY OF HISTORIC RESOURCES

List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.

N/A

PROPOSED MITIGATION

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

N/A

URBAN DESIGN GUIDELINES

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

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", or
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor"

as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban Form Designation City Growth (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: A restaurant and/or bank branch are contemplated in the future for this development.</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: This property is not adjacent to lower density neighborhoods.</p>
3.	<p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>Response: Pedestrian and vehicular access between buildings and parking on site will be provided.</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: No new streets are contemplated.</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: No new streets are contemplated.</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: Internal drives will be flanked by buildings and a parking structure.</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: Most parking will be in a parking structure.</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: A building is proposed for the corner of Trinity and Nowell Roads.</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: Outdoor amenities will be visible and accessible.</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: The proposed development plans contemplate multiple points of entry.</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: It is contemplated that active uses will be adjacent to outdoor amenity areas.</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: It is contemplated that urban open space will be adjacent to structures.</p>
13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response: Outdoor seating opportunities are contemplated.</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: Most parking will be in a parking deck in the rear of the site.</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: The proposed development contemplates a parking structure in the rear of the property.</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 structure will use design elements and materials that complement the area.</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 not in close proximity to transit stops.</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: The proposed development is not within walking distance of transit stops.</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 property does not have any of "the most sensitive landscape areas".</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: The proposed development will appropriately accommodate pedestrians.</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: Public sidewalks will be provided as required by the UDO.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>Response: The development will include street trees as required by the UDO.</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p>Response: Buildings will define Trinity Road and Nowell Road.</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: Buildings will have architectural entrances along public streets.</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 buildings will have windows, entrances and signage on the ground level.</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: The project will improve public sidewalks and will add sidewalks within the development.</p>

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")

TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Rezoning application review fee (see Fee Schedule for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
3. Completed application; Include electronic version via cd or flash drive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
4. Two sets of stamped envelopes addressed to all property owners within 500 feet of property to be rezoned	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
5. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
6. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input checked="" type="checkbox"/>		
10. Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
11. Completed Response to the Urban Design Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>	<input checked="" type="checkbox"/>		
13. Master Plan (for properties requesting Planned Development or Campus District)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

MASTER PLAN SUBMITTAL REQUIREMENTS

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

OXFORD FUND – SELECT RALEIGH, LLC
ONE OXFORD CENTRE, SUITE 4500
PITTSBURGH, PENNSYLVANIA 15219

May 21, 2018

Ms. Hannah Reckhow
Planner I
Raleigh Department of City Planning
One Exchange Plaza, Suite 300
Raleigh, North Carolina 27601

RE: Project Transaction Number 554907

Dear Ms. Reckhow:

With respect to the Rezoning Application dated May 14, 2018 regarding property located at Trinity and Nowell Roads, PIN 0774963627, please take note that our legal counsel, Pati Lindauer, is authorized to execute the Application on our behalf, as our Agent.

Thank you.

Sincerely,



Joseph M. Saccomano
Assistant Vice President
Investment Analysis and Reporting

EXHIBIT A
To
Rezoning Application

5401 Trinity Road
Oxford Fund Select – Raleigh, LLC

Future Land Use Designation:	Office/Research & Development
Urban Form Map:	City Growth Center; Urban Thoroughfare

I. The rezoning request is consistent with the Arena Area Plan of the Comprehensive Plan.

Policy AP-A 28 Arena Area Signage. *Low profile site identification signs should be utilized for the entire Arena area.*

Building signs will be low profile and will be compatible with the existing office signage in the area.

Policy AP-A-29 Trinity Road Streetscape. *The streetscape along Trinity Road should be enhanced, with consideration given to design elements that give the Arena area some identity such as banners and a unified signage system.*

Signage facing Trinity Road will be complementary to existing signage in the Arena area. Signage will be of similar character and size in relation to other office signage in the area.

Policy AP-A 30. Arena Area Sidewalk Width. *Extra-wide sidewalks of 14 to 18 feet should be constructed on both sides of Trinity Road... to accommodate the large crowds that will be walking in this area before and after major events.*

Sidewalks will be built in accordance with the requirements of the UDO.

II. The rezoning request is consistent with the following policies of the 2030 Comprehensive Plan:

Policy LU 1.3 Conditional Use District Consistency. *All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan.*

A condition prohibiting residential uses on the property is consistent with the Comprehensive Plan. The Plan states that properties designated for Office/Research and Development are most appropriately zoned as OP, but that OX can be used if conditioned to restrict housing development. Here, the rezoning request fits precisely into the second category by requesting a rezoning to OX and expressly restricting housing development

through a condition.

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 more compact and orderly growth, including provision of conservation areas.*

The request contemplates infill development within the City limits. The property is a vacant lot located in an area with significant surrounding development.

Policy LU 5.1 Reinforcing the Urban Pattern. *New development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.*

The proposed buildings will be of high quality design and materials and will complement surrounding office buildings.

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.*

The property is a vacant lot in the City as contemplated by this policy. The lot is a "gap" in the urban fabric of Trinity Road and is almost entirely surrounded by fully developed office complexes and apartments on all sides. The proposed development will complement the area.

Policy T 2.4 Road Connectivity. *The use of cul-de-sacs and dead-end streets should be minimized.*

The proposed development will have multiple entry and exit points in order to facilitate road connectivity.

Policy T 2.9 Curb Cuts. *The development of curb cuts along public streets – particularly on major streets – should be minimized to reduce vehicular conflicts, increase pedestrian safety, and improve roadway capacity.*

The proposed development will minimize curb cuts along Trinity Road and Nowell Road. This issue will be addressed more appropriately at the site plan stage.

Policy T 6.8 Parking Lot Design. *Parking areas should be designed to minimize conflicts with pedestrians.*

Most parking will be in structured parking along the back of the property so that the development is aesthetically pleasing and pedestrian conflicts are minimized.

Policy EP 2.3 Open Space Preservation. *Seek to identify all opportunities to conserve open space networks, mature existing tree stands, steep slopes, floodplains, priority wildlife habitats, and significant natural features as part of public and private development plans and targeted acquisition.*

Existing Tree Conservation Areas will be maintained and outdoor amenity areas will be provided as required.

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 | cfax 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 February 7, 2018

Applicant(s) Name Jeff Westmoreland, SEPI Engineering

Applicant's Mailing Address 1025 Wade Avenue, Raleigh 27605

Phone (919) 747-5858

Email jwestmoreland@sepiengineering.com

Property PIN # 0774-96-3627

Site Address / Location 5401 Trinity Road

Current Zoning CX-5 and CX-5-PL-CU

Additional Information (if needed) :

OFFICE USE ONLY

Transaction # : 545916

Date of Pre-Application Conference :

Staff Signature



**Pre-Application Conference
Meeting Record**

Transaction #: 545916 Meeting Date & Time: 2/23/18 10:00

Location: One Exchange Plaza 3rd Floor

Attendees: John Sorrell, Matt Isten, Donald Belk, Jason Hardin,
Jeff Westmerland, David Williams, Michael Blount

Parcels discussed (address and/or PIN): 5401 Trinity Rd

Current Zoning: CX-5, CX-5-PL-CU

Potential Re-Zoning: CX-5-PL to modify conditions, OX

CAC Chair/Contact Information: Benson Kirkman benson.kirkman@att.net West CAC

General Notes: proposed 5 story office building with structured parking, currently the ^{southern portion of} site is restricted to hotel use only via conditions. site is splitzoned. Future land use map designates the site as office/Research and development. OX would be more consistent with the Future Land Use Map. typical recording takes 3-6 months. policies in the comp plan would support screening for the parking deck. Height could be altered for zoning request if 5 stories

Department & Staff	Notes
Development Services ___Justin Rametta Justin.Rametta@raleighnc.gov 919-996-2665 ___Mike Walters Michael.Walters@raleighnc.gov 919-996-2636 ___Walt Fulcher Walt.Fulcher@raleighnc.gov 919-996-3517	<u>is not needed. Urban Form would support up to 12 stories, context may matter if that is reasonable. other Pre-Reg is to have Neighborhood meet with property owners within 500 ft. CAC is not required, but UDO Sections: PC and city council to not like to make a decision without a vote from the</u>

CAC. District 17, Ray Crowder, city council would be good to reach out.

ISABEL WORTHY MATTOX

Attorney at Law

Telephone (919) 828-7171

isabel@mattoxfirm.com

April 11, 2017

TO ALL ADDRESSEES:

RE: **NOTICE OF MEETING** Regarding Proposed Rezoning Petition of 5401 Trinity Road, Raleigh, NC 27607, 5.62 acres as recorded in Deed Book 13248 Page 634, Wake County Registry, owned by Oxford Fund Select - Raleigh, LLC, located at the intersection of Nowell Road and Trinity Road ("Rezoning Property")



Dear Property Owners:

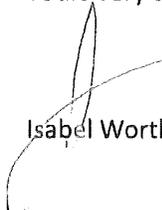
You are receiving this letter because you are the owner of property located in the vicinity of the Rezoning Property for which a rezoning is now being contemplated. We anticipate that the proposed rezoning will rezone the Rezoning Property from CX-5-PL-CU and CX-5 to OX-7-CU (with changed conditions). 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 the offices of **Keystone Corporation located at 5410 Trinity Road, Raleigh, NC 27606 in Suite 215 at 7:00 p.m. on the evening of April 24, 2018.**

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/planning. 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 24, 2018, or at any time after our meeting, please contact me.

Yours very truly,


Isabel Worthy Mattox

cc: Michael Blount (via email)

0774963627
OXFORD FUND SELECT RALEIGH LLC
301 GRANT ST STE 4500
PITTSBURGH PA 15219-6400

0774853398
P7/PSREG CORPORATE CENTER LLC
PO BOX 56607
ATLANTA GA 30343-0607

0774858875
LHC15 RALEIGH NC LLC
PO BOX 10809
DAYTONA BEACH FL 32120-0809

0774859395
LOUREIRO, JOAO LOUREIRO, NELSON
3732 SUNLAKE FARMS RD
APEX NC 27539-8392

0774864380
LHC15 RALEIGH NC LLC
PO BOX 10809
DAYTONA BEACH FL 32120-0809

0774953525
RIDDICK PROPERTIES LLC
C/O COMPUTER SERVICE PARTNERS INC
1310 NOWELL RD
RALEIGH NC 27607-5136

0774953717
NOWELL ROAD PARTNERS LLC
1400 NOWELL RD
RALEIGH NC 27607-5137

0774955063
TRINITY COMMONS APARTMENT LLC
MAA PROP TAX REF 149501
6584 POPLAR AVE
MEMPHIS TN 38138-3687

0774956469
ARENA PLACE CONDOS
AVISON YOUNG
5440 WADE PARK BLVD STE 200
RALEIGH NC 27607-6067

0774956469
RAK INVESTMENTS LLC
1400 SUNDAY DR STE 105
RALEIGH NC 27607-5598

0774956469
RAK INVESTMENTS LLC
1400 SUNDAY DR STE 105
RALEIGH NC 27607-5598

0774956469
TRIPLE TWENTY PROPERTIES LLC
1330-101 SUNDAY DR
RALEIGH NC 27607-5196

0774956469
AGARWAL FAMILY LLC
120 SIGMA DR
GARNER NC 27529-8542

0774956469
AGARWAL FAMILY LLC
1330 SUNDAY DR STE 105
RALEIGH NC 27607-5196

0774956469
1340 SUNDAY DRIVE LLC
1330 SUNDAY DR STE 105
RALEIGH NC 27607-5196

0774956469
1340 SUNDAY DRIVE LLC
1330 SUNDAY DR STE 105
RALEIGH NC 27607-5196

0774956469
JRD INVESTMENTS LLC
1400 SUNDAY DR STE 101
RALEIGH NC 27607-5598

0774956469
VAIDYA NAGARAJ LLC
1400 SUNDAY DR STE 105
RALEIGH NC 27607-5598

0774956469
RUFTY, JON S
1400 109 SUNDAY DR
RALEIGH NC 27607-5162

0774964151
1520 SUNDAY ASSOC LLC
1540 SUNDAY DR
RALEIGH NC 27607-6010

0774966087
CONTINENTAL SUNDAY DRIVE LLC
780 LYNNHAVEN PKWY STE 240
VIRGINIA BEACH VA 23452-7441

0774967422
RNA PROPERTIES LLC
1540 SUNDAY DR
RALEIGH NC 27607-6010

0774973391
CPVF II PALISADES II LLC
5410 TRINITY RD STE 220
RALEIGH NC 27607-6003

0774973532
THE PARKE AT TRINITY LLC
MARVIN F POER & COMP
3520 PIEDMONT RD NE STE 410
ATLANTA GA 30305-1512

0774976032
CPVF II PALISADES I LLC
5410 TRINITY RD STE 220
RALEIGH NC 27607-6003

0784073155
GOSSMAN F JOSEPH BISHOP OF THE
7200 STONEHENGE DR
RALEIGH NC 27613-1620

ATTENDANCE AT NEIGHBORHOOD MEETING
5401 Trinity Road, Raleigh
Tuesday, April 24, 2018

NAME	ADDRESS	PHONE #
Kristin Sumner	Street: 1140 Trinity Pine Lane Email: Kristin.Sumner@maac.com	919-233-7775
Damon Brock	Street: 1400 NOWELL ROAD Email: DBROCK@BROCKCONTRACT.COM	919.741.2409
JEFF FULK	Street: " "	919.422-5992
Michael Blount Klyster	Street: Email:	
Iwan	Street: Email:	
	Street: Email:	

SUMMARY OF ISSUES

A neighborhood meeting was held on April 24, 2018 (date) to discuss a potential rezoning located at 5401 Trinity Road, Raleigh NC 27607 (property address).

The neighborhood meeting was held at Keystone Corporation, 5410 Trinity Road, Suite 215, Raleigh, NC 27606 (location).

There were approximately 3 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

A general overview of the rezoning process was given. The history of the parcel and its zoning was explained. Conditions in the current zoning contemplate a hotel development.

The particulars of the proposed development were given, including the approximate building size and configuration of the project. The meeting was concluded by providing a rough timeline for the rezoning process.