



Rezoning Application and Checklist

Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500

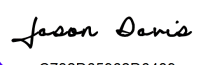
Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email rezoning@raleighnc.gov.

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
OFFICE USE ONLY Rezoning case #			
Existing zoning base district: DX	Height: 5; 20	Frontage: SH	Overlay(s): N/A
Proposed zoning base district: DX	Height: 20	Frontage: N/A	Overlay(s): N/A
Helpful Tip: View the Zoning Map to 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-36-18; Z-78-21; Z-27B-14			

General Information		
Date: 1/9/26	Date amended (1):	Date amended (2):
Property address: 307 W Martin Street; 311 Commerce Place; 322 W Davie Street		
Property PIN: 1703575845; 1703575770; 1703574577		
Deed reference (book/page): 19416/2693		
Nearest intersection: W Martin Street/Commerce Place		Property size (acres): 1.28 acres
For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A
Property owner name and address: Martin-Dawson Property LLC		
Property owner email: jd@turnbridgeeq.com		
Property owner phone: 646-503-5717		
Applicant name and address: Jamie Schwedler; 301 Fayetteville Street, Suite 1400, Raleigh, NC 27601		
Applicant email: jamieschwedler@parkerpoe.com		
Applicant phone: 919-835-4529		
Applicant signature(s):		
Additional email(s):		

Martin-Dawson Property LLC,
a Delaware limited liability company

By: Martin Street JV LLC
Its sole member

Signed by:
By: 
C732D65962D6489...
Jason Davis, Authorized Signatory

REVIEWED

By Metra Sheshbaradaran at 11:51 am, Jan 16, 2026

REVISION 11.08.24

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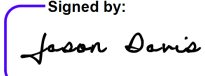
Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted: 1/9/26	OFFICE USE ONLY Rezoning case #
Existing zoning: DX-5-SH; DX-20-CU	Proposed zoning: DX-20-CU	

Narrative of Zoning Conditions Offered
<p>1. The existing buildings identified as contributing structures to the Depot National Register Historic District located on property with Wake County Parcel Identification Numbers 1703575845 and 1703575770 (Deed Book 19416, Page 2693 of the Wake County Registry) (the "Contributing Structures") shall be subject to the following standards:</p> <ul style="list-style-type: none"> a. The portion of the Contributing Structures within 85 feet of the right-of-way of West Martin Street shall be preserved, subject to condition 2. The remainder of the Contributing Structures may be removed. b. Preservation of the first 85 feet of the Contributing Structures shall maintain the overall building massing, subject to condition 1.c. The construction of additional floors above the Contributing Structures shall be prohibited within the 85 foot zone. c. All exterior improvements to the Contributing Structures within 85 feet of the right-of-way of West Martin Street and visible from any right of way, shall be comprised of similar materials to those found as part of other contributing structures of the Depot National Register Historic District. <p>2. In the event that a Contributing Structure is partially damaged or destroyed, by exercise of eminent domain, fire, accident explosion, flood, lightning, wind, other calamity or natural cause, or any other unintentional cause to the extent of more than 50% of the replacement cost of the structure immediately prior to such damage, the following standards shall apply:</p> <ul style="list-style-type: none"> a. The entirety of the Contributing Structure may be removed from the property. b. Structures replacing any Contributing Structure shall be constructed with similar materials as those found as part of other contributing structures of the Depot National Register Historic District. c. The maximum height for replacement structures within 85 feet of the right-of-way of West Martin Street shall be five (5) stories. <p>3. In addition to those otherwise prohibited by the UDO, the following uses are prohibited: adult establishment, pawnshop, self-service storage, vehicle repair, vehicle fuel sales, cemetery, detention center, and dormitory, fraternity, sorority.</p> <p>4. One (1) Dog Waste Station shall be provided on the site.</p> <p>5. A plaza shall be provided on the site. A minimum of 50% of this plaza shall be open to the public.</p> <p>6. The Main Street streetscape standards in UDO Section 8.5.9.A shall apply to the site frontage on South Dawson Street.</p>

The property owner(s) hereby offers, consents to, and agrees to abide, if the rezoning request is approved, the conditions written above. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Martin-Dawson Property LLC,
a Delaware limited liability company

By: Martin Street JV LLC
Its sole member

By: 
Signed by:
C732D65962D6489...
Jason Davis, Authorized Signatory

REVIEWED

By Metra Sheshbaradaran at 11:51 am, Jan 16, 2026

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Rezoning Application Addendum #1

Comprehensive Plan Analysis

The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.

OFFICE USE ONLY

Rezoning case #

Statement of Consistency

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

See attached Addendum #1.

Public Benefits

Provide brief statements explaining how the rezoning request is reasonable and in the public interest.

See attached Addendum #1.

Rezoning Application Addendum #2

Impact on Historic Resources

The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.

OFFICE USE ONLY

Rezoning case #

Inventory of Historic Resources

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

See attached Addendum #2.

Proposed Mitigation

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

See attached Addendum #2.

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: Downtown

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

1

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.

Response:

N/A

2

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.

Response:

N/A

3

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.

Response:

N/A

4

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.

Response:

N/A

5

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.

Response:

N/A

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 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.

Response:

N/A

7	<p>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.</p> <p>Response: N/A</p>
8	<p>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.</p> <p>Response: N/A</p>
9	<p>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.</p> <p>Response: N/A</p>
10	<p>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.</p> <p>Response: N/A</p>
11	<p>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.</p> <p>Response: N/A</p>
12	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p>Response: N/A</p>
13	<p>New public spaces should provide seating opportunities.</p> <p>Response: N/A</p>

14	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p>Response: N/A</p>
15	<p>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.</p> <p>Response: N/A</p>
16	<p>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.</p> <p>Response: N/A</p>
17	<p>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.</p> <p>Response: N/A</p>
18	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p>Response: N/A</p>
19	<p>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.</p> <p>Response: N/A</p>
20	<p>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.</p> <p>Response: N/A</p>

21	<p>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.</p> <p>Response: N/A</p>
22	<p>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.</p> <p>Response: N/A</p>
23	<p>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.</p> <p>Response: N/A</p>
24	<p>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.</p> <p>Response: N/A</p>
25	<p>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.</p> <p>Response: N/A</p>
26	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p>Response: N/A</p>

Rezoning Checklist (Submittal Requirements)

To be completed by Applicant			To be completed by 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"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Pre-application conference.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Neighborhood meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Rezoning application review fee (see Fee Guide for rates).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Completed application submitted through Permit and Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Completed Comprehensive Plan consistency analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Completed response to the urban design guidelines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Trip generation study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Traffic impact analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If applicable, see page 11:					
12. Proof of Power of Attorney	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Proposed conditions signed by property owner(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Master Plan (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – Master Plan	Yes	N/A	Yes	No	N/A
1. I have referenced this 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"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Total number of units and square feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 12 sets of plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Completed application; submitted through Permit & Development Portal	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Vicinity Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Existing Conditions Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Street and Block Layout Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Development Plan (location of building types)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Parking Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Open Space Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Phasing Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Common Signage Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

December 19, 2025

Re: Notice of Neighborhood Meeting

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on January 7, 2026, from 6:00-7:00pm at **307 West Martin Street, Raleigh, NC 27601**. The purpose of the meeting is to discuss an upcoming application to rezone three parcels of land located at 307 West Martin Street (PIN: 1703575845), 322 West Davie Street (PIN: 1703574577), and 311 Commerce Place (PIN: 1703575770) (the "Site"). The Site is currently zoned Downtown Mixed Use- 20 stories- w/ Conditions (DX-20-CU) and Downtown Mixed Use- 5 stories- w/ Shopfront Frontage (DX-5-SH). This proposal would rezone the Site to Downtown Mixed Use- 20 stories-w/ Conditions (DX-20-CU). During the meeting, the applicant will describe the nature of the proposed rezoning request and field any questions from the public. Enclosed are: (1) a vicinity map outlining the location of the parcel; and (2) a current zoning map of the subject area.

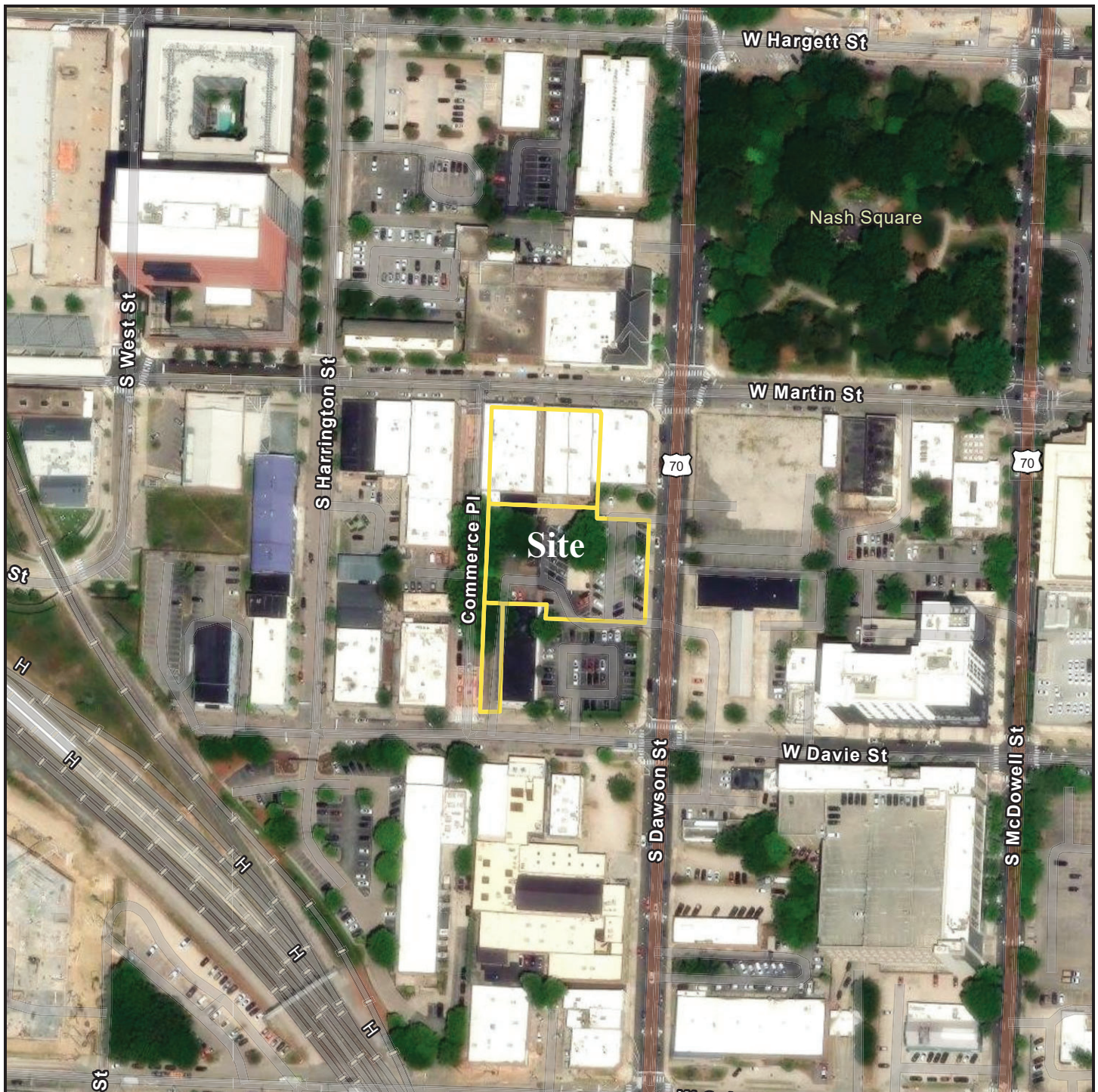
Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 500 feet of the area requested for rezoning. Any landowner or tenant who is interested in learning more about this project is invited to attend. Information about the rezoning process is available online; visit www.raleighnc.gov and search for "Rezoning Process." If you have further questions about the rezoning process, please contact:

Metra Sheshbaradaran
Raleigh Planning & Development
(919) 996-2638
metra.sheshbaradaran@raleighnc.gov

If you have any questions about this rezoning, please contact me at (919) 835-4529 or via email at jamieschwedler@parkerpoe.com.

Thank you,

Jamie S. Schwedler



307 West Martin Street; 322 West Davie Street; &
311 Commerce Place

Vicinity Map



0 100 200 400 ft
1 inch equals 200 feet

Disclaimer

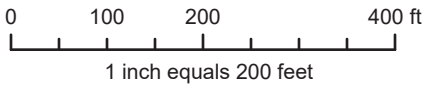
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307 West Martin Street; 322 West Davie Street; &
311 Commerce Place

Zoning Map

Current Zoning: DX-20-CU & DX-5-SH



Disclaimer
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SUMMARY OF ISSUES

A neighborhood meeting was held on January 7, 2026 (date) to discuss a potential rezoning located at 307 W Martin Street, 311 Commerce Place, and 322 W Davie Street (property address). The neighborhood meeting was held at 307 W Martin Street (location). There were approximately 11 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Discussion of property boundaries compared to current zoning district boundaries
Discussion of rezoning process
Discussion of changes to current zoning conditions
Discussion of preservation of historic structures

ATTENDANCE ROSTER

[illegible]

W MARTIN STREET – REZONING APPLICATION ADDENDUM #1

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.

This application requests the rezoning of three parcels located at 307 W Martin Street, 311 Commerce Place, and 322 W Davie Street (the “Property”) to the DX-20-CU district. A large portion of the Property was rezoned to DX-20-CU in May 2022 (Z-78-21), while a small portion of the Property along Commerce Place is zoned DX-5-SH. The purpose of this rezoning request is to apply the same DX-20-CU zoning across the entire Property and to update the zoning conditions approved in May 2022 to align with the current City development standards.

FUTURE LAND USE MAP

The Property is designated as “Community Mixed Use” on the Future Land Use Map (“FLUM”), which applies to “medium sized-shopping centers and larger pedestrian-oriented retail districts.” This category envisions development intensities higher than in Neighborhood Mixed Use areas, with mid-rise buildings as well as low-rise buildings. Where residential development occurs, ground floor retail would be encouraged. Height up to 12 stories is appropriate in TOD areas and at the core of mixed-use centers. CX is the primary corresponding zoning district. 2030 Comprehensive Plan, p. 3-11. The city blocks surrounding the Property are zoned Downtown Mixed Use (DX) and designated Central Business District on the FLUM, which is intended for the most intense development in the City, supporting heights up to 40 stories.

The requested DX designation generally conforms with the FLUM by restricting uses to those allowed in the CX district. The 20 story designation is consistent with the rapidly growing warehouse district and the heights associated with the downtown and Central Business District designations surrounding the Property. In addition, the conditions limit height to 5 stories within 85 feet of Martin Street, which is far below the height guidance supported by either the Community Mixed Use or Central Business District designations. In addition, the CX-20-CU zoning approved in the Z-78-21 rezoning case was found to be consistent with the FLUM and Comprehensive Plan.

URBAN FORM MAP

The Property has two designations on the Urban Form Map. The Downtown designation, which defines the downtown area, recommends an urban approach to frontage. 2030 Comprehensive Plan, p. 11-4. The Frequent Transit Area designation, which refers to areas within a half mile of corridors proposed for bus rapid transit or within a quarter-mile of other frequent transit routes, also recommends an urban frontage. 2030 Comprehensive Plan, p. 11-4. A frontage designation is not proposed with this request due to the existing historic structures located along the Commerce Place right of way. Preservation of these historic structures will require unique design considerations, which may not be possible if the development standards of an urban frontage are applied to the Property. However, a zoning condition requires the Main Street streetscape standards along South Dawson Street, which is a component of the urban frontage designations, and will ensure a consistent streetscape along South Dawson Street. Where it is not possible to commit to

an urban frontage, the character of the Depot National Register Historic District is to be preserved, creating a unique pedestrian experience in this area of downtown.

DOWNTOWN WEST GATEWAY AREA PLAN

The Property is also located within the Downtown West Gateway Area Plan (“AP-DW”), which encompasses an area between the Raleigh Convention Center and the Boylan Heights residential neighborhood. This area is expected to experience significant redevelopment and is situated to serve as a connection between existing downtown entertainment and employment centers, residential areas and future park and open space opportunities. The area includes a unique built character contributed to by the Depot National Register Historic District. The area plan was originally adopted in 2004. Comprehensive Plan, p. DW-1. The proposed zoning and accompanying conditions are consistent with the goals and objectives of the Downtown West Gateway, including specific policies related to mixed use development, historic preservation, and development character and design.

- a. **Policy AP-DW 2 – Mixed Use Development.** *Mixed-use development should be the primary form of development in the area with an emphasis on significant new residential growth and a vertical mix of uses in multi-story buildings.* The proposed zoning allows for significant new residential growth and a mix of vertically integrated uses.
- b. **Policy AP-DW 4 – Historic Preservation.** *Historically significant and contributing structures should be preserved and renovated wherever feasible and not in conflict with other major plan goals. New construction should use the existing architectural and historic character within the area as a guide.* The request includes commitments to preserve the majority of buildings named as contributing structures to the Depot National Historic District, and commitments for new development to complement and enhance the character of the Depot Historic District.
- c. **Policy AP-DW 11 – Development Character and Design.** *New development and redevelopment should reflect the existing scale, character, design, and building to street setbacks found in this historic industrial warehouse area with increased development intensities along Dawson Street. Existing vacant lots and parking lots should be in-filled with appropriate new construction that complements this historic industrial character. Modern buildings that incorporate the flavor of the existing design character of the district are encouraged.* The request includes commitments on height and materials of development on the Property that incorporate the identified character of the Depot Historic District. The proposed zoning will facilitate in-fill development of surface parking lots with appropriate new construction.

COMPREHENSIVE PLAN

The proposed rezoning is consistent with the following policies of the Land Use Element (“LU”) of the 2030 Comprehensive Plan:

- d. **Policy LU 1.2 – Future Land Use Map and Zoning Consistency.** *The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.* The proposed zoning is consistent with the Community Mixed Use designation

of the Future Land Use Map by generally restricting uses to those permitted in the CX district. The requested 20 stories is consistent with the growing warehouse district and the heights associated with the downtown and Central Business District designations. In addition, a condition limits height to 5 stories within 85 feet of Martin Street.

e. **Policy LU 1.3 – Conditional Use District Consistency.** *All conditions proposed as part of a conditional use district should be consistent with the Comprehensive Plan.* The proposed conditions are consistent with the Property's FLUM designation by limiting uses to those considered appropriate for property designated Community Mixed Use. The proposed conditions are also consistent with Comprehensive Plan policies addressing historic preservation, urban design, and public open space, as discussed below.

f. **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 noncontiguous development.* The request will allow for redevelopment of a portion of a downtown block mostly utilized for surface parking. The proposed zoning will reduce the negative impacts of low intensity development by allowing greater height and intensity, and to provide a mix of residential and retail uses in a compact land use pattern.

g. **Policy LU 4.4 – Reducing Vehicle Miles Traveled Through Mixed-use Compact Development.** *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).* The request will allow for mixed-use development on the Property, and increase the amount of residences that are located within the downtown boundary and the employment opportunities the downtown area provides.

h. **Policy LU 4.7 – Capitalizing on Transit Access.** *Sites within walking distance of existing and proposed rail and bus rapid transit stations should be developed with intense residential and mixed uses to take full advantage of and support investment in transit infrastructure.* The Property is located three blocks east of Raleigh Union Station and the RUS Bus facility. The proposed zoning will allow higher intensity mixed-use development to take full advantage of its proximity to the significant transit infrastructure in the downtown area.

i. **Policy LU 4.8 – Station Area Land Uses.** *A complementary mix of uses, including multifamily residential, offices, retail, civic, and entertainment uses, should be located within transit station areas.* The proposed higher intensity mixed-use development is located three blocks east of Raleigh Union Station and the RUS Bus facility. This will provide significant opportunities for office, living, and commercial uses in a walkable pattern.

j. **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 zoning contains conditions to enable the preservation of two contributing structures to the Depot National Register Historic District,

while also reinforcing the character of the rapidly growing warehouse district. The proposed conditions will allow new development on the Property to be visually integrated with the existing historic buildings, preserving the local character and appearance.

k. **Policy LU 6.2 – Complementary Land Uses and Urban Vitality.** *A complementary integration and mixture of land uses should be provided.* The proposed zoning will enable the preservation of two contributing structures to the Depot National Register Historic District, while also reinforcing the character of the rapidly growing warehouse district. The proposed conditions will allow new development to be visually integrated with the existing historic buildings, which will preserve the local character and appearance.

l. **Policy LU 7.6 – Pedestrian-friendly Development.** *New and redeveloped commercial and mixed-use developments should be pedestrian-friendly.* The proposed streetscape requirements along South Dawson Street will activate the street and create a pedestrian friendly-space. The request also commits to outdoor amenity area that is open to the public.

The proposed rezoning is consistent with the following policies of the Urban Design Element (“UD”) of the 2030 Comprehensive Plan:

a. **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 form.* The Property’s existing features and historic structures require a unique approach to frontage in certain locations. Where possible, the zoning conditions propose frontage consistent with the Shopfront frontage, and consistent with the Downtown Urban Form designation, and the applicant will continue to work with staff to address this aspect of any new development.

b. **Policy UD 2.7 – Public Open Space.** *Usable and well-oriented urban public space should be provided within mixed-use centers to serve as focal points and community gathering spots.* The request includes a commitment to outdoor amenity area that is open to the public, is located between the historic structures and the new development, and is intended to create a unique urban space.

c. **Policy UD 4.1 – Public Gathering Spaces.** *Encourage the development of public gathering spaces within all developments. Such spaces should be designed to attract people by using common and usable open space, an enhance pedestrian realm, streetscape activation, and retail uses.* The request includes a commitment to outdoor amenity area that is open to the public, is located between the historic structures and the new development, and is intended to create a unique urban space.

d. **Policy UD 4.6 – Activated Public Space.** *Provide urban squares, public plazas, and similar areas that stimulate vibrant pedestrian street life and provide a focus for community activities. Encourage the “activation” of such spaces through the design of adjacent structures; for example, through the location of shop entrances, window displays, awnings, and outdoor dining areas.* The request includes a commitment to outdoor amenity

area that is open to the public, and creates a sense of human scale and activity between the new construction and existing buildings.

e. **Policy UD 5.1 – Contextual Design.** *Proposed development within established neighborhoods should create or enhance a distinctive character that relates well to the surrounding area.* The request includes commitments to preserve buildings named as contributing structures to the Depot National Historic District, and commitments for new development to complement and enhance the character of the Depot Historic District.

The proposed rezoning is consistent with the following policies of the Historic Preservation Element (“HP”) of the 2030 Comprehensive Plan:

a. **Policy HP 1.2 – Cultural and Historic Resource Preservation.** *Identify, preserve, and protect cultural and historic resources, including buildings, neighborhoods, designed and natural landscapes, cemeteries, streetscapes, view corridors, and archaeological resources.* The request includes commitments to preserve buildings named as contributing structures to the Depot National Historic District, and to use similar materials with newly-constructed buildings.

b. **Policy HP 2.4 – Protecting Historic Neighborhoods.** *Protect the scale and character of the city’s historic neighborhoods while still allowing compatible and context-sensitive infill development to occur.* The request includes commitments to preserve buildings named as contributing structures to the Depot National Historic District, and commitments for new development to complement and enhance the character of the Depot Historic District. The request involves increased height an infill site interior to an existing city block, and allows for the existing buildings to become a human-scale gateway to the historic Warehouse District.

c. **Policy HP 2.7 – Mitigating Historic Neighborhoods.** *Development proposals adjacent to or including historic sites should identify and minimize or mitigate any negative development impacts on those sites.* The proposed zoning includes commitments to preserve buildings named as contributing structures to the Depot National Historic District. The zoning conditions also restrict the location of new development to minimize adverse impacts to the historic district.

d. **Policy HP 3.1 – Adaptive Use.** *Encourage adaptive use of historic properties to preserve cultural resources and conserve natural resources.* The proposed rezoning allows for the preservation of historic structures while adapting the remainder of the Property for a vertical mix of retail, office, and residential uses. The request includes conditions regarding the materials used in any new construction close to Martin Street to promote consistency with the existing historic structures.

e. **Policy HP 3.2 – Retention Over Replacement.** *Encourage the preservation and rehabilitation of significant or contributing existing structures, favoring retention over replacement, especially in areas where other historic resources are present.* The proposed zoning will enable the preservation of the majority of two buildings named as contributing structures to the Depot National Register Historic District. This commitment to meaningfully preserve the historic buildings and the associated setbacks it creates is consistent with this policy.

f. **Policy HP 3.4 – Context Sensitive Design.** *Use the existing architectural and historical character within an area as a guide for new construction.* The proposed zoning includes conditions requiring materials used in new construction to draw on the historic character of the Depot Historic District.

The proposed rezoning is consistent with the following policies of the Downtown Raleigh Element (“DT”) of the 2030 Comprehensive Plan:

a. **Policy DT 1.2 – Vertical Mixed Use.** *Encourage vertical mixed-use development throughout downtown, unless otherwise indicated on the Future Land Use Map.* The proposed zoning would allow for vertical mixed use development on the Property, in that the heights sought would encourage ground-floor commercial use with office and/or residential above. The requested height designation will allow a significant amount of mixed use development with activated ground floor use in close proximity to planned transit.

b. **Policy DT 1.3 – Underutilized Sites in Downtown.** *Encourage the redevelopment of underutilized sites in downtown, included but not limited to vacant sites, surface parking lots, and brownfield sites.* The proposed zoning will allow for redevelopment of surface parking lots occupying a large portion of a downtown block. This will create a more efficient use of land in the downtown core and in close proximity to planned transit.

c. **Policy DT 1.6 – Supporting Retail Growth.** *Encourage the scale and intensity of development needed to strengthen downtown’s capacity to support a vibrant retail environment.* The proposed zoning will allow for vertical mixed use development on the Property. The requested height and intensity will encourage ground-floor retail use with office and/or residential above. The development goals envision preservation of the existing retail uses within historic structures, and the addition of new street-level retail within new development.

d. **Policy DT 1.16 – High Density Development.** *Highest density development should occur along the axial streets (Hillsborough Street, Fayetteville Street, and New Bern Avenue), major streets (as identified by the Street Plan), surrounding the squares, and within close proximity to planned transit stations.* The Property is located three blocks east of Raleigh Union Station and the future RUS Bus facility, adjacent to S. Dawson Street, and caddy-corner to Nash Square. The proposed zoning will allow higher intensity mixed-use development to take full advantage of its proximity to the significant transit infrastructure, parks, and major streets in the downtown area.

e. **Policy DT 3.2 – Ground Floor Uses on Primary Retail Streets.** *New development along Retail Streets identified on Map DT-5 should provide continuous retail use along the ground floor. Zoning for parcels and sites along Retail Streets should be mapped with Shopfront frontage or other zoning mandating a retail-ready ground floor.* W Martin St is a Retail Street, and the proposed zoning allows the intensity of ground floor uses recommended. Preservation of the buildings along W. Martin Street will contribute to the character of the retail buildings.

f. **Policy DT 4.1 – Encouraging Downtown Housing.** *Encourage high-density residential development in downtown, consistent with the target of accommodating another*

25,000 residents by 2030. The proposed rezoning will allow for up to 20 stories of mixed use development including the ability to accommodate a meaningful supply of multifamily residential units.

PUBLIC BENEFITS

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

This zoning request seeks to preserve two contributing structures to the Depot National Register Historic District and adapt the remainder of the Property into a taller, mixed use development. The proposed development will provide a public benefit by bringing needed residential and retail uses to support the warehouse district area and support a vibrant downtown with ground-floor retail. The development will also provide a public benefit by preserving the historic buildings, not merely portions of facades or materials. Public benefits will also be realized through public outdoor amenity areas located adjacent to historic buildings.

W MARTIN STREET – REZONING APPLICATION ADDENDUM #2

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.

The rezoning site is located within the Depot Historic District, a National Register Historic District. The two existing buildings at 307-313 W Martin St (PIN 1703575747), built in 1916 and 1925, are both contributing structures to the Depot Historic District.

The Depot National Register Historic District contains the city's only significant collection of buildings related to the heyday of railroad transportation and shipping in Raleigh. These include freight and passenger depots, warehouses, factories, hotels, cafes, and shops dating from the 1880s through the 1950s. As described in the 2002 National Register nomination, the “buildings, ranging from one to three stories in height, are generally of load-bearing brick construction, with flat roofs, and utilitarian industrial or commercial design, with loading doors, small windows (the earliest with segmental-arch openings), and modest decorative brick details.”

The nomination form described the buildings on the rezoning site as follows:

307/309; ca. 1926; Intact Craftsman style 2-story brick building built for sales and storage for McRae notions company and the U.S. Tire Co. Retains two original storefronts with an original garage bay in #307 and continuous 1/1 sash windows with transoms on upper facade. [1915-1927 CDs; 1925 Raleigh Tax List]

311/313; ca. 1916; Intact 2-story brick flat-roofed building with 1st floor sales offices, storage on second floor. Retains 2 original storefronts, continuous 1/1 wood sash windows, decorative brick parapet roof cornices and granite trim. The side elevation on Commerce St. contains segmental-arched windows with original wooden sash downstairs and replacement sash upstairs. Built for Dunn Bros. wholesale grocery, which operated here until at least 1927. Steve Schuster and Tom Sayre remodeled the upper floor of 313 as residential space in the 1980s, and have their office, Clearscapes, PA, in 311. [1915-1927 CDs]

PROPOSED MITIGATION

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

The proposed zoning will require the preservation of the majority of two contributing structures in the Depot National Register Historic District while allowing the remainder of the Property, which is primarily surface parking lots, to be developed with taller mixed use buildings. Zoning conditions require the preservation of the portions of the historic structures within 85 feet of the W Martin Street right of way. These standards also require any exterior improvements to the contributing structures to utilize similar materials as the contributing structures. The 85 foot historic preservation boundary was determined based on the structural beam lines and exterior windows of both contributing structures on the Property, such that any future construction has room to be integrated with the existing buildings and at a point that bears significance for the buildings. In the event a portion of the structures need to be removed, the zoning conditions ensure the majority of the historic structures are preserved and are structurally sound.