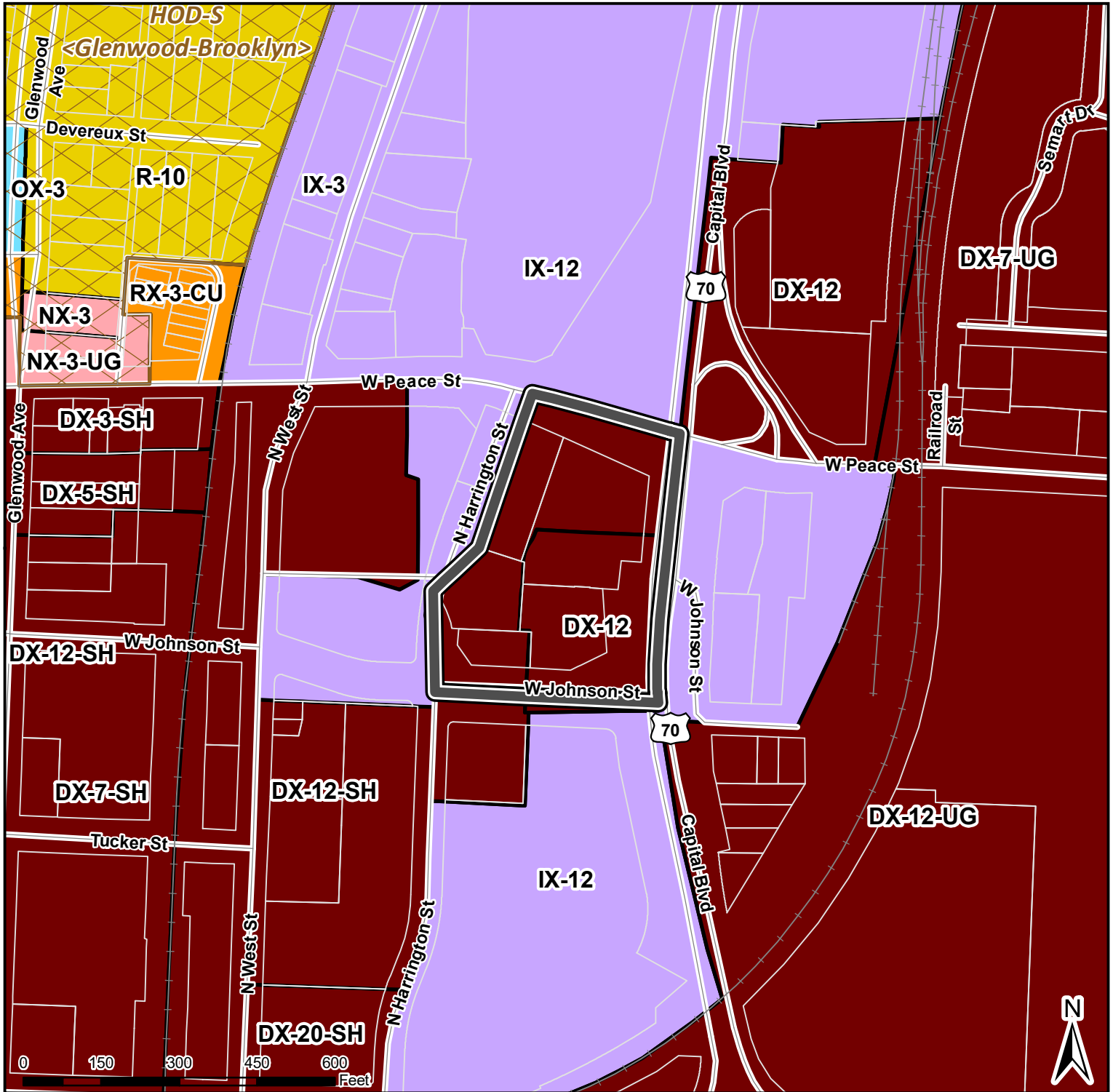
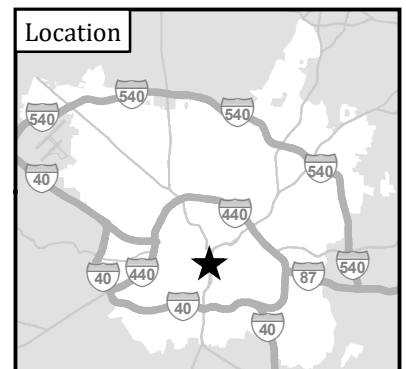


# Existing Zoning

# Z-3-2019



Property	Peace, Harrington, & Johnson St
Size	2.92 acres
Existing Zoning	DX-12 & DX-12-SH
Requested Zoning	DX-40-CU & DX-40-SH-CU





# RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 11903

## CASE INFORMATION: Z-3-19 HARRINGTON AND PEACE

Location	<p>The block bound by Peace Street, Capital Boulevard, Johnson Street, and Harrington Street.</p> <p>Address: 312 W Johnson St, 506 N Harrington St, 517 Capital Blvd, 407 W Peace St, 401 W Peace St</p> <p>PINs: 1704515652, 1704515724, 1704516698, 1704516902, 1704517838</p> <p><a href="#">iMaps</a>, <a href="#">Google Maps</a>, <a href="#">Directions from City Hall</a></p>
Current Zoning	DX-12-SH & DX-12
Requested Zoning	DX-40-SH-CU & DX-40-CU
Area of Request	2.92 acres
Corporate Limits	The subject site is completely within, and surrounded on all sides by, the corporate limits of the City of Raleigh.
Property Owner	Chaucer Investments, LLC
Applicant	Michael Birch, Longleaf Law Partners
Citizens Advisory Council (CAC)	North Central
PC Recommendation Deadline	June 11, 2019

## SUMMARY OF PROPOSED CONDITIONS

1. Prohibition of Adult Establishments.
2. Specified screening for parking structures in certain areas.
3. EIFS prohibited for cladding materials, except cornices.
4. Specified permitted cladding materials.
5. Limitations to lighting in parking structures.
6. Requirement of 10,000 square feet of floor area dedicated to an active use.

## COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Central Business District
Urban Form	Downtown Center, Transit Emphasis Corridor
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 4.7 Capitalizing on Transit Access Policy LU 5.1 Reinforcing the Urban Pattern Policy LU 7.4 Scale and Design of New Commercial Uses Policy LU 7.6 Pedestrian Friendly Development Policy UD 1.10 Frontage Policy UD 7.3 Design Guidelines Policy DT 1.1 Downtown Future Land Use Map Policy DT 1.2 Vertical Mixed Use Policy DT 1.6 Supporting Retail Growth Policy DT 3.8 Downtown as a Regional Center Policy DT 4.1 Encouraging Downtown Housing Policy DT 7.15 Downtown Gateways Policy DT 7.18 Downtown Design Guidelines
<b>Inconsistent Policies</b>	N/A

## FUTURE LAND USE MAP CONSISTENCY

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

## COMPREHENSIVE PLAN CONSISTENCY

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

## PUBLIC MEETINGS

Neighborhood Meeting	CAC	Planning Commission	City Council
1.23.2019	2.12.2019	3.26.2019	5.7.19
One attendee	3.12.2019 (10 to 5 in favor)	4.23.19 (Approval 6 to 1)	5.28.19

## PLANNING COMMISSION RECOMMENDATION

☒ The rezoning case is **Consistent** with the relevant policies in the Comprehensive Plan, and **Approval** of the rezoning request is reasonable and in the public interest.

☐ The rezoning case is **Consistent** with the relevant policies in the comprehensive Plan, but **Denial** of the rezoning request is reasonable and in the public interest.

☐ The rezoning is **Inconsistent** with the relevant policies in the Comprehensive Plan, and **Denial** of the rezoning request is reasonable and in the public interest.

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

Reasonableness and Public Interest	The request it will add needed residential density to the city's downtown in an area adjacent to a future park. Parking, site access, and traffic circulation concerns will be sufficiently regulated by the Unified Development Ordinance.
Change(s) in Circumstances	
Amendments to the Comprehensive Plan	
Recommendation	Approval
Motion and Vote	Motion: Jeffreys; Second: Novak; In favor: Hicks, Jeffreys, Mann, McIntosh, Novak, Swink; Opposed: Geary
Reason for Opposed Vote(s)	Housing affordability, uncertain traffic outcomes, mix of uses, and general uncertainty with zoning entitlement.

## ATTACHMENTS

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

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report and Comprehensive Plan Amendment Analysis.

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Planning Director

Date

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Planning Commission Chair

Date

Staff Coordinator:

Matthew Klem: (919) 996-4637; [Matthew.Klem@raleighnc.gov](mailto:Matthew.Klem@raleighnc.gov)



## **ZONING STAFF REPORT Z-3-19 HARRINGTON AND PEACE**

### **Conditional Use District**

## **OVERVIEW**

The request is to rezone an area of 2.92 acres from DX-12 and DX-12-SH to DX-40-CU and DX-40-SH-CU in the block bounded by Capital Boulevard, Peace Street, Johnson Street, and Harrington Street. Proposed zoning conditions prohibit the adult establishment use. The subject site is vacant. The properties directly adjacent to the site are zoned Downtown Mixed Use (DX) and Industrial Mixed Use (IX) with 12 story building height limits.

The property to the west of the subject site, across Harrington Street, is under development with a 12-story mixed use project with over 400 residential units and 50,000 square feet of retail space, known as *Smokey Hollow Phase 1*. This retail space in this development will be occupied by a suburban-scale retail grocery store.

The property to the north of the subject site, across Peace Street, is a 16-acre parcel owned by the City of Raleigh. This property is currently occupied by industrial uses and is the future site of Devereaux Meadows Park. The environmental assessment for this project is underway and is expected to be completed this year.

The property east of the subject site, across Capital Boulevard, is vacant.

There are two properties south of the subject site, across Johnson Street. One property is occupied by a single-story office building of about 10,000 square feet. The other property is occupied by a 75,000 square foot office building home to Wake County General Services Administration.

The area is generally characterized by a blend of forthcoming urban-intensity mixed use and existing low-slung office, industrial, and institutional uses.

In addition to the completion of the replacement Peace Street bridge, there are two other major transportation projects in the vicinity of the subject site. A two-way cycle track is planned for Harrington Street. This project will create a low-stress dedicated bikeway connecting the Warehouse District to the Glenwood District. Also planned for this area is the future Bus Rapid Transit (BRT) route, a high frequency bus service. The northern corridor of the BRT system will be along Capital Boulevard or West Street, bringing frequent and reliable transit to this part of downtown.

The subject site, and all adjacent properties, are classified as Central Business District on the Future Land Use Map. This designation envisions high-intensity office, retail, and housing uses and recommends the DX district. Table LU-2 Recommended Height Designations recommends a building height range from 3 stories to 40 stories in areas classified as Central Business District on the Future Land Use Map with a *Core/Transit* context. Of the *Core/Transit* context, the Comprehensive Plan states:

*Core/Transit areas refer to areas located within the core of a mixed-use center of about 30 acres or more; within a quarter mile of a fixed-guideway transit stop; or fronting along a corridor programmed for high-capacity, frequent bus transit. In employment areas, taller buildings may also be contemplated on large sites with adequate buffers from low-scale areas, such as Highwoods*

The site, and all adjacent parcels, are located within the Downtown Center on the Urban Form Map. Capital Boulevard is identified as a Transit Emphasis Corridor. These classifications recommend an urban frontage approach to zoning.

The subject site is also identified in the Downtown Plan as being within the Glenwood Green district. While the Downtown Plan's policies are not used to determine Comprehensive Plan consistency, this visioning document promotes a vibrant mixed-use district in an area bound by Capital Boulevard, Peace Street, West Street, and North Street.

### Update for April 23, 2019 Planning Commission Meeting

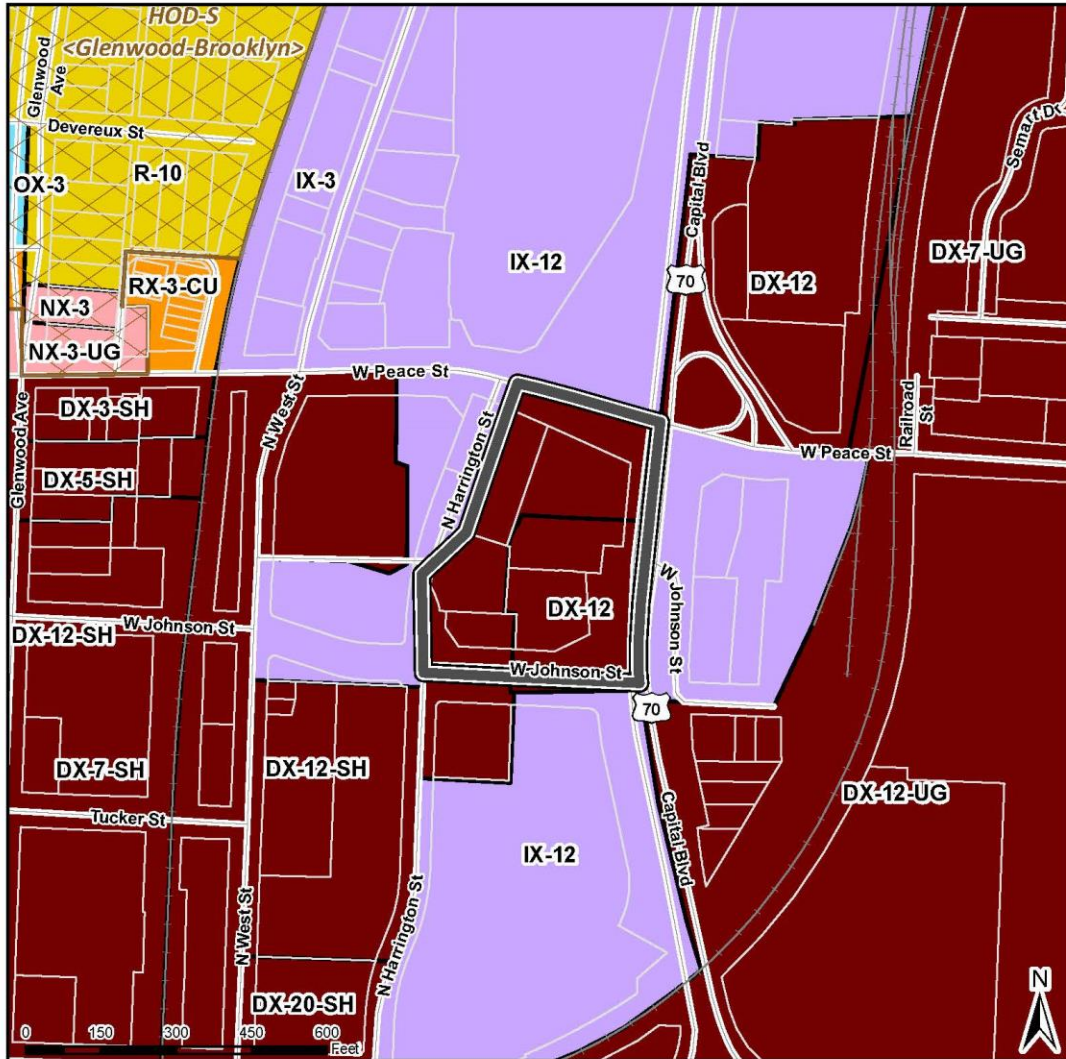
Following the May 26 Planning Commission meeting, revised zoning conditions were submitted that provide design and lighting standards for parking structures, specify permitted and prohibited cladding materials, and minimum active use requirements for the ground floor.

#### **OUTSTANDING ISSUES**

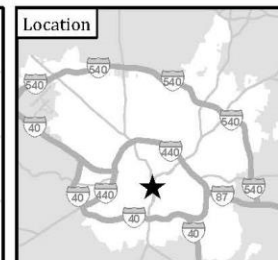
Outstanding Issues	1. None	Suggested Mitigation	1. None
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# Existing Zoning

Z-3-2019



<b>Property</b>	Peace, Harrington, & Johnson St
<b>Size</b>	2.92 acres
<b>Existing Zoning</b>	DX-12 & DX-12-SH
<b>Requested Zoning</b>	DX-40-CU & DX-40-SH-CU

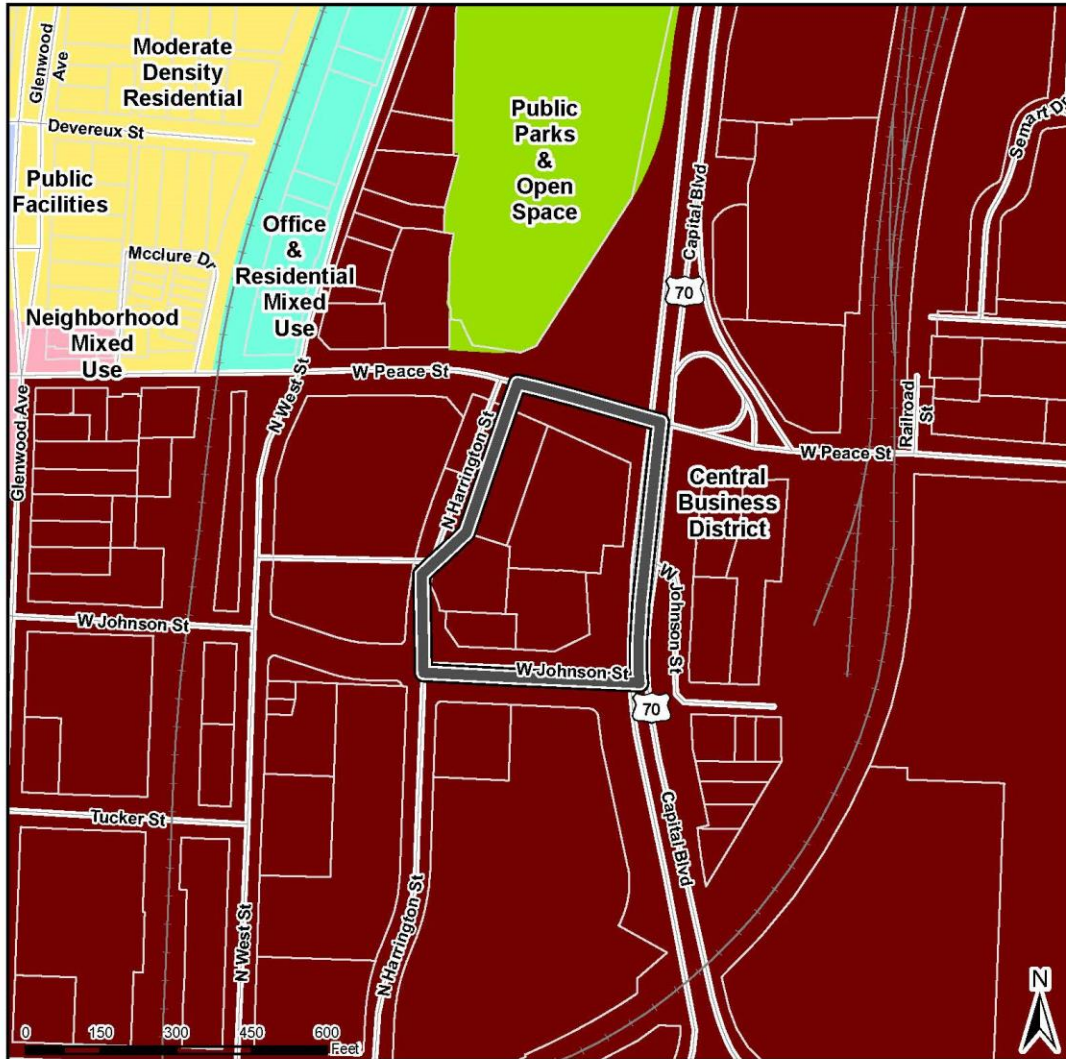


Map by Raleigh Department of City Planning (littsek): 1/29/2019

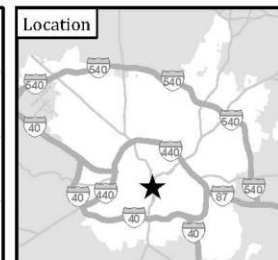


# Future Land Use

Z-3-2019

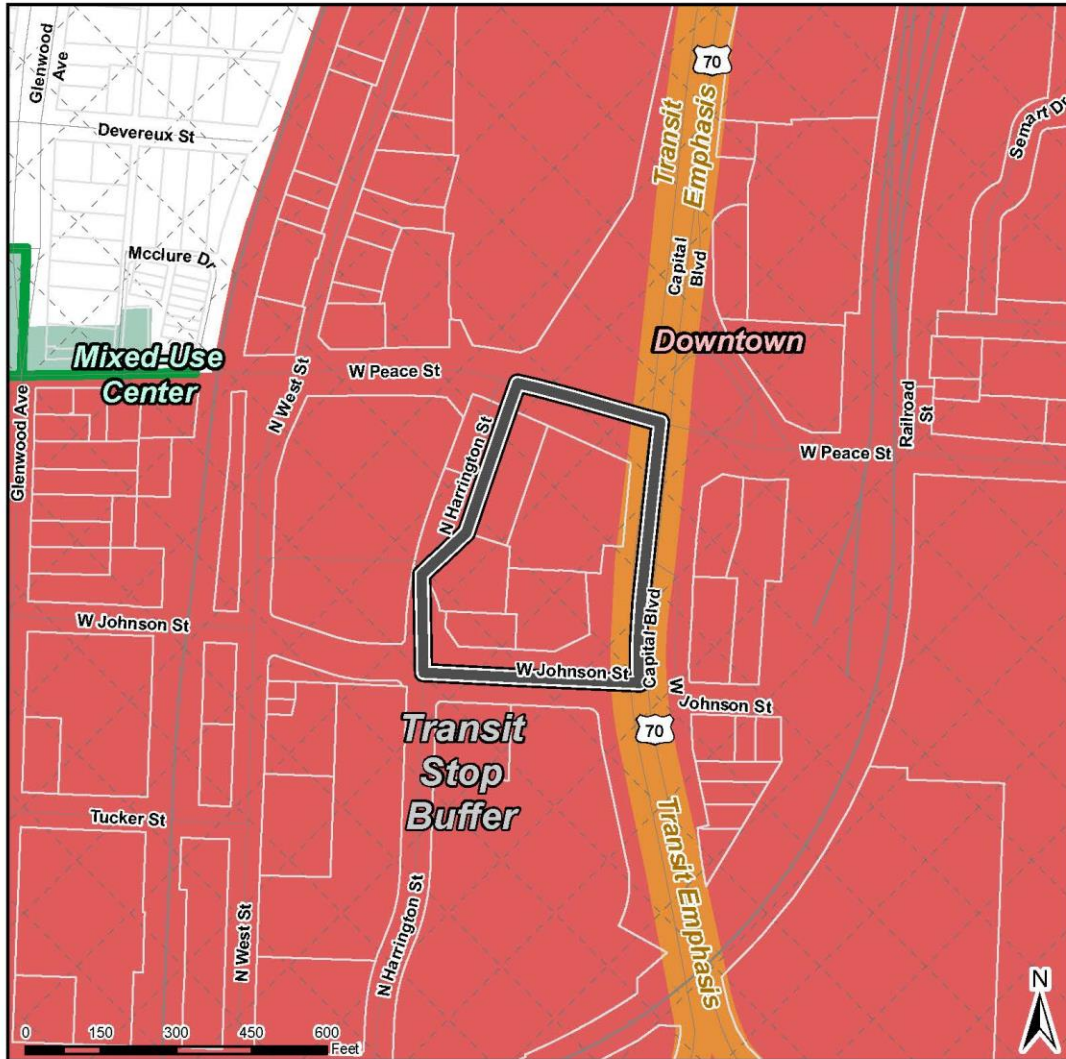


<b>Property</b>	Peace, Harrington, & Johnson St
<b>Size</b>	2.92 acres
<b>Existing Zoning</b>	DX-12 & DX-12-SH
<b>Requested Zoning</b>	DX-40-CU & DX-40-SH-CU

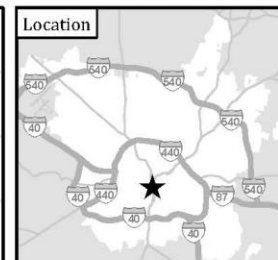


Map by Raleigh Department of City Planning (littsek); 1/29/2019





<b>Property</b>	Peace, Harrington, & Johnson St
<b>Size</b>	2.92 acres
<b>Existing Zoning</b>	DX-12 & DX-12-SH
<b>Requested Zoning</b>	DX-40-CU & DX-40-SH-CU



Map by Raleigh Department of City Planning (littsek); 1/29/2019

# COMPREHENSIVE PLAN

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

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

This request is consistent with the vision theme **Expanding Housing Choices** which promotes increasing the supply of housing throughout the city. This rezoning request will significantly increase the entitlement for residential units on the subject site.

This request is consistent with the vision theme **Managing Our Growth** which calls for growth in locations that can support more intense land uses and create desirable places for people to live, work, and play. This rezoning request will bring a vertical mixed-use development with substantial entitlement for retail, office, and residential uses to a site with substantial roadway access in an urban street grid context. The site is also adjacent to a future 16-acre city park. The siting of this request has the potential to create a desirable place many future citizens of Raleigh to live, work, and play.

This request is consistent with the vision theme **Coordinating Land Use and Transportation** which calls for locating high density mixed-use in areas with local and regional public transit services. The subject property is located between the two alternative routes for the northern Bus Rapid Transit (BRT) Corridor: West Street and Capital Boulevard. While the Downtown Transportation Plan does not specify which of these routes will be used for the BRT service, the subject site is located between them and will have good access to the high frequency future service regardless of the selected alignment.

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

Yes. The use considered is Downtown Mixed Use zoning. The subject site is classified as Central Business District on the Future Land Use Map which recommends the Downtown Mixed Use zoning district.

- 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?

Yes. The site is bound by Capital Boulevard, Peace Street, Johnson Street, and Harrington Street, providing a transportation context of one-part US Highway, three-parts urban street grid.

## Future Land Use

**Future Land Use designation:** Central Business District

**The rezoning request is**

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

☐ **Inconsistent**

The request is for Downtown Mixed Use zoning. The subject site is classified as Central Business District on the Future Land Use Map which recommends the Downtown Mixed Use zoning district.

## Urban Form

**Urban Form designation:** Downtown Center, Transit Emphasis Corridor

**The rezoning request is**

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

☐ **Inconsistent**

☐ **Other**

**Overview:** The Urban Form Map identifies the subject site within the Downtown Center and along a Transit Emphasis Corridor. Together, these designations recommend an Urban Frontage. Most of the subject site currently has the Shopfront (SH) frontage designation which is maintained in the requested zoning. The site frontage along Capital Boulevard and portions of the Johnson Street frontage do not have the Shopfront designation. In this location, Johnson Street is effectively the new off-ramp for Capital Boulevard which does not provide a suitable context for high pedestrian activity or a development pattern that would encourage pedestrian activity and therefore does not negatively impact consistency with Urban Form Guidance.

**Impact:** The Shopfront designation is intended for areas where the highest level of walkability is desired and is structured to create a “main street” type of environment. It is also the “most urban” frontage type of the various designations.

**Compatibility:** The Shopfront designation is compatible with neighboring properties and the general context of the area.

## Compatibility

### **The proposed rezoning is**

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

☐ **Incompatible.**

The rezoning is compatible with the property and the surrounding area and can be established without adversely impacting neighboring properties. The existing low-slung structures in the vicinity of the subject site are office, institutional, and industrial buildings. These buildings are primarily used for non-residential purposes during the daytime hours. The size and scale of the proposed 40-story district will not have a negative impact on this non-residential area.

## Public Benefits of the Proposed Rezoning

- Increased land use intensity in an urban area where Bus Rapid Transit (BRT) is planned will make the most of the regional investment in transit service.
- Siting of high intensity land use adjacent to a future city park will maximize the city's investment in recreational infrastructure.
- Significantly increasing the residential entitlement in an urban area of the city with good access to transit and recreational amenities will allow for many new desirable dwellings.

## Detriments of the Proposed Rezoning

- The significant increase in land use in an area of the city with multiple concurrent infrastructure improvement projects and other ongoing private development will create temporary inconveniences for automobile traffic, especially at peak commuting times.

## 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.*

### **Policy DT 1.1 Downtown Future Land Use Map**

*The Future Land Use Map should guide public and private land use development decisions to ensure the efficient and predictable use of land and effectively coordinate land use with infrastructure needs.*

### **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 request is for Downtown Mixed Use zoning. The subject site is classified as Central Business District on the Future Land Use Map which recommends the Downtown Mixed Use zoning district.

**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.*

**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.*

**Policy DT 1.2 Vertical Mixed Use**

*Encourage vertical mixed-use development throughout downtown, unless otherwise indicated on the Future Land Use Map.*

**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.*

**Policy DT 3.8 Downtown as a Regional Center**

*Encourage new investments and developments that position downtown as the center of the region for headquarters, jobs, urban housing, entertainment, and transit.*

**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.*

- This rezoning request will allow for a highly-compact development pattern in the city's Downtown with significant entitlement for office, residential, and retail use. The site fronts a US Highway and three other public streets giving it an urban street grid context capable of absorbing the requested level of land use intensity. This rezoning has the potential to bring more residents and workers to Downtown and increase retail supporting foot-traffic.

**Policy LU 4.7 Capitalizing on Transit Access**

*Sites within a half-mile of planned and proposed fixed guideway transit stations should be developed with intense residential and mixed-uses to take full advantage of and support the City and region's investment in transit infrastructure.*

- This policy references the fixed guideway transit stations from an earlier regional transportation model. The Wake County Transit Plan, for which funding was approved in 2016 via bond referendum, shifted the region's transit future from light rail in this area to Bus Rapid Transit (BRT). The subject property is located between the two alternative routes for the northern BRT corridor: West Street and Capital Boulevard. While the exact route has not been specified, the subject site is located between them and will have good access to the high frequency future service.



**Policy LU 7.6 Pedestrian Friendly Development**

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

**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.*

**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 applications 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.*

**Policy DT 7.15 Downtown Gateways**

*Prominent gateways into downtown such as South Saunders Street south of the intersection with South Street, Edenton Street at Bloodworth and East streets, Morgan and Hillsborough streets at St. Mary's Street, and Capital Boulevard by the train tracks at Peace Street, shall be enhanced to create a sense of arrival and define the geographic boundaries of downtown.*

- The rezoning request includes the Shopfront (SH) designation, the most urban and pedestrian oriented frontage classification in the zoning code. The Shopfront designation will require that future development of the subject have an activated and pedestrian oriented streetscape.
- This site is the northern gateway in to Raleigh's Downtown. The rezoning request for a 40-story mixed use zoning in this location potentially will bring a prominent development with high-intensity residential, office, and retail to this critical downtown gateway. A substantial development in this location will help to clearly identify this entrance to Raleigh's Downtown.

**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.*

**Policy LU 7.4 Scale and Design of New Commercial Uses**

*New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.*

- The area is generally characterized by a blend of forthcoming urban-intensity mixed use and existing low-slung office, industrial, and institutional uses. The request is compatible with this context.

# IMPACT ANALYSIS

## Parks and Recreation

### **Existing Park & Greenway Resources**

Nearest existing park access is provided by Halifax Park (0.7 miles) and Fred Fletcher Park (0.8 miles).

Nearest existing greenway trail access is provided by Martin St. Connector Greenway Trail (1.0 miles).

Park access level of service in this area is graded an A grade, which would be further enhanced with the development of Devereux Meadows.

### **Devereux Meadows Park & Greenway Project**

This rezoning site is located directly across Peace Street from the Devereux Meadows park & greenway project site, and from the Crabtree Creek Pigeon House Creek Greenway Corridor. *No portion of the rezoning site is within the Greenway Corridor as identified in the Comprehensive Plan, therefore no Greenway Easement dedication is required.*

A future bicycle/pedestrian connection is planned to run from Devereux Meadows to Dorothea Dix Park, connecting the planned Pigeon House Greenway Trail and the existing Rocky Branch Greenway Trail. The alignment of this connection is currently undecided but may coincide with the planned Downtown Cycle Track on Harrington Street.

The Devereux Meadows project is currently in the second stage of environmental analysis, which began in February, 2019. This stage is anticipated to last for approximately six months but is expected provide preliminary remediation findings prior to full completion of the stage. It is anticipated that design of the Devereux Meadows site will begin towards the end of this environmental analysis.

**Impact Identified:** None.

## Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	104,250 gpd	104,250 gpd	177,250 gpd
Waste Water	104,250 gpd	104,250 gpd	177,250 gpd

### **Impact Identified:**

The proposed rezoning would add approximately 73,000 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area

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

Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer

## Stormwater

Floodplain	FEMA
Drainage Basin	Pigeon House
Stormwater Management	UDO 9.2
Overlay District	None

**Impact Identified:** None.

## Transit

The nearest transit stop is located 500 ft west of the site on West Peace Street, where GoRaleigh Route 12 stops every 30 min during weekday peak hours. The site is also with a quarter mile of GoRaleigh R-Line, which runs every 15 min. Other GoRaleigh services are also available within walking distance.

**Impact Identified:** None.

## Transportation

### **Area Plans**

The Z-3-19 site is located with the 2012 Capital Boulevard Corridor Study and 2015 Downtown Plan. The corridor study identified the need to redesign the Peace Street interchange to integrate with the urban grid by extending Johnson and Harrington Streets as a quadrant roadway interchange, currently under construction. The subject site is located within the downtown plan's *Glenwood Green* neighborhood with a focus on multi-modal connectivity. See *Other Projects* for information on active NCDOT and COR projects.

The site fronts Capital Blvd, a transit emphasis corridor and future BRT route as denoted by the Wake Transit Plan. Existing and planned transit near the subject site will provide access to local and regional transportation options. The site is located within the 2030 Comprehensive Plan Downtown Center. UD Policy 1.1 states that city centers will be developed with appropriate transit and pedestrian urban form.

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

The City is planning a cycle track project that will include a separated bicycle facility along the east side of Harrington St from Davie Street to West Peace Street.

NCDOT projects B-5121 and B-5317 are under construction and include reconstruction of the bridges and interchanges at Peace St and Capital Blvd. The project includes the construction of N Harrington St and reconstruction of W Johnson St with sidewalks and curb and gutter. It will construct sidewalks and bike lanes on W Peace St and sidewalks along the Capital Blvd bridge.

A private development in the area (SR-53-2016) will realign W Johnson Street so that it is direct and contiguous between Capital Boulevard and the Glenwood South district. The subject site is also near the terminus of the W Peace St Streetscape project currently in design. Active projects in this location will facilitate multi-modal access and improve street connectivity in the area.

### **Streets**

The site is located along W Peace St (4-lane divided avenue, COR maintained), Capital Blvd (6-lane divided Ave, NCDOT maintained), W Johnson St (proposed Main St, COR maintained), and N Harrington St (2-lane undivided avenue).

In accordance with UDO section 8.3.2, the maximum block perimeter for a DX zoning district is 2,000 feet. The block perimeter bound by W Peace St, N Harrington St, W Johnson St and Capital Blvd is be approximately 1,400 feet.

### **Pedestrian Facilities**

Sidewalks are under construction by NCDOT on all possible frontages. There was one non-fatal pedestrian crash near the site in 2018 at the intersection of N Harrington Street and W Jones St. Z-3-19 is within a ¼ mile of the proposed Pigeon House Branch greenway trail. See Other Projects for information on active NCDOT and COR projects.

### **Bicycle Facilities**

There are no existing bicycle facilities surrounding the Z-3-19 site. There is a cycletrack planned for N Harrington. Z-3-19 is within a ¼ mile of the proposed Pigeon House Branch greenway trail and within a ½ mile of two programmed bikeshare stations.

### **Access**

Access to the subject property may be via W Peace St, N Harrington St, or West Johnson St. Access via Capital Blvd would require a break in controlled access.

### **TIA Determination**

Approval of case Z-3-19 will result in an increase in trip generation. In the past three years there have been no disabling injuries or fatal crashes at nearby intersections within a half mile from the subject site. A traffic study for Z-3-19 is waived because it is in the Downtown Mixed Use (DX-) district.

Z-2-2019 Existing Land Use	Daily	AM	PM
Vacant	0	0	0
Z-2-2019 Current Zoning Entitlements	Daily	AM	PM
Mixed Use	3,172	294	338
Z-2-2019 Proposed Zoning Maximums	Daily	AM	PM
Mixed Use	4,941	467	519
Z-2-2019 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	<b>1,768</b>	<b>173</b>	<b>181</b>

**Impact Identified:** The approval of this request will result in an increase in trip generation.



## Urban Forestry

The proposed re-zoning and associated conditions will not affect the application of UDO 9.1 Tree Conservation.

**Impact Identified:** None.

## Impacts Summary

The impacts of this rezoning request are largely the increase in trips generated by the increased zoning entitlement for all uses. The transportation infrastructure in place and forthcoming are anticipated to sufficiently serve the increase in zoning entitlement.

## Mitigation of Impacts

N/A

# CONCLUSION

The subject site is bound by Capital Boulevard, Peace Street, Johnson Street, and Harrington Street in a location where the 2030 Comprehensive Plan calls for high-intensity urban mixed-use with guidance from the *Future Land Use Map* and *Urban Form Map*. The subject site is located between the two outstanding alternatives for the northern BRT corridor: West Street and Capital Boulevard. The pairing of high-intensity land use and high-frequency transit is supported by the 2030 Comprehensive Plan vision theme of *Coordinating Land Use and Transportation* which encourages land use decisions that support transportation investments. The request also brings the opportunity for high-density housing to the city's Downtown which supports Downtown-specific policy guidance of supporting retail growth and establishing the Downtown as a regional center.

## CASE TIMELINE

Date	Action	Notes
1.4.19	Pre-application conference with Staff	
1.23.19	Neighborhood Meeting	
2.12.19	North Central CAC meeting	
3.12.19	North Central CAC vote	10 to 5 in favor of the request
3.26.19	Planning Commission Review	
4.23.19	Planning Commission Review	

# APPENDIX

## SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	DX-12 & DX-12-SH	IX-12	DX-12-SH & IX-12	IX-12	IX-12
Additional Overlay	-	-	-	-	-
Future Land Use	Central Business District	Public Parks and Open Space	Central Business District	Central Business District	Central Business District
Current Land Use	Vacant	Industrial	Office & Institutional	Vacant	Mixed-Use (under construction)
Urban Form	Downtown Center & Transit Emphasis Corridor	Downtown Center & Transit Emphasis Corridor	Downtown Center & Transit Emphasis Corridor	Downtown Center & Transit Emphasis Corridor	Downtown Center

## CURRENT VS. PROPOSED ZONING SUMMARY

EXISTING ZONING			PROPOSED ZONING	
Zoning	DX-12 & DX-12-SH		DX-40-CU & DX-40-SH-CU	
Total Acreage	2.92		2.92	
Setbacks by Zoning District:	DX-12	DX-12-SH	DX-40-CU	DX-40-SH-CU
Front	3' (min)	0' to 15' (max)	3' (min)	0' to 15' (max)
Side	3' (min)	0' to 15' (max)	3' (min)	0' to 15' (max)
Rear	0' or 6' (min)	0' to 6' (min)	0' or 6' (min)	0' to 6' (min)
Residential Density:	126 units/acre		227 units/acre	
Max. # of Residential Units	370		662	
Max. Gross Building SF	404,505		650,674	
Max. Gross Office SF	323,200		558,001	
Max. Gross Retail SF	72,215*		72,215*	
Potential F.A.R	3.18		5.12	

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

\*The Max. Gross Retail Square Footage estimate of 72,215 is for a single-story retail shopping center. For a vertical mixed-use development, the estimated retail entitlement would range from 23,000 square feet to 27,000 square feet.

# Rezoning Application



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

## REZONING REQUEST

☐ General Use ☒ Conditional Use ☐ Master Plan

Existing Zoning Base District **DX** Height **12** Frontage **SH (portions of)** Overlay(s) \_\_\_\_\_

Proposed Zoning Base District **DX** Height **40** Frontage **SH (portions of)** Overlay(s) \_\_\_\_\_

Click [here](#) to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.

OFFICE  
USE ONLY

Transaction #

Rezoning Case #

If the property has been previously rezoned, provide the rezoning case number:

JAN 25 2019 AM 11:15

Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:

581747

## GENERAL INFORMATION

Date **1/25/2019** Date Amended (1) \_\_\_\_\_ Date Amended (2) \_\_\_\_\_

Property Address **See attached**

Property PIN **See attached** Deed Reference (book/page) **See attached**

Nearest Intersection **N Harrington Street and W Johnson St**

Property Size (acres) **2.92** (For PD Applications Only) Total Units \_\_\_\_\_ Total Square Feet \_\_\_\_\_

Property Owner/Address

Chaucer Investments, LLC  
3111 Glenwood Avenue  
Raleigh, NC 27612

Phone **919 781 7107** Fax \_\_\_\_\_

Email **OWEN.WILLIAMS@WIRBCO.COM**

Project Contact Person/Address

Michael Birch, Longleaf Law Partners  
2235 Gateway Access Point, Suite 201  
Raleigh, NC 27607

Phone **919.645.4317** Fax \_\_\_\_\_


Email **mbirch@longleaflp.com**

Owner/Agent Signature

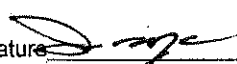
Email **Q D udd**

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

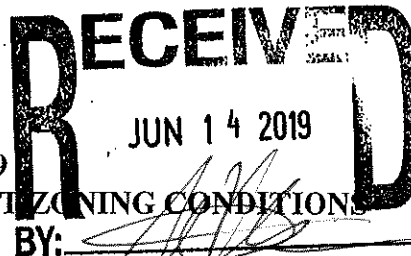
CONDITIONAL USE DISTRICT ZONING CONDITIONS	
Zoning Case Number <b>Z-3-19</b>	OFFICE USE ONLY Transaction # Rezoning Case #
Date Submitted <b>June 7, 2019</b>	
Existing Zoning <b>DX-12-SH &amp; DX-12</b> Proposed Zoning <b>DX-40-SH-CU &amp; DX-40-CU</b>	
Narrative of Zoning Conditions Offered	
1. See attached.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	

**RECEIVED**  
JUN 14 2019  
BY: 

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/Registered Agent Signature  Print Name John M. Kane





June 7, 2019

Z-3-19

**CONDITIONAL USE DISTRICT ZONING CONDITIONS**

1. The following principal uses as set forth in UDO section 6.1.4. Allowed Principal Use Table shall be prohibited: adult establishment; vehicle fuel sales; vehicle sales/rental; detention center, jail, prison; vehicle repair (minor); vehicle repair (major); self-service storage.
2. That portion of the property not zoned with the Shopfront frontage shall be subject to the following design standards for parking structures:
  - a. Where upper stories of parking structures are located at the perimeter of a building, they must be screened so that cars are not visible from adjacent streets. Sloped ramps cannot be discernable along the perimeter of the parking structure. Architectural and vegetative screens must be used to articulate the façade, hide parked vehicles and shield lighting. In addition, the ground floor façade treatment (building material, windows and architectural detailing) shall be continued on upper stories.
  - b. Upper stories of parking structure facades shall be designed with both vertical (façade rhythm of 20 feet to 30 feet) and horizontal articulation (aligning with horizontal elements along the block).
3. EIFS shall be prohibited as a building siding material, and its use shall be limited to an accent material for cornice only.
4. Permitted building siding materials shall include brick, stone, concrete masonry, cementitious siding, hard coat stucco, wood, metal, and glass.
5. Light fixtures within a parking structure shall be of full cut-off design.
6. There shall be active uses for those portions of the building fronting along Peace Street and Harrington Street, and for at least the 50 feet along Johnson Street that is closest to Harrington Street, except for those areas used for vehicular and pedestrian access and those areas used for service functions (including but not limited to fire department connections, trash/recycling service, and utilities). At least 10,000 square feet floor area gross of the ground floor active use space shall consist of "indoor recreation", "personal service", "restaurant/bar" and "retail sales" land uses as referenced in UDO section 6.1.4.

These zoning conditions have been voluntarily offered by the property owner.

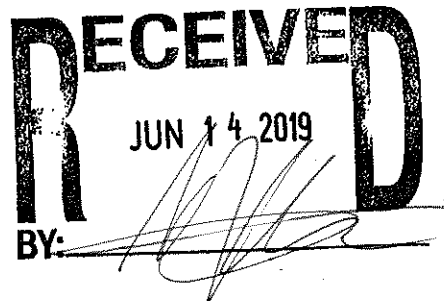
Owner/Agent Signature: 

Print Name: John M. Kare

**Z-3-19**

**CONDITIONAL USE DISTRICT ZONING CONDITIONS**

7. Screening of parking structure openings above the ground level shall be provided so that the level of light generated by lighting within the parking structure is equal to or less than the amount of light generated by lighting within the parking structure located on that parcel described as Lot 2 on map recorded in Book of Maps 2013, Page 37, Wake County Registry (the parking structure serving Citrix), as measured at the exterior of the respective structures.
8. If development of the property exceeds 525 net new trips in the AM peak hour or 525 net new trips in the PM peak hour, as determined by a registered professional traffic engineer using the latest edition of the ITE Trip Generation Manual, the owner shall provide mitigation measures as required by the Raleigh Department of Transportation based on a traffic impact analysis.
9. The owner shall pay to the City a total of \$1,000,000.00 to be placed in a fund designated for the City's affordable housing program and shall be used solely to fund development of affordable housing units. The \$1,000,000.00 amount may be payable in ten annual installments of \$100,000.00, with the first payment being due prior to the issuance of the first certificate of occupancy and with each other annual installment due on or before the same day of the successive years, although the owner has a right to prepay any amounts due.



These zoning conditions have been voluntarily offered by the property owner.

Owner/Agent Signature:  Print Name: John M. Kane

REZONING APPLICATION ADDENDUM #1	
<p align="center"><b>Comprehensive Plan Analysis</b></p>	<p align="center"><b>OFFICE USE ONLY</b></p> <p align="center"><b>Transaction #</b></p> <p align="center"><b>Rezoning Case #</b></p>
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.</p>	
<p align="center"><b>STATEMENT OF CONSISTENCY</b></p>	
<p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p>	
<p>1. The Future Land Use Map (FLUM) designates the property as "Central Business District", which calls for a mix of high-intensity office, retail, housing, government, institutional, visitor-serving, cultural and entertainment uses. The DX district is the primary zoning district for the mixed-use core of downtown. Thus, the request to remain in the DX zoning district is consistent with the FLUM.</p>	
<p>2. As shown on the Urban Form Map, the property is located within the Downtown Center and fronts along Capital Boulevard, which is designated as a Transit Emphasis Corridor. Given its location within the Downtown Center and along a Transit Emphasis Corridor, the property should be considered a Core/Transit area. Table LU-2 of the Comprehensive Plan recommends building heights up to 40 stories in core areas within the Central Business District. Thus, the rezoning request to 40 stories is consistent with the Urban Form Map and Comprehensive Plan Height Designation.</p>	
<p>3. The Urban Design element of the Comprehensive Plan recommends that an urban frontage should be used in areas such as downtown to create streetwalls and a pedestrian-oriented environment. The Shopfront (-SH) frontage is intended for areas where the highest level of walkability is desired, and is thus consistent with the intent of the Urban Design element.</p>	
<p>4. The proposed rezoning is consistent with the following Comprehensive Plan policies: DT 1.1 "Downtown FLUM"; DT 1.2 "Vertical Mixed Use"; DT 1.3 "Underutilized Sites in Downtown"; DT 1.6 "Supporting Retail Growth"; DT 1.16 "High Density Development"; DT 4.1 "Encouraging Downtown Housing"; DT 4.5 "Promoting Downtown as a Neighborhood"; DT 7.3 "Streetwalls"; DT 7.14 "Skyline Definition"; DT 7.15 "Downtown Gateways"</p>	
<p align="center"><b>PUBLIC BENEFITS</b></p>	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>1. The proposed rezoning would facilitate a mixed-use development that serves as a defining feature for the northern gateway into downtown Raleigh.</p>	
<p>2. The proposed rezoning would promote the rehabilitation of an underutilized portion of Peace Street and bring the land up to its highest and best use.</p>	
<p>3. The proposed rezoning would increase the amount of downtown housing options, as well as the amount of office and retail space for potential tenants.</p>	
<p>4. The proposed rezoning would encourage mass transit, as there are three separate bus routes that run near the property and a proposed Future Fixed-Guideway Transit stop.</p>	

**REZONING APPLICATION ADDENDUM #2****Impact on Historic Resources**

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

**OFFICE USE ONLY****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.

There are no known historic resources located on the property.

**PROPOSED MITIGATION**

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

Not applicable.

## URBAN DESIGN GUIDELINES

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

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

Urban Form Designation: Transit Emphasis Corridor

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

- |           |   |
|-----------|---|
| <b>1.</b> | <p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p><b>Response:</b></p> <p>The proposed rezoning allows, and the subsequent proposed development anticipates, a mix of residential, office and retail uses.</p>   |
| <b>2.</b> | <p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p><b>Response:</b></p> <p>The property is surrounded by a mix of "IX" and "DX" zoning districts, and is approximately 775 feet from the nearest lower density residential neighborhood. Based on these factors, this guideline is not applicable.</p>   |
| <b>3.</b> | <p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p><b>Response:</b></p> <p>The property fronts along Capital Boulevard, Peace Street, Harrington Street and Johnson Street. The various frontages and street types allow for multiple access points, consistent with this guideline.</p> |
| <b>4.</b> | <p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p><b>Response:</b></p> <p>No new streets are contemplated as part of this development.</p>                         |
| <b>5.</b> | <p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p><b>Response:</b></p> <p>No new streets or intersections are contemplated as part of this development.</p>  |

6.	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p><b>Response:</b></p> <p>The Shopfront (-SH) frontage applied to most of the parcels within the assemblage ensures that the development will be consistent with this guideline.</p>
7.	<p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i></p> <p><b>Response:</b></p> <p>The Shopfront (-SH) frontage ensures that the development will be consistent with this guideline.</p>
8.	<p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p><b>Response:</b></p> <p>The Shopfront (-SH) frontage ensures that the development will be consistent with this guideline.</p>
9.	<p><i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i></p> <p><b>Response:</b></p> <p>Outdoor amenity areas will be provided consistent with the UDO.</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p><b>Response:</b></p> <p>Outdoor amenity areas will be provided consistent with this UDO.</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p><b>Response:</b></p> <p>Sidewalks and outdoor amenity areas will be provided consistent with the UDO, consistent with this guideline.</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p><b>Response:</b></p> <p>The Shopfront (-SH) frontage will enable the building frontage to define the outdoor amenity areas along the street.</p>



13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p><b>Response:</b></p> <p>Outdoor amenity areas will be provided consistent with the UDO.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p><b>Response:</b></p> <p>The Shopfront (-SH) frontage ensures development will be consistent with this guideline.</p>
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p><b>Response:</b></p> <p>The Shopfront (-SH) frontage requires that parking is located behind the building, consistent with this guideline.</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p><b>Response:</b></p> <p>Any new parking structure must comply with the design standards given the Shopfront (-SH) frontage, consistent with this guideline.</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p><b>Response:</b></p> <p>A stop for the Crabtree route, Falls of Neuse route, and the R-Line are located near the property, consistent with this guideline.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p><b>Response:</b></p> <p>The development will provide convenient, comfortable pedestrian access between the building entrances and the transit stops, consistent with this guideline.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p><b>Response:</b></p> <p>There are no know sensitive natural resources on the property.</p>

20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p><b>Response:</b> Sidewalks and driveways will be provided consistent with the UDO.</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p><b>Response:</b> Sidewalks will be provided in accordance with the UDO.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p><b>Response:</b> Street trees will be provided in accordance with the UDO.</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p><b>Response:</b> The Shopfront (-SH) frontage ensures development will be consistent with this guideline.</p>
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p><b>Response:</b> The Shopfront (-SH) frontage ensures development will be consistent with this guideline.</p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p><b>Response:</b> The Shopfront (-SH) frontage ensures development will be consistent with this guideline.</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p><b>Response:</b> Sidewalks will comply with the applicable UDO standards, consistent with this guideline.</p>

# **REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")**

TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this <b>Rezoning Checklist</b> and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
2. Rezoning application review fee (see <u>Fee Schedule</u> 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"/>			<input checked="" type="checkbox"/>
8. Traffic Impact Analysis	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
13. Master Plan (for properties requesting Planned Development or Campus District)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>

## ATTACHMENT TO REZONING PETITION

### Property Addresses, PINs and Deed References

- 312 W Johnson St
  - PIN: 1704-51-5652
  - Deed Book / Page: 16635 / 2093
- 506 N Harrington St
  - PIN: 1704-51-5724
  - Deed Book / Page: 16647 / 2355
- 517 Capital Blvd
  - PIN: 1704-51-6698
  - Deed Book / Page: 16642 / 2032
- 407 W Peace St
  - PIN: 1704-51-6902
  - Deed Book / Page: 17250 / 1807
- 401 W Peace St
  - PIN: 1704-51-7838
  - Deed Book / Page: 16642 / 2004

# Pre-Application Conference

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



**DEVELOPMENT  
SERVICES  
DEPARTMENT**

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

## PROCESS TYPE

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

\* Optional conference

## GENERAL INFORMATION

**Date Submitted** December 26, 2018

**Applicant(s) Name** Michael Birch, Longleaf Law Parnters

**Applicant's Mailing Address** 2235 Gateway Access Point, Suite 201, Raleigh, NC 27607

**Phone** 919.645.4317

**Email** mbirch@longleaflp.com

**Property PIN #** 1704-51-5652, 1704-51-5724, 1704-51-6698, 1704-51-6902, 1704-51-7838

**Site Address / Location** N Harrington St, W Peace St, Capital Blvd & W Johnson St

**Current Zoning** DX-12 & DX-12-SH

**Additional Information (if needed) :**

Potential rezoning for up to 40 stories (DX-40 & DX-40-SH)

## OFFICE USE ONLY

**Transaction # :** 581747

**Date of Pre-Application Conference :** 1/4/19

**Staff Signature**

## **DOWNTOWN DESIGN GUIDELINES**

1. Fayetteville Street should be free of service elements including loading docks, mechanical equipment, and driveways.

Not applicable.

2. Loading or services entrances should be embedded within the block where possible. If embedding the loading dock is not possible, the loading dock should be located to the other side or rear of a building. The width should be minimized and doors or gates should shield the loading docks from view. Roll-down gates should be decorative if facing the public realm.

The property fronts along W Peace Street, W Johnson Street and N Harrington Street. The multiple frontages allow the applicant to tailor the loading or service entrances to minimize their impact on pedestrians and residents.

3. Surface and structured parking should be landscaped, emphasizing interior tree canopies in surface lots, formal borders, and street trees to reinforce the street wall.

The development anticipates structured parking, with buildings and trees abutting the street and sidewalk to create a defined street wall.

4. Mechanical equipment, satellite or microwave dishes, elevator penthouses, and other FG utilitarian equipment should be screened from view by a structure that complements the design of the building through the use of similar materials, colors, finishes, and architectural details. View from the buildings above should also be considered when designing rooftop mechanical equipment.

The applicant anticipates that the proposed development will address this guideline at the site plan stage.

5. The widths of all curb cuts at parking deck entrances should be minimized. Design techniques should be used (such as lane splits within the deck to encourage consolidated single exit or entrance lanes at the street side, and/or columns between lanes to reduce the perceived size of the openings), while maintaining adequate ingress and egress capacity to provide efficient operations and meet air quality conformity.

Curb cuts are anticipated to be designed to provide pedestrians greater walkability while providing appropriate scale necessary to comply with this guideline.

6. Building entries should be emphasized with architectural features, changes in roofline, different massing, or unique materials.

The proposed development expects to employ unique architectural features to draw attention to each building's main entry.

7. The primary pedestrian building entrances should be located along the store front. For buildings that front on three streets, the primary pedestrian entrances should be located on the axial street or the corner if the building is located at an intersection.

The applicant anticipates ground-level retail entrances to be located primarily along W Johnson Street and N Harrington Street.

8. Building entries should be at grade.

The proposed development will likely incorporate this guideline.

9. The level of architectural detail should be most intense at street level, within view of pedestrians on the sidewalk.

The development anticipates using architectural effects to draw pedestrians into the ground-floor retail located along the rights-of-way.

10. The use of solid roll-down security gates is encouraged.

The proposed development does not contemplate solid roll-down security gates.

11. Facades should be broken into distinct 20-30 foot modules or bays from side to side to prevent a monolithic edge to the street.

The proposed development expects to include facades that break up the streetwall and offer visual breaks.

12. Large unarticulated walls are discouraged, and should have a window or functional public access at least every 10 feet.

The applicant will try to address this guideline at the design stage.

13. The articulation of the façade should be designed to appear more vertical than horizontal.

The applicant anticipates that the proposed development will address this guideline at the site plan stage.

14. Entries that provide access to a building's upper floors should be located along a street to promote street life. They should be designed as separate entries, and distinguished from ground level spaces with different architectural details, materials, colors, lighting, signage and/or paving so that it is clear which entries are public and which are private.

The applicant anticipates that the proposed development will address this guideline at the site plan stage.

15. Recessed entries are encouraged. They should be no wider than one-third of the width of the storefront or 20 feet, whichever is less. Recessed entries should be a minimum of 4 feet deep, except where necessary to meet fire code.

The applicant will try to address this guideline at the design stage.

16. A minimum of 2/3 of the first story façade should be windows. Of the total amount of glass on the first floor façade, a minimum of 85% must be transparent. Tinted or reflective glass is discouraged. First story windows should be located a maximum of three (3) feet above the adjacent sidewalk.

The applicant anticipates that the proposed development will address this guideline at the site plan stage.

17. Windows should be used to display products and services and maximize visibility into storefronts. Windows should not be obscured with elements that prevent pedestrians from seeing inside.

The proposed development expects to utilize windows and other architectural treatments to attract pedestrians to the ground-level retail.

18. The first story floor-to-floor height of any new building on Fayetteville Street should be a minimum of twenty (20) feet.

Not applicable.

19. If ceilings must be lowed below the height of ground level windows, provide an interior, full-height, three (3) foot minimum deep space immediately adjacent to the window before the drop in the ceiling.

The applicant will try to address this guideline at the design stage.

20. The use of deep awnings and canopies on the first story is recommended to help mitigate wind, reduce glare, and shade ground level spaces.

The applicant anticipates that the proposed development will address this guideline at the site plan stage.

21. Arcades, colonnades, and galleries are discouraged within the public right-of-way.

The proposed development does not contemplate building features within the public right-of-way.

22. Stairs and stoops in the public right-of-way are discouraged along Fayetteville Street in order to make entries more accessible.



Not applicable.

23. An outdoor ground plane that abuts or is adjacent to the public right-of-way should be paved with terrazzo, concrete pavers, concrete, stone, brick, tile or another high quality hardscape material. The paving design and materials should complement the building or storefront architecture.

The applicant will try to address this guideline at the design stage.

24. In larger courtyard style spaces visible from the public right-of-way, use groundcovers, shrubs, and flowers to accent and fill blank areas with interest. Minimize the use of bare mulch and rocks. Areas of bare earth are discouraged.

The proposed development expects to incorporate appropriate landscaping features into its community amenity space.

25. Walls of buildings should parallel the orientation of the street grid.

The applicant anticipates that the proposed development will address this guideline at the site plan stage.

26. Towers or high rise buildings should have three zones: a streetwall or base zone, a tower transition zone, and a tower top zone. Cornices should be considered to separate base zone from tower transition zone.

The applicant will try to address this guideline at the design stage.

27. Distance between towers on different blocks should be a minimum of 100 feet to ensure access to light and air.

The proposed development anticipates providing appropriate space buildings to allow light and air into the center of the site.

28. Public art, performance facilities and/or civic monuments should be an integral part of any building plan.

The proposed community amenity space provides the opportunity to showcase various artworks.

29. Fences, railings and walls are discouraged except to screen surface parking lots and unimproved lots, to protect pedestrians from grade changes, and to delineate a private courtyard. Fences are preferred over walls except where designed to hold grade.

The applicant anticipates that the proposed development will address this guideline at the site plan stage.

30. Fences should be a minimum of 36 inches and a maximum of 42 inches tall and a minimum of 70 percent open. Railings should be 42 inches tall. Solid walls should be a minimum of 18 inches and a maximum of 32 inches tall.

The applicant will try to address this guideline at the design stage.

31. Fences, railings and walls should be designed to complement the adjacent architecture through the use of similar materials, colors, finishes and architectural details.

The applicant anticipates that the proposed development will address this guideline at the site plan stage.

32. Designs should be contextual to FG adjacent buildings, including their cornice lines and horizontal banding.

The proposed development is not adjacent to any FG buildings.

33. Innovative design and unusual lighting to the exterior of the building is important to emphasize the monumentality of government buildings.

Not applicable.

34. The principal building entrance should be easily identified by building features and landscape elements; additional public entrances should be provided at every street face.

The proposed development expects to utilize architectural treatments to accentuate principal building entrances. Ground-level retail along W Johnson Street and N Harrington Street will offer multiple public entrances.

35. Building materials should be of stone, brick or similar durable, high quality materials. Building form, articulation and materials should respect and be sympathetic to the major governmental and institutional buildings in the area.

The proposed development will incorporate high-quality and durable materials.

36. Preferred materials (other than glass) include metal, brick, stone, concrete, plaster, and wood trim; discouraged materials include vinyl siding, pressed wood siding, and exterior insulated finishing systems (EIFS).

The proposed development anticipates a primary mix of glass, metal and other durable materials. EIFS is not contemplated.

37. Materials covering original architectural features of historic or architecturally significant buildings are discouraged.

The applicant anticipates that the proposed development will address this guideline at the site plan stage.

38. A minimum of 35% of each upper story should be windows.

The applicant will try to address this guideline at the design stage.

39. Building corners that face an intersection should strive for a distinctive form and high level of articulation.

The applicant anticipates that the proposed development will address this guideline at the site plan stage.

40. Buildings may step back further at intersections in order to articulate the corners.

Any potential buildings located at one of the assemblage's intersections anticipate providing adequate step backs to promote the corners and pedestrian movement.

41. Buildings downtown and in Pedestrian Business Overlays should have step backs and articulated facades to mitigate wind effects and increase light and air. Buildings should step back 10 to 15 feet at the 60-foot point above the ground a wide street and 15 feet on a narrow street. A wide street is 75 feet in width or more.

Not applicable; there is no Pedestrian Business Overlay on the Property.

42. Flat roof buildings should have decorative parapets with elements such as detailed cornices, corbeling, applied medallions, or other similar architectural treatments.

The proposed development anticipates flat roof buildings, and the applicant will try to address this guideline at the design stage.

43. Signage should be compatible in scale, style and composition with the building or storefront design as a whole.

The applicant anticipates that the proposed development will address this guideline at the site plan stage.

44. Diverse graphic solutions are encouraged to help create the sense of uniqueness and discovery found in an urban, mixed-use environment.

The proposed development anticipates multiple ground-level retail uses that will attract customers from within the development and the nearby Boylan Heights neighborhood. Unique sign solution will further this initiative.

45. All mechanical and electrical mechanisms should be concealed.

The applicant will try to address this guideline at the design stage.

46. Signs should not obscure a building's important architectural features, particularly in the case of historic buildings.

The applicant anticipates that the proposed development will address this guideline at the site plan stage.

47. Signs should be constructed with durable materials and quality manufacturing.

The proposed development would consist of high-quality building materials to provide an attractive mixed-use site for residents, neighbors and visitors.

48. Sign bands above transom and on awnings are preferred signage locations.

The applicant will try to address this guideline at the design stage.

49. Only the business name, street address, building name and logo should be on an awning or canopy. The lettering should not exceed 40 percent of the awning area.

The applicant anticipates that the proposed development will address this guideline at the site plan stage.

50. Illuminated signs should avoid the colors red, yellow, and green when adjacent to a signal controlled vehicular intersection.

The applicant will try to address this guideline at the design stage.

51. Allowed sign types: channel letter signs, silhouette signs (reverse channel), individualized letter signs, projecting signs, canopy/marquee signs, logo signs, awning signs and interior window signs.

The applicant anticipates that the proposed development will address this guideline at the site plan stage.

52. Discouraged sign types: signs constructed on paper, cardboard, Styrofoam-type materials, formed plastic, injected molded plastic, or other such materials that do not provide a sense of permanence or quality; signs attached with suction cups or tape; signs constructed of luminous vacuum-formed plastic letter; signs with smoke-emitting components. Changeable copy signs are prohibited.

The applicant will try to address this guideline at the design stage.

REZONING OF PROPERTY CONSISTING OF +/- 2.92 ACRES  
LOCATED IN THE SOUTHWEST QUADRANT OF THE INTERSECTION OF  
W. PEACE STREET AND N. HARRINGTON STREET, IN THE CITY OF RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS ON  
JANUARY 23, 2019

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Wednesday, January 23, 2019 at 6:00 p.m. The property considered for this potential rezoning totals approximately 2.92 acres, and is located in the southwest quadrant of the intersection of W. Peace Street and N. Harrington Street, in the City of Raleigh, having Wake County Parcel Identification Numbers 1704-51-5652, 1704-51-5724, 1704-51-6698, 1704-51-6902 and 1704-51-7838. This meeting was held in a conference on the 9th floor at The Dillon Apartments, located at 223 S. West Street, Raleigh, NC 27603. All owners of property within 500 feet of the subject property were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.

## EXHIBIT A – NEIGHBORHOOD MEETING NOTICE



Michael Birch  
Email: [mbirch@longleafcp.com](mailto:mbirch@longleafcp.com)  
Direct: (919) 645-4317

2235 Gateway, Second Floor, Ste 201  
Raleigh, NC 27603  
Tel: (919) 645-4300  
Fax: (919) 510-8300  
longleafcp.com

January 10, 2019

RE: Neighborhood Meeting for Potential Rezoning of 312 W Johnson St., 506  
N Harrington St., 517 Capital Blvd., 407 W Peace St. and 401 W Peace St.

### Neighboring Property Owner:

A neighborhood meeting will be held on Wednesday, January 23, 2019 at 6:00 PM in a conference room on the 9th floor at The Dillon office building located at 223 S. West Street, Raleigh, NC 27603. The purpose of this meeting is to discuss the rezoning of property located in the southwest quadrant of the intersection of W. Peace Street and N. Harrington Street. The rezoning seeks a change from DX-12 and DX-12-SH to DX-40-CU and DX-40-SH-CU. Essentially, the primary purpose for the rezoning request is an increase in allowable building height. At this meeting the applicant will describe the nature of the rezoning request and receive questions and comments from the public.

The City of Raleigh requires a neighborhood meeting involving the owners of property within 500 feet of the Property prior to filing a rezoning application. Anyone interested in learning more about this rezoning is encouraged to attend.

If you have any questions, please contact Michael Birch at (919) 645-4317 or [mbirch@longleafcp.com](mailto:mbirch@longleafcp.com). Also, for more information about rezoning, you may visit [www.raleighnc.gov](http://www.raleighnc.gov) or contact the Raleigh Department of City Planning at (919) 996-2180 or [rezoning@raleighnc.gov](mailto:rezoning@raleighnc.gov).

Sincerely,

Michael Birch

## EXHIBIT B – NOTICE LIST

1704515552  
CHAUCER INVESTMENTS LLC  
3111 GLENWOOD AVE  
RALEIGH NC 27612-5006

1704510336  
NP CREAMERY LLC  
NORTHPOUND PARTNERS  
455 N WELLS ST STE 302  
CHICAGO IL 60654-4512

1704510532  
509 WEST LLC  
603 GLENWOOD AVE  
RALEIGH NC 27603-1223

1704510865  
NORTHFOLK & SOUTHERN RAILROAD CO  
110 FRANKLIN RD SE  
ROANOKE VA 24042-0002

1704511285  
WK SMOKEY HOLLOW 4 LLC  
STE 250  
4321 LASSITER AT NORTH HILLS AVE  
RALEIGH NC 27609-5782

1704511489  
WK SMOKEY HOLLOW 4 LLC  
STE 250  
4321 LASSITER AT NORTH HILLS AVE  
RALEIGH NC 27609-5782

1704511562  
WK SMOKEY HOLLOW 4 LLC  
STE 250  
4321 LASSITER AT NORTH HILLS AVE  
RALEIGH NC 27609-5782

1704512292  
WK SMOKEY HOLLOW 2 LLC  
4321 LASSITER AT NORTH HILLS AVE  
RALEIGH NC 27609-5780

1704512404  
WK SMOKEY HOLLOW 3 LLC  
STE 250  
4321 LASSITER AT NORTH HILLS AVE  
RALEIGH NC 27609-5782

1704512525  
WK SMOKEY HOLLOW LLC  
STE 25  
4321 LASSITER AT NORTH HILLS AVE  
RALEIGH NC 27609-5780

1704513817  
LVA4 RALEIGH P&W, LLC  
LIONSTONE INVESTMENTS  
100 WAUGH DR STE 600  
HOUSTON TX 77007-6340

1704514896  
WK SMOKEY HOLLOW LLC  
STE 25  
4321 LASSITER AT NORTH HILLS AVE  
RALEIGH NC 27609-5780

1704515431  
436 PTNR LLC  
3428 DOYLE RD  
RALEIGH NC 27607-3302

1704515724  
CHAUCER INVESTMENTS LLC  
3111 GLENWOOD AVE  
RALEIGH NC 27612-5006

1704516171  
WAKE COUNTY  
WAKE COUNTY ATTORNEY'S OFFICE  
PO BOX 550  
RALEIGH NC 27602-0550

1704516696  
CHAUCER INVESTMENTS LLC  
3111 GLENWOOD AVE  
RALEIGH NC 27612-5006

1704516902  
CHAUCER INVESTMENTS LLC  
3111 GLENWOOD AVE  
RALEIGH NC 27612-5006

1704517838  
CHAUCER INVESTMENTS, LLC  
3111 GLENWOOD AVE  
RALEIGH NC 27612-5006

1704521235  
WEST STREET COMMERCIAL OWNERS  
LLC  
JAMES BAKER  
PO BOX 33279  
RALEIGH NC 27636-3279

1704521388  
WEST STREET COMMERCIAL OWNERS  
LLC  
MR JAMES BAKER  
PO BOX 33279  
RALEIGH NC 27636-3279

1704523204  
RALEIGH DEVELOPMENT COMPANY II LLC  
333 FAYETTEVILLE ST STE 100  
RALEIGH NC 27601-1882

1704523300  
RALEIGH DEVELOPMENT COMPANY II LLC  
333 FAYETTEVILLE ST STE 100  
RALEIGH NC 27601-1882

1704523326  
RALEIGH DEVELOPMENT COMPANY II LLC  
333 FAYETTEVILLE ST STE 100  
RALEIGH NC 27601-1882

1704523443  
RALEIGH DEVELOPMENT CO II LLC  
333 FAYETTEVILLE ST STE 100  
RALEIGH NC 27601-1882

1704523448  
RALEIGH DEVELOPMENT CO II LLC  
333 FAYETTEVILLE ST STE 100  
RALEIGH NC 27601-1882

1704524340  
NC DEPARTMENT OF TRANSPORTATION  
1546 MAIL SERVICE CTR  
RALEIGH NC 27699-1500

1704524524  
RALEIGH DEVELOPMENT COMPANY II LLC  
333 FAYETTEVILLE ST STE 100  
RALEIGH NC 27601-1882

1704525062  
WK SMOKEY HOLLOW LLC  
STE 25  
4321 LASSITER AT NORTH HILLS AVE  
RALEIGH NC 27609-5780

1704528222  
RALEIGH CITY OF  
PO BOX 590  
RALEIGH NC 27602-0590

1704610222  
NCDOT  
JOHN OATES  
1505 MAIL SERVICE CTR  
RALEIGH NC 27699-1505

1704610246  
DEPARTMENT OF TRANSPORTATION  
1546 MAIL SERVICE CTR  
RALEIGH NC 27609-1500

1704610352  
DEPARTMENT OF TRANSPORTATION  
1546 MAIL SERVICE CTR  
RALEIGH NC 27609-1500

1704610358  
DEPARTMENT OF TRANSPORTATION  
1546 MAIL SERVICE CTR  
RALEIGH NC 27609-1500

1704610412  
SECOND DIST RELIGIOUS EDUCATIONAL  
CHARITABLE DVLPM...  
2521 FAYETTEVILLE ST  
DURHAM NC 27707-4125

1704610482  
CARTER, THOMAS E.  
2910 RIDGE RD  
RALEIGH NC 27612-4610

1704610614  
MCC RALEIGH PROPERTY LLC  
725 BROAD ST  
AUGUSTA GA 30601-1336

1704610834  
MCC RALEIGH PROPERTY, LLC  
725 BROAD ST  
AUGUSTA GA 30601-1336

1704611432  
CARTER, THOMAS E.  
2910 RIDGE RD  
RALEIGH NC 27612-4610

1704611706  
MCC RALEIGH PROPERTY, LLC  
725 BROAD ST  
AUGUSTA GA 30601-1336

1704620454  
NORTH CAROLINA STATE OF  
STATE PROPERTY OFFICE  
116 W JONES ST  
RALEIGH NC 27603-1300

1704621184  
MCKNITT AND ASSOCIATES LLC  
1526 S BLOUNT ST  
RALEIGH NC 27603-2508

1704622417  
COTTON MILL CONDOMINIUMS THE  
YORK PROPERTIES INC  
2108 CLARK AVE  
RALEIGH NC 27605-1606

1704622417  
MARKEY, CRAIG GEORGE  
614 CAPITAL BLVD APT 101  
RALEIGH NC 27603-1159

1704622417  
EVOLGA, ALEXIS A  
614 102 CAPITAL BLVD  
RALEIGH NC 27603-1159

1704622417  
CATHCART, ANN S  
PO BOX 3120  
BALD HEAD ISLAND NC 28461-7001

1704622417  
SWANSON, LAURA M  
614 CAPITAL BLVD APT 104  
RALEIGH NC 27603-1159

1704622417  
BATES, SALLY G  
614 CAPITAL BLVD APT 105  
RALEIGH NC 27603-1159

1704622417  
WASKO, CHRISTOPHER W WASKO, ERIN E  
614 CAPITAL BLVD APT 106  
RALEIGH NC 27603-1159

1704622417  
BIRDI, BHAVNEET KAUR WHITE, JESSE  
TYLER  
614 CAPITAL BLVD APT 107  
RALEIGH NC 27603-1155

1704622417  
PATTERSON, CHRISTIAN L.  
614 CAPITAL BLVD APT 108  
RALEIGH NC 27603-1155

1704622417  
WEBRE, STEPHEN MICHAEL  
614 CAPITAL BLVD APT 109  
RALEIGH NC 27603-1155

1704622417  
GRICH, JUDITH ANN  
614 CAPITAL BLVD APT 110  
RALEIGH NC 27603-1155

1704622417  
PERKINS, HENRY T JR  
RICHARD PERKINS  
5501 GRANBY RD  
ROCKVILLE MD 20855-1408

1704622417  
KERSTETTER, KEVIN S  
C/O YORK PROPERTIES  
614 CAPITAL BLVD APT 112  
RALEIGH NC 27603-1155

1704622417  
MELANSON, CHRISTOPHER  
614 CAPITAL BLVD APT 113  
RALEIGH NC 27603-1158

1704622417  
JOHNSTON, SHAUN JOHNSTON, ANDREA  
614 CAPITAL BLVD APT 114  
RALEIGH NC 27603-1158

1704622417  
LAWSON, PATRICK G  
614 CAPITAL BLVD APT 115  
RALEIGH NC 27603-1158

1704622417  
NOWELL, ALTON GWYNN JR  
1113 HYMETTUS CT  
RALEIGH NC 27607-4177

1704622417  
WORRELL, SHEREE L  
C/O YORK PROPERTIES  
614 CAPITAL BLVD APT 117  
RALEIGH NC 27603-1158

1704622417  
SHANKLE, REBECCA J EARLEY, LORRAINE  
L  
614 CAPITAL BLVD APT 118  
RALEIGH NC 27603-1158



1704622417  
BUFFALOE, DAVID F BUFFALOE, NANCY K  
PO BOX 650  
GARNER NC 27529-0650

1704622417  
BURNS, NANCY L HOLMES, NEUSOM R  
614 CAPITAL BLVD APT 120  
RALEIGH NC 27603-1154

1704622417  
PATEL, MITESH  
614 CAPITAL BLVD APT 201  
RALEIGH NC 27603-1154

1704622417  
PEREZ, HECTOR PEREZ, CLAUDIA  
998 ELKINS LK  
HUNTSVILLE TX 77340-8809

1704622417  
KAY, DONNA D  
614 CAPITAL BLVD APT 203  
RALEIGH NC 27603-1154

1704622417  
MURPHY, MATTHEW D  
614 204 CAPITAL BLVD  
RALEIGH NC 27603-1154

1704622417  
SCALIA, FRANK B II  
614 CAPITAL BLVD APT 205  
RALEIGH NC 27603-1154

1704622417  
WATKINS, JENNIFER  
614 CAPITAL BLVD APT 206  
RALEIGH NC 27603-1154

1704622417  
JORDAN, TODD S  
614 CAPITAL BLVD APT 207  
RALEIGH NC 27603-1157

1704622417  
WOODRING, JACK D  
614 CAPITAL BLVD APT 208  
RALEIGH NC 27603-1157

1704622417  
JHUT, LLC  
614 CAPITAL BLVD APT 209  
RALEIGH NC 27603-1157

1704622417  
MITCHELL, BRENDA G TRUST  
829 SLOOP POINTE LN  
KURE BEACH NC 28449-4911

1704622417  
HUDSON, ROY L  
614 CAPITAL BLVD APT 211  
RALEIGH NC 27603-1157

1704622417  
ZICKAFOOSE, DOUGLAS J.  
614 CAPITAL BLVD APT 212  
RALEIGH NC 27603-1157

1704622417  
BUCKMAN, EDMUND T IV  
614 213 CAPITAL BLVD  
RALEIGH NC 27603-1157

1704622417  
MILLER, WESLEY  
614 CAPITAL BLVD APT 214  
RALEIGH NC 27603-1153

1704622417  
POWELL, PAMELA E TRUSTEE PAMELA E  
POWELL LVNG TRUS...  
614 CAPITAL BLVD APT 215  
RALEIGH NC 27603-1153

1704622417  
HAMMER, KIMBERLY NORTON, LEWIS  
614 CAPITAL BLVD APT 216  
RALEIGH NC 27603-1153

1704622417  
KELLY, THOMAS EDWARD  
615 VICK AVE  
RALEIGH NC 27612-5029

1704622417  
JOYCE, DAVID ALAN  
614 CAPITAL BLVD APT 218  
RALEIGH NC 27603-1153

1704622417  
STRICKLAND, RONNIE M  
614 CAPITAL BLVD APT 219  
RALEIGH NC 27603-1153

1704622417  
ADAMOSKI, ROBERT J JR  
260 KING ST UNIT 409  
SAN FRANCISCO CA 94107-6418

1704622417  
POLLARD, WILLIAM ROBERT  
614 CAPITAL BLVD APT 221  
RALEIGH NC 27603-1156

1704622417  
TOLLEFSEN, SUSAN  
C/O YORK PROPERTIES  
614 CAPITAL BLVD APT 222  
RALEIGH NC 27603-1156

1704622417  
BALDWIN, JAMES R BALDWIN, MARY ANN  
614 CAPITAL BLVD APT 223  
RALEIGH NC 27603-1156

1704622417  
PARVANTA, SARAH ANGELA ROGOFF,  
DAVID HARRY  
614 CAPITAL BLVD APT 224  
RALEIGH NC 27603-1156

1704622417  
COX, ADRIAN B  
614 225 CAPITAL BLVD  
RALEIGH NC 27603-1156

1704622417  
STEVENS, OWEN T  
614 226 CAPITAL BLVD  
RALEIGH NC 27603-1156

1704622417  
IDOL, TUCKER ANDREW  
614 227 CAPITAL BLVD  
RALEIGH NC 27603-1123

1704622417  
BADR, LAMYA A  
614 CAPITAL BLVD APT 228  
RALEIGH NC 27603-1123

1704622417  
PASTEN, JOSE AGUSTIN MORGADO,  
PATRICIA E  
614 CAPITAL BLVD APT 229  
RALEIGH NC 27603-1123

1704622417  
LABUS, JOHN MICHAEL  
10 VENETIAN WAY APT 306  
MIAMI BEACH FL 33139-8831

## **EXHIBIT C – ITEMS DISCUSSED**

1. Phasing of the Smokey Hollow project as a whole
2. Use mixes within the phases
3. Updated road network around the site
4. Open/Gathering Space within Phase III
5. Pedestrian connectivity
6. Proposed height
7. Smokey Hollow serving as Downtown Gateway

## **EXHIBIT D – MEETING ATTENDEES**

1. Chris Wasko

#### Z-3-19 Trips Generated

Z-3-19 Existing Land Use	Daily Trips (vpd)	AM Peak Hour Trips (vph)	PM Peak Hour Trips (vph)
Vacant	0	0	0
Z-3-19 Current Zoning Entitlements	Daily Trips (vpd)	AM Peak Hour Trips (vph)	PM Peak Hour Trips (vph)
Mixed Use	3,172	294	338
Z-3-19 Proposed Zoning Maximums	Daily Trips (vpd)	AM Peak Hour Trips (vph)	PM Peak Hour Trips (vph)
Mixed Use	4,941	467	519
Z-3-19 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily Trips (vpd)	AM Peak Hour Trips (vph)	PM Peak Hour Trips (vph)
	<b>1,768</b>	<b>173</b>	<b>181</b>
AM Peak Hour Peak Direction Trips (vph)	Percent of AM Trips in Peak Direction	PM Peak Direction Trips (vph)	Percent of PM Trips in Peak Direction
154	89%	152	84%

#### Z-3-19 Traffic Study Worksheet

<b>7.1.3.B Trip Generation</b>	<b>Meets Conditions? (Y/N)</b>	
A Peak Hour Trips $\geq$ 150 veh/hr	Yes	The expected increase in PM peak hour trips is 181 vph and in AM peak hour trips is 173 vph
B Peak Hour Trips $\geq$ 100 veh/hr if primary access is on a 2-lane street	NA	
C More than 100 veh/hr trips in the peak direction	Yes	Most of the increase in trips generated are in the peak direction
D Daily Trips $\geq$ 3,000 veh/day	No	The expected increase in Daily trips is 1,768 vpd
E Enrollment increases at public or private schools	NA	Not Applicable
<b>7.1.3.C Site Context</b>	<b>Meets Conditions? (Y/N)</b>	
A Affects a location with a high crash history [Severity Index $\geq$ 8.4 or a fatal crash within the past three years]	No	
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 - boulevard or avenue with 4 or more lanes]	No	It is anticipated that no additional access points will be proposed on Peace St nor Capital Blvd
F Proposed access is within 1,000 feet of an interchange	Yes	However, proposed access will not be on Peace nor Capital. This interchange is currently being improved.
G Involves an existing or proposed median crossover	No	
H Involves an active roadway construction project	Yes	However, it is anticipated that the NCDOT project will be complete when construction may begin on this site
I Involves a break in controlled access along a corridor	No	It is anticipated that access to the site will be via W Johnson St, Peace St, and/or Harrington St rather than Capital Blvd
<b>7.1.3.D Miscellaneous Applications</b>	<b>Meets Conditions? (Y/N)</b>	
A Planned Development Districts	No	
B In response to Raleigh Planning Commission or Raleigh City Council resolutions	No	None noted as of 2/13/19

Traffic Study Required: **No**

Reason: A traffic study is not required due to the downtown character of the site location, which prioritizes multimodal transportation.

Completed By: JR  
Date: 2/14/2019

Checked By: TH  
Date: 2/15/2019