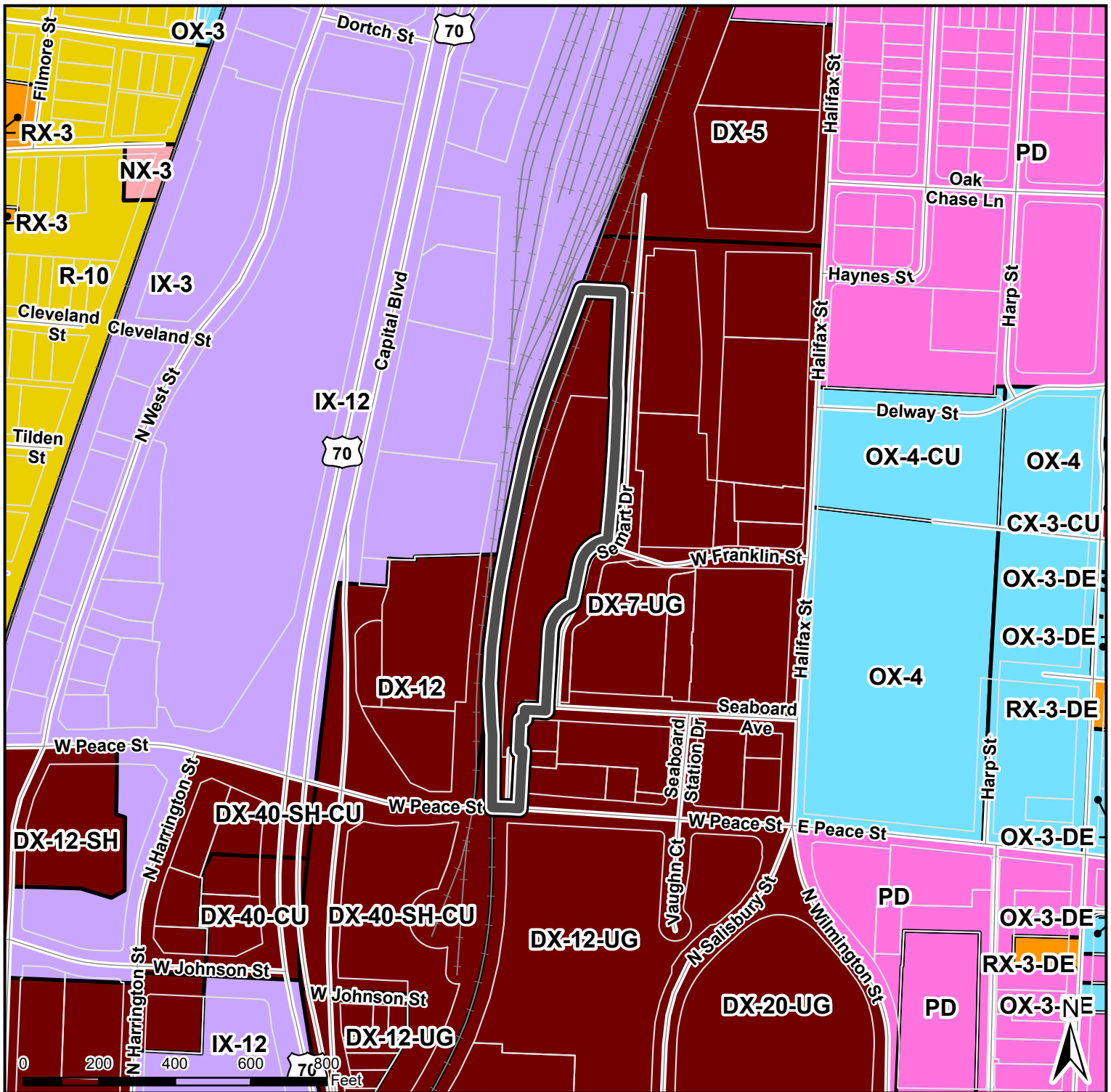
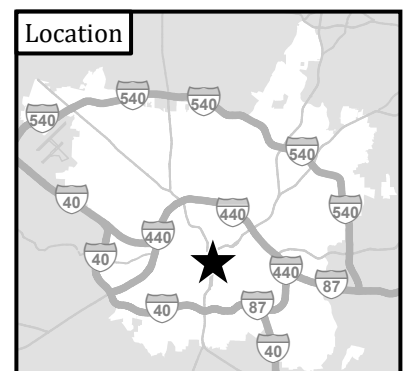


Existing Zoning

Z-5-2022



Property	707 Semart Dr
Size	2.92 acres
Existing Zoning	DX-7-UG
Requested Zoning	DX-20-CU



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.

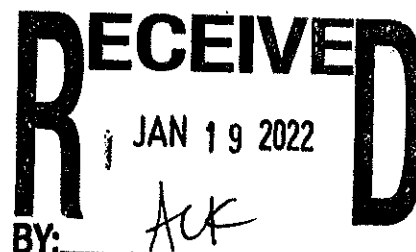
Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		OFFICE USE ONLY Rezoning case #
Existing zoning base district: DX	Height: 7	Frontage: UG	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:			

General Information		
Date: January 11, 2022	Date amended (1):	Date amended (2):
Property address: 707 Semart Drive		
Property PIN: 1704625657		
Deed reference (book/page): 018825/01283		
Nearest intersection: Peace Street and Seaboard Station Drive		Property size (acres): 2.92 ac
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: 707 Semart Drive Property LLC; 4800 Hampden Lane, Suite 200 Bethesda, MD 20814		
Property owner email: c/o Jamie Schwedler		
Property owner phone: c/o Jamie Schwedler		
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:

707 SEMART DRIVE PROPERTY LLC,
a Delaware limited liability company

By: 
Jason Davis, Authorized Signatory



REVISION 10.27.20

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning: DX-7-UG	Proposed zoning: DX-20-CU	

Narrative of Zoning Conditions Offered
<p>1. The following uses shall be prohibited: boardinghouse; rest home; cemetery; adult establishment; pawnshop.</p> <p>2. A sidewalk with a minimum width of five feet shall be provided along the eastern boundary of the subject property adjacent to Semart Drive.</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.


Property Owner(s) Signature:

707 SEMART DRIVE PROPERTY LLC,
a Delaware limited liability company

By:



Jason Davis, Authorized Signatory

RECEIVED
JAN 19 2022
BY: 

Rezoning Application Addendum #1	
Comprehensive Plan Analysis	Office Use Only Rezoning case # _____
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.	
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 Exhibit A.	
Public Benefits	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	
See attached Exhibit A.	

Rezoning Application Addendum #2	
Impact on Historic Resources	Office Use Only Rezoning case # _____
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	
Inventory of Historic Resources	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
N/A	
Public Mitigation	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
N/A	

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", "Mixed-Use Center", or "Transit Station Areas", 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.

Policy UD 7.3:

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 Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions.

The Applicant must respond to the **Downtown Urban Design Guidelines** contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within "Downtown" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Policy DT 7.18:

The design guidelines in Table DT-1 shall be used to review rezoning, alternative means of compliance, special use permits, and planned development master plan applications in downtown.

Please [click here](#) to download the Design Guidelines Addendum if required.

Urban Form Designation: Downtown

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

Please continue to the next page for the Rezoning Checklist Submittal Requirement.

Downtown Urban Design Guidelines

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

- a) The property to be rezoned is within "Downtown" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Policy DT 7.18:

The design guidelines in Table DT-1 shall be used to review rezoning, alternative means of compliance, special use permits, and planned development master plan applications in downtown.

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

1	Fayetteville Street should be free of service elements, including loading docks, mechanical equipment, and driveways.
	Response: N/A
2	Loading or service 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 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.
	Response: The location of loading and service entrances will be identified at site plan, with the intent to comply with this guideline.
3	Surface and structured parking should be landscaped, emphasizing interior tree canopies in surface lots, formal borders, and street trees to reinforce the streetwall.
	Response: Based on the site constraints, the majority of parking will be structured parking, and will be screened. Appropriate streetscape landscaping will be installed where practical.
4	Mechanical equipment, satellite or microwave dishes, elevator penthouses, and other 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. Views from buildings above should also be considered when designing rooftop mechanical equipment.
	Response: Building architecture will incorporate appropriate screening of mechanical equipment at site plan.
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.
	Response: Curb cuts and parking deck entrances will comply with UDO requirements.
6	Building entries should be emphasized with architectural features, changes in roofline, different massing, or unique materials.
	Response: Building entries will be designed to complement the context of the area. Specific entrance designs will be identified at site plan.

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.
	Response: The property does not have frontage on three streets. The majority of the property's frontage is along Semart Drive.
8	Building entries should be at grade.
	Response: Building entries will be at grade where practical.
9	The level of architectural detail should be most intense at street level, within view of pedestrians on the sidewalk.
	Response: The applicant intends to comply with this guideline and plans to include street-level architectural details that complement Seabord Station.
10	The use of solid roll-down security gates is discouraged.
	Response: There are no solid roll-down security gates planned. However, parking deck design will be completed at site plan.
11	Façades should be broken into distinct 20-30 foot modules or bays from side to side to prevent a monolithic edge to the street.
	Response: Where practical, facades will incorporate architectural features to avoid blank walls.
12	Large unarticulated walls are discouraged and should have a window or functional public access at least every 10 feet.
	Response: Where practical, facades will incorporate architectural features to avoid blank walls.
13	The articulation of the façade should be designed to appear more vertical than horizontal.
	Response: Where practical, building facades will be designed to appear more vertical than horizontal.
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.
	Response: Where practical, public and private entries will be differentiated using architectural details.
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.
	Response: Entries will be designed at site plan.

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 percent 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.
	Response: Although buildings have not been designed, the applicant plans to comply with this requirement to the extent practical.
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.
	Response: Although buildings have not been designed, the applicant plans to comply with this requirement to the extent practical.
18	The first-story, floor-to-floor height of any new building on Fayetteville Street should be a minimum of twenty (20) feet.
	Response: N/A
19	If ceilings must be lowered 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.
	Response: Although buildings have not been designed, the applicant plans to comply with this requirement to the extent practical.
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.
	Response: The applicant will explore all options to mitigate wind, reduce glare, and shade ground level spaces.
21	Arcades, colonnades, and galleries are discouraged within the public right-of-way.
	Response: Arcades, colonnades, and galleries will not be used in 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.
	Response: N/A
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. Asphalt and loose paving materials such as gravel are discouraged. The paving design and materials should complement the building or storefront architecture.
	Response: Hardscape design will incorporate the use of high-quality materials that complement Seaboard Station, and the applicant team will work with City staff to investigate ways to improve the pedestrian experience along Semart Dr.

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.
	Response: If included in the development plans, courtyard style spaces will be designed to create a pleasant pedestrian experience.
25	Walls of buildings should parallel the orientation of the street grid.
	Response: Although buildings have not been designed, as a result of the shape of the property, it is anticipated that building walls will parallel Semart Dr.
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.
	Response: Although buildings have not been designed, it is anticipated that they will feature variable vertical articulation.
27	Distance between towers on different blocks should be a minimum of 100 feet to ensure access to light and air.
	Response: Building design will account for light and air access.
28	Public art, performance facilities, and/or civic monuments should be an integral part of any building plan.
	Response: The site will be designed at site plan to create a pleasant pedestrian experience. Opportunities for public art, etc. will be investigated.
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.
	Response: The use of fences, railings, and walls will be minimal, and designed to complement Seaboard Station.
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.
	Response: The use of fences, railings, and walls will be minimal, and designed to complement Seaboard Station.
31	Fences, railings, and walls should be designed to complement the adjacent architecture through the use of similar materials, colors, finishes, and architectural details.
	Response: The use of fences, railings, and walls will be minimal, and designed to complement Seaboard Station.

32	Designs should be contextual to adjacent buildings, including their cornice lines and horizontal banding.
	Response: The design will complement Seaboard Station.
33	Innovative design and unusual lighting of the exterior of the building is important to emphasize the monumentality of government buildings.
	Response: N/A
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.
	Response: Building architecture will be emphasized at street level entrance points.
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.
	Response: Building design will consider and respect existing buildings in the area.
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).
	Response: Buildings will utilize high quality building materials.
37	Materials covering original architectural features of historic or architecturally significant buildings are discouraged.
	Response: N/A
38	A minimum of 35 percent of each upper story should be windows.
	Response: Although buildings have not been designed, the applicant plans to comply with this requirement to the extent practical.
39	Building corners that face an intersection should strive for a distinctive form and high level of articulation.
	Response: Although buildings have not been designed, the applicant plans to comply with this requirement to the extent practical.
40	Buildings may step back further at intersections in order to articulate the corners.
	Response: Although buildings have not been designed, the applicant plans to comply with this requirement to the extent practical.

41	Buildings downtown and in Pedestrian Business Overlays should have stepbacks 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 on a wide street and 15 feet on a narrow street. A wide street is 75 feet in width or more.
	Response: To the extent practical, buildings will be designed to mitigate wind effects and increase light and air.
42	Flat roof buildings should have decorative parapets with elements, such as detailed cornices, corbeling, applied medallions, or other similar architectural treatments.
	Response: If applicable, flat roofs will be designed with attractive architectural details.
43	Signage should be compatible in scale, style, and composition with the building or storefront design as a whole.
	Response: Signs will be of high quality and designed to complement Seaboard Station.
44	Diverse graphic solutions are encouraged to help create the sense of uniqueness and discovery found in an urban, mixed-use environment.
	Response: Where practical, graphics and other architectural features will be used to create a sense of uniqueness.
45	All mechanical and electrical mechanisms should be concealed.
	Response: Mechanical equipment will be screened to the greatest extent practical and in compliance with UDO requirements.
46	Signs should not obscure a building's important architectural features, particularly in the case of historic buildings.
	Response: Signs will be of high quality and designed to complement Seaboard Station.
47	Signs should be constructed with durable materials and quality manufacturing.
	Response: Signs will be of high quality and designed to complement Seaboard Station.
48	Sign bands above transom and on awnings are preferred signage locations.
	Response: Signs will be strategically and thoughtfully located.
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.
	Response: Signs will comply with UDO requirements and be designed to complement Seaboard Station.

50	Illuminated signs should avoid the colors red, yellow, and green when adjacent to a signal controlled vehicular intersection.
	Response: Signs will comply with UDO requirements and be designed to complement Seaboard Station.
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.
	Response: Signs will comply with UDO requirements and be designed to complement Seaboard Station.
52	Discouraged sign types: signs constructed of 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 letters; signs with smoke-emitting components. Changeable copy signs are prohibited.
	Response: Signs will comply with UDO requirements and be designed to complement Seaboard Station.

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 Development 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 or downtown design guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties with 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Traffic impact analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Conditional Use District:	Yes	N/A	Yes	No	N/A
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 18:	Yes	N/A	Yes	No	N/A
12. Proof of Power of Attorney or Owner Affidavit	<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:	Yes	N/A	Yes	No	N/A
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:	Yes	N/A	Yes	No	N/A
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"/>

Please continue to the next page for the Master Plan Submittal Requirements checklist.

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 and 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 two 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 17, 2021

Re: Notice of Neighborhood Meeting

Neighboring Property Owners and Tenants:

You are invited to attend a neighborhood meeting on January 6, 2022 from 6–8pm. The purpose of the meeting is to discuss an upcoming application to rezone one parcel of land located at 707 Semart Drive (PIN 1704625657)(the “Site”). The Site is currently zoned Downtown Mixed Use – 7 Stories – Urban General Frontage (DX-7-UG), and is proposed to be rezoned to Downtown Mixed Use – 20 Stories – with Conditions (DX-20-CU).

The applicant will describe the nature of this rezoning request and field any questions from the public. Enclosed are: (1) an aerial photograph of the parcel (2) a vicinity map outlining the location of the parcel; (3) a zoning map of the subject area; (4) a draft of the Rezoning Application cover page; and (5) draft conditions for the rezoning.

The meeting will be held virtually. You can participate online via Zoom or by telephone. To participate in the Zoom online meeting:

Visit:	https://zoom.us/join
Enter the following meeting ID:	825 1983 5968
Enter the following password:	548933

To participate by telephone:

Dial:	1 929 205 6099
Enter the following meeting ID:	825 1983 5968 #
Enter the Participant ID:	#
Enter the Meeting password:	548933 #

The City of Raleigh requires a neighborhood meeting involving the property owners and tenants within 500 feet of the area requested for rezoning prior to the submittal of any rezoning application. Any landowner or tenant who is interested in learning more about this project is invited to attend. After the meeting a report will be submitted to the Raleigh Planning and Development Department. Any other person attending the meeting can submit written comments about the meeting or the request in general, but to be included in the Planning Commission agenda packet written comments must be received at least 10 days prior to the date of the Planning Commission meeting where the case is being considered. Information about the rezoning process is available online; visit www.raleighnc.gov and search for “Rezoning Process.”

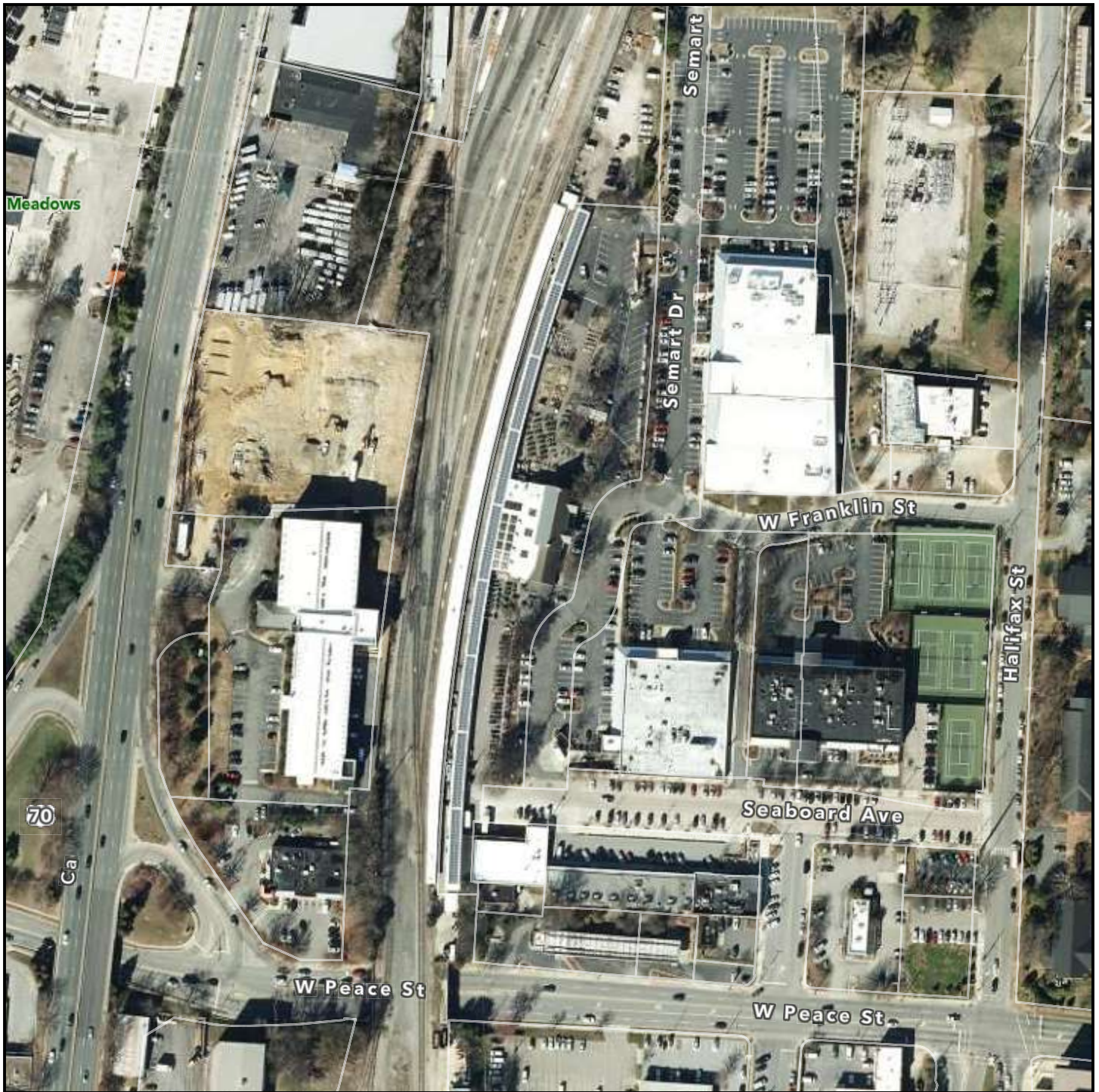
If you have further questions about the rezoning process, please contact:

Carmen Kuan
Raleigh Planning & Development
(919) 996-2235
carmen.kuan@raleighnc.gov

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

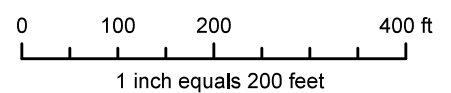
Thank you,

Jamie Schwedler

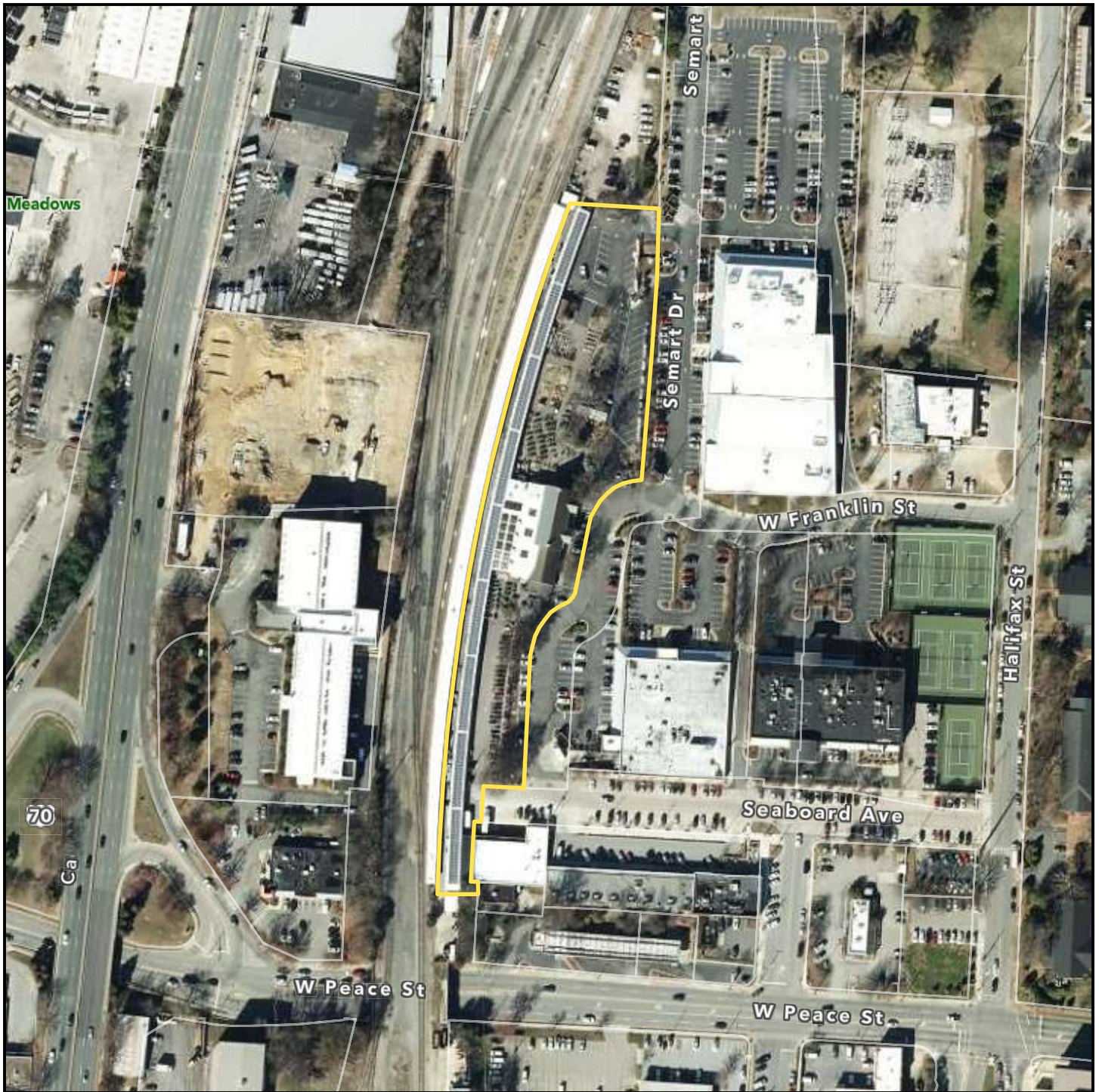


707 Semart Drive

Aerial Map

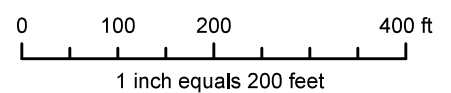


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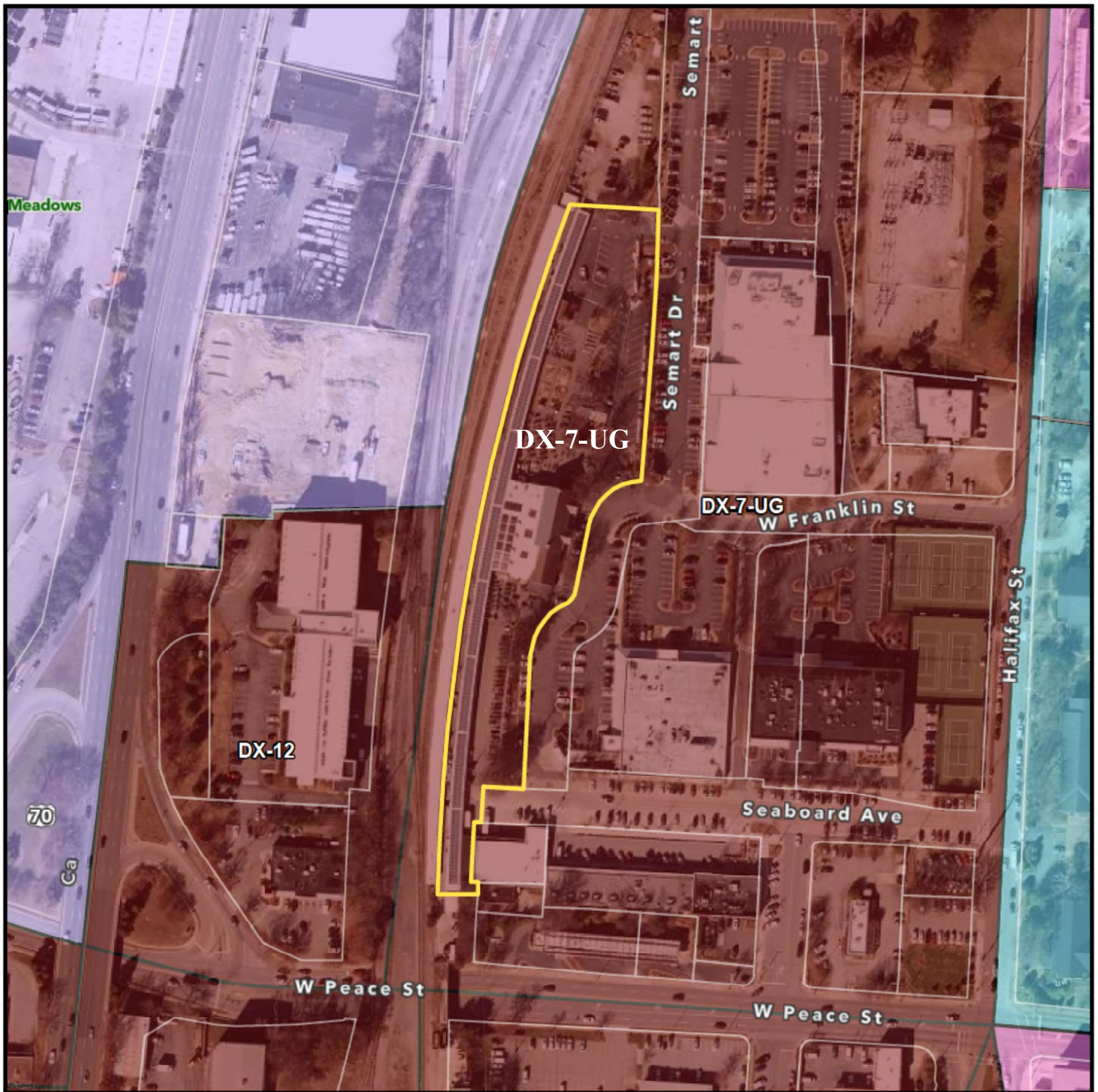
707 Semart Drive

Vicinity Map



Disclaimer

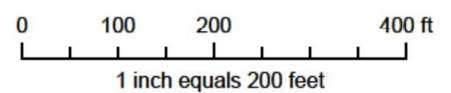
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707 Semart Drive

Zoning Map

Current Zoning: DX-7-UG



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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.

DRAFT

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: 7	Frontage: UG	
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:			

General Information		
Date: January __, 2022	Date amended (1):	Date amended (2):
Property address: 707 Semart Drive		
Property PIN: 1704625657		
Deed reference (book/page): 018825/01283		
Nearest intersection: Peace Street and Seaboard Station Drive		Property size (acres): 2.92 ac
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: 707 Semart Drive Property LLC; 4800 Hampden Lane, Suite 200 Bethesda, MD 20814		
Property owner email:		
Property owner phone:		
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):		

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case # _____
Existing zoning: DX-7-UG	Proposed zoning: DX-20-CU	

Narrative of Zoning Conditions Offered
<p>1. The following uses shall be prohibited: boardinghouse; dormitory, fraternity, sorority; rest home; cemetery; college, community college, university; adult establishment; pawnshop</p> <p style="text-align: center;">DRAFT</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.

Property Owner(s) Signature: _____

Printed Name: _____

SUMMARY OF ISSUES

A neighborhood meeting was held on January 6, 2022 (date) to discuss a potential rezoning located at 707 Semart Drive (property address). The neighborhood Meeting was held at via zoom (location). There were approximately 5 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Rezoning process and timeline
Potential shadows cast by a 20-story building
Efforts to mitigate the effects of railroad noise on residents of the Cotton Mill condos and future residents of the proposed development
Efforts to mitigate spillover of parking deck lighting onto adjacent properties
Seaboard Station development and treatment of Semart Drive

[illegible]

Exhibit A
to
Rezoning Application for 707 Semart Drive
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 (the “Comp. Plan”)

The subject property is designated as “Central Business District” on the Future Land Use Map (“FLUM”), which applies to “the Raleigh Central Business District, and is intended to enhance Downtown Raleigh as a vibrant mixed-use urban center.” This category recognizes the area’s role as the heart of the city, and supports “a mix of high-intensity office, retail, housing, government, institutional, visitor-serving, cultural, and entertainment uses.” *2030 Comp. Plan p. 3-11*. The requested DX designation conforms with the FLUM. The requested 20 stories is consistent with existing and proposed heights in the surrounding area and the heights associated with the Central Business District. The Comp. Plan designates “DX” as the “primary district for the mixed-use core of downtown,” and is already the zoning designation on this site and most of the surrounding properties. In addition, “[h]eights in the [Central Business District] could reach as high as 40 stories,” depending on the suitability of the surrounding area.

The requested height is suits the evolving urban context of the area. With the increased height of buildings on Peace Street, this site has become an “Emerging Urban Center,” and additional height is appropriate at this location. *Comp. Plan 3-15*. Directly to the east of the property is the Hoffman Seaboard Station development which involves several phases – some currently under construction and others in site plan review.¹ Once completed, Seaboard Station will include more than 600 residences, 130,000 square feet of street level retail, restaurants, entertainment concepts, underground parking, and a hotel. Seaboard Station will enhance the character and vibrancy of the Seaboard neighborhood. Vertical redevelopment is also underway along Peace Street. In 2020, Zimmer Development Co. obtained approval for 40-stories (Z-17-19) to permit a 40-story mixed-use tower between Peace Street and Capital Blvd at 506 Capital Blvd. And finally, Smoky Hollow is continuing to transform the area – with phases 1 and 2 complete and phase 3 in planning stages. Smoky Hollow includes hundreds of apartment units, a ground floor Publix, retail, and office space. Accordingly, the requested 20-story designation is consistent with the urban development pattern within Seaboard Station and along Peace Street.

The requested height will allow the development of a project that defines the westernmost edge of seaboard station and places additional residential density within walking distance of existing and future retail, restaurants, and transit. This request is consistent with the Comp. Plan’s vision theme ***Expanding Housing Choices*** which promotes increasing the supply of housing throughout the city. The request – through the additional height entitlement – will significantly increase the entitlement for residential units on the site. It is also 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. The site is within walking distance of city parks, restaurants and retail, and transit services.

¹ See [Seaboard Station | \(hoffman-dev.com\)](http://hoffman-dev.com)
PPAB 6839789v1

The request is consistent with the vision theme ***Coordinating Land Use and Transportation*** which calls for locating high density mixed-use projects in areas with access to local and regional public transit services. The property is located near the future northern Bus Rapid Transit (“BRT”) Corridor. The Downtown Transportation Plan identifies two alternative routes for the northern BRT Corridor – West Street and Capital Blvd.² Although the plan does not specify which route will be utilized, the property is within walking distance of both alternatives.

The site is within the Downtown area on the Urban Form Map. An urban approach to frontage is recommended throughout Downtown. *Comp. Plan, p. 11-4*. As a result of the property’s abnormal configuration, public street frontage is very limited. For that reason, no zoning frontage is proposed. The majority of the property’s frontage is along Semart Drive which is a private right-of-way owned by CSX. The applicant is working with staff on potential frontage-like conditions that would commit to an urban, walkable, streetscape and building configuration along Semart Drive.

The proposed rezoning is also consistent with the following policies of the 2030 Comprehensive Plan:

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 Central Business District FLUM designation. The requested 20 stories is consistent with the heights associated with the downtown and Central Business District designations.

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 currently utilized for surface parking. The proposed zoning will reduce the negative impacts of low intensity development by allowing greater height and intensity and providing a mix of residential and retail uses in a compact land use pattern.

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 site, and increase the amount of residences located within the downtown boundary and near employment opportunities the downtown area provides.

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*

² [Wake BRT: Northern Corridor | Raleighnc.gov](http://WakeBRT.NorthernCorridor|Raleighnc.gov)

residential and mixed uses to take full advantage of and support investment in transit infrastructure.

The proposed zoning will allow higher intensity mixed-use development to take full advantage of the site's proximity to existing and future transit infrastructure 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.*

The site is located in the Seaboard Station area. As discussed above, the neighboring Seaboard Station development is currently under construction and will transform the seaboard area into a vibrant mixed-use community. The subject property is within walking distance of adjacent William Peace University, the large state government buildings on the Halifax Mall, and countless restaurant and retail locations, making it a convenient location to access for students and the hundreds of state employees. It is also a walk or short bike ride from the new mixed-use Publix building a couple of blocks to the west on Peace Street and the Oakwood neighborhood to the east. The development on this site will be visually integrated into the Seaboard Station area and the development on Peace Street.

Policy LU 6.2 – Complementary Land Uses and Urban Vitality. *A complementary integration and mixture of land uses should be provided.*

The proposed zoning would permit the same wide mix of uses permitted by the current zoning, but with additional height to fully utilize the site.

Policy LU 7.6 – Pedestrian-friendly Development. *New and redeveloped commercial and mixed-use developments should be pedestrian-friendly.*

The requested zoning will facilitate additional density and allow non-residential ground floor uses to help activate Semart Drive.

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.*

The request is for Downtown Mixed Use. The property is classified as Central Business District on the FLUM which recommends the Downtown Mixed Use zoning district.

Policy DT 1.2 – Vertical Mixed Use. *Encourage vertical mixed-use development throughout downtown, unless otherwise indicated on the Future Land Use Map.*

The requested height will facilitate the development of a more intense vertical mixed-use project than permitted by the current height.

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 requested zoning will facilitate the development of vertical mixed-use residential and retail at a greater intensity than permitted by the current zoning. Additionally, the requested zoning will permit greater residential density downtown which will help support a vibrant retail environment.

Policy DT 1.18 – Auto-oriented Businesses. *Development, building types, and building features with an automobile orientation, such as drive-throughs, should not be developed in downtown.*

The requested zoning will facilitate an urban, mixed-use building downtown within walking distance of restaurants, retail, and employment centers. The property is also positioned to place additional residential density near the future northern Bus Rapid Transit corridor.

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.*

The requested zoning will facilitate the construction of a vertical mixed-use building that helps define the northern gateway to the City.

Policy DT 7.15 – Downtown Gateways. *Enhance 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 to create a sense of arrival and define the geographic boundaries of downtown.*

The requested zoning will facilitate a highly-compact development pattern at the city’s northern Downtown gateway with significant entitlements for residential, retail, and office uses. Further, the property is positioned so that a vertical mixed-use building on the site would act as a landmark that defines the northern boundary of downtown.

PUBLIC BENEFITS

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

This rezoning request offers the opportunity for a project that pays homage to the rich character of Seaboard Station while placing additional residential density within walking distance of existing and planned restaurants, retail, employment centers, and transit. The requested height will pave the way for a thoughtfully designed building that will act as a bookend to Seaboard Station and help define the burgeoning northern gateway to the City.