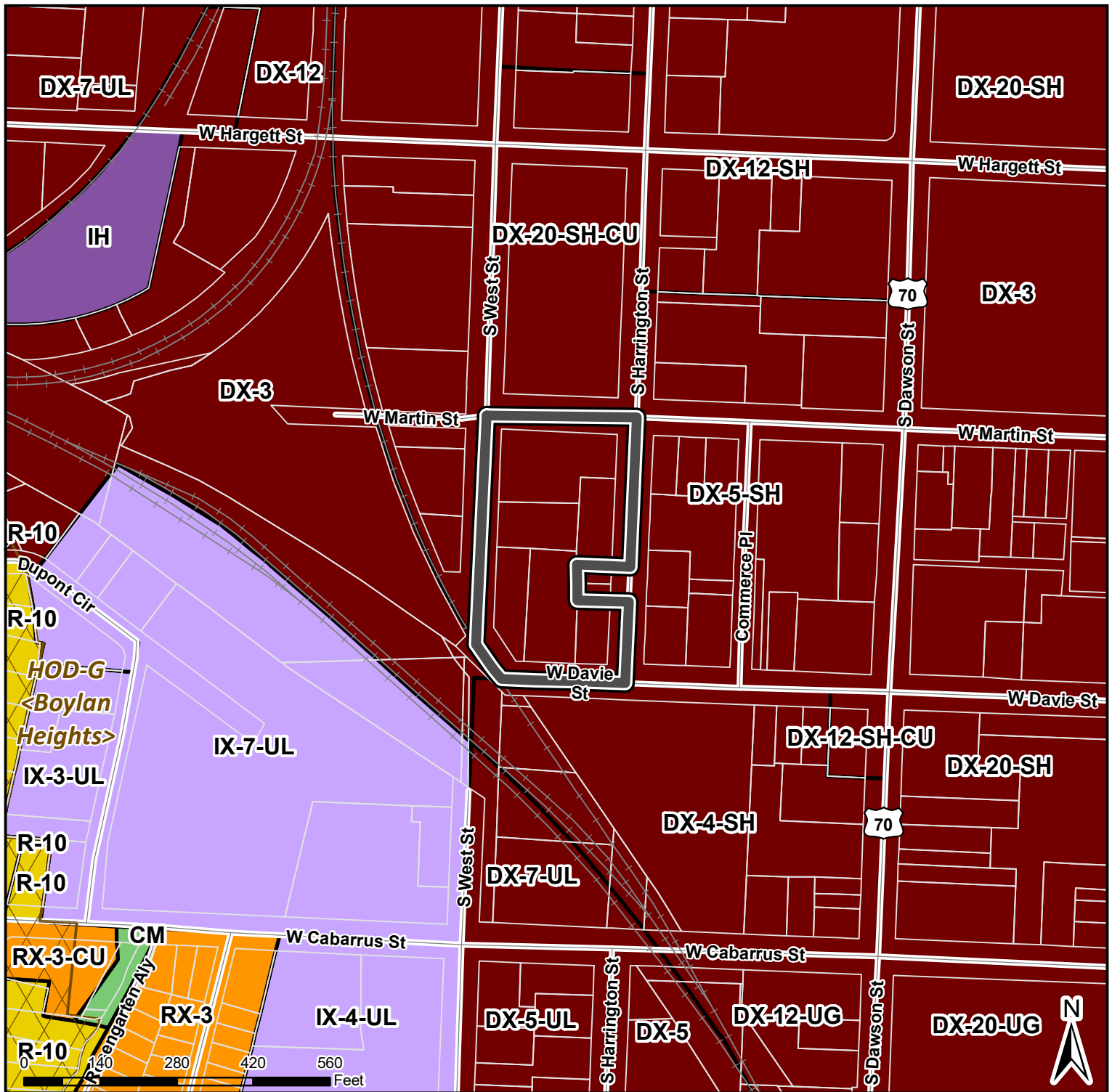
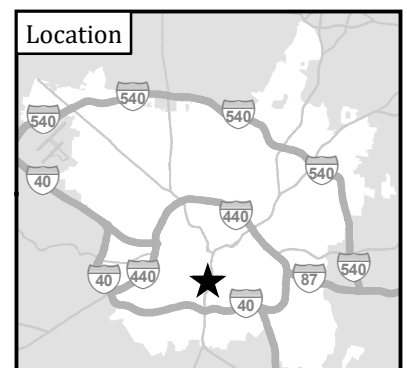


Existing Zoning

Z-6-2019



Property	Block of Martin, West, Davie, & Harrington
Size	1.88 acres
Existing Zoning	DX-5-SH
Requested Zoning	DX-20-SH-CU





RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#

CASE INFORMATION: Z-6-19 DAVIE, HARRINGTON, MARTIN, AND WEST

Location	<p>In the block bounded by Davie St., Harrington St., Martin St., and West St.</p> <p>Address: 406 W. Davie St., 310 & 324 S. Harrington St., 409 W. Martin St., 319 & 333 S. West St.</p> <p>PINs: 1703570766, 1703570622, 1703571786, 1703570886, 1703570692, 1703571576</p> <p>iMaps, Google Maps, Directions from City Hall</p>
Current Zoning	DX-5-SH
Requested Zoning	DX-40-SH-CU
Area of Request	1.88 acres
Corporate Limits	The subject is within and completely surrounded by the corporate limits of the city.
Property Owner	409 West Martin Landlord LLC, Raleigh Warehouse District Holdings LLC, Centerline Properties LLC
Applicant	Mack Paul, Morningstar Law Group
Citizens Advisory Council (CAC)	Central
PC Recommendation Deadline	February 25, 2020

SUMMARY OF PROPOSED CONDITIONS

1. Prohibition of dormitory, fraternity, sorority; pawnshop; detention center, jail, prison, self-service storage, vehicle repair, vehicle fuel sales, and adult establishments.
2. Provision of a 10' on average pedestrian connection from Davie Street to Martin Street.
3. Specification of materials for the first floor including 50% brick for non-glazed areas.
4. Preservation of building façade along Martin Street including deconstruction and replacement.
5. Building height and step backs in accordance with Exhibit A.
6. Any building constructed adjacent to the pedestrian connection between Davie Street and Martin Street along the railroad right-of-way shall meet the same transparency requirements as building built on public streets.
7. The applicant shall document the contributing structures in their original location with photographs and provide a copy of Raleigh Historic Preservation Staff.

8. 1,500 square feet of amenity space shall be provided at the intersections of Martin Street and West Street and Martin Street and Harrington Street.
9. Any structured parking deck shall meet the following standards: a minimum of 75% of the top level of the garage shall be covered and a minimum of 50% of the vertical surfaces shall have an opaque screen.
10. Affordable housing shall be provided in accordance with three options targeting residents are 80%, 60%, or 50% AMI for 15, 10, or 5 years respectively.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Community Mixed Use
Urban Form	Downtown Center, Fixed Guideway Transit Half-Mile Buffer
Consistent Policies	Policy LU 2.2 Compact Development Policy LU 4.7 Capitalizing on Transit Access Policy LU 4.8 Station Area Land Uses Policy HP 1.2 Cultural and Historic Resource Preservation Policy HP 2.7 Mitigating Impacts on Historic Sites Policy HP 3.4 Context Sensitive Design Policy DT 1.2 Vertical Mixed Use Policy DT 1.16 High Density Development Policy AP-DWG 2 Mixed-Use Development Policy AP-DWG 4 Historic Preservation
Inconsistent Policies	Policy LU 1.2 Future Land Use Map and Zoning Consistency Policy LU 5.1 Reinforcing the Urban Pattern Policy AP-DWG 1 Zoning Consistency Policy AP-DWG 11 Development Character and Design

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	Central CAC	Planning Commission	City Council
1/24/2019	4/1/2019	5/28/2019	9/17/19
15 attendees	5/7/2019	6/27/19 (COW)	11/6/19
		8/22/19 (COW)	11/13/19 (GNR)
		12/10/19	11/19/19

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	
Change(s) in Circumstances	
Amendments to the Comprehensive Plan	
Recommendation	
Motion and Vote	
Reason for Opposed Vote(s)	

ATTACHMENTS

1. Staff report
2. Rezoning Application
3. Original conditions
4. Comprehensive Plan Amendment Analysis

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

Planning Director Date

Planning Commission Chair Date

Staff Coordinator: Matthew Klem: (919) 996-4637; Matthew.Klem@raleighnc.gov



ZONING STAFF REPORT

Z-6-19 DAVIE, HARRINGTON, MARTIN, & WEST

Conditional Use District

OVERVIEW

The request is to rezone an area of 1.88 acres from DX-5-SH to DX-40-SH-CU in the block bounded by Davie Street, Harrington Street, Martin Street, and West Street(partial). There are two properties on the block located along Harrington Street not included in this request that total roughly one-tenth of an acre. Proposed zoning conditions specify amenity areas at Martin Streets intersections with West Street and Harrington Street. Proposed zoning conditions prohibit high intensity and auto oriented uses; provide for a pedestrian connection from Martin Street to Davie Street and that buildings in this area, along the railroad right-of-way, meet transparency requirements as if they were along public streets; specify masonry, glass, and metal as the cladding material for the first floor of any new building, require that 50% of non-glazed first-floor wall area be brick, and specifications to parking deck screening. Proposed zoning conditions require the preservation of the building facade of the brick building at 409 W. Martin Street and address its potential deconstruction and replacement. Proposed conditions require the photo documentation of existing historic structures. Zoning conditions specify building height and setbacks via Zoning Exhibit A. Proposed zoning conditions also require affordable housing units to be provided as part of any residential development.

The properties to the west of the subject site include Raleigh Union Station, a retail store, an office, and a bar.

The block to the north is developed with the Dillon, a mixed-use development comprising two structures of 7 and 17 stories that together include 172 residential units, office space, retail space, and a nearly one-thousand space parking deck.

The block east of the subject site contains one- and two-story masonry buildings that contain multiple restaurants and bars, a major vehicle repair business, light manufacturing, and office space.

The property to the south of the subject site contains a single-story multitenant building and a surface parking lot.

The area is generally characterized by of one-, and two-story adapted and reused industrial warehouse buildings at the southwest end of the City's downtown.

The subject site, and properties to the east, south, and west, are located within the National Register Depot Historic District. The Depot Historic District was nominated for National Register recognition in 2002 due to the industrial character of the district and the corresponding built form displayed by the structures there. At that time, there were 27 structures contributing to the integrity of the district. Part of that integrity, as described in the nomination, was height "ranging from one to three-stories". There are three contributing structures on the subject site: 406 W. Davie Street, 310 S. Harrington Street, and 409 W. Martin Street.

The subject site and the properties to the east and south are classified as Community Mixed Use on the Future Land Use Map. The properties to the north and west are classified as Central Business District on the Future Land Use map. The subject site and all surrounding properties are located within the Downtown Center on the Urban Form Map.

The subject site is also entirely within the Downtown West Gateway area plan which provides specific policies that encourage historic preservation and mixed-use development. This plan also includes a subsection for the Depot Historic District which provides policy guidance for character and design. This plan also prescribes a maximum height of four stories on the subject site and a maximum residential density of 30 units per acre.

The recommendations and policy guidance of the Downtown West Gateway plan are based on the assumption that the train station (now Raleigh Union Station) and multimodal transit station (future Raleigh Union Station Bus or RUSBus) both be located on Hargett Street. The properties surrounding these presumed station locations are identified in the plan as the Station Area Core, which envisions high-intensity mixed use and prescribes 4-story and 30 residential units-per-acre *minimums*. Following the adoption of the Downtown West Gateway plan, the locations of these facilities have shifted. Raleigh Union Station is now one block south at the terminus of Martin Street, where the Downtown West Gateway plan envisions a parking deck. The future location of RUSBus is envisioned at the intersection Hargett Street and West Street, which has not changed considerably since the adoption of the Downtown West Gateway Plan.

Update for August 22, 2019 Committee of the Whole

The following conditions were submitted on August 12, 2019:

- Any building constructed adjacent to the pedestrian connection between Davie Street and Martin Street along the railroad right-of-way shall meet the same transparency requirements as building built on public streets.
- The applicant shall document the contributing structures in their original location with photographs and provide a copy of Raleigh Historic Preservation Staff.
- 1,500 square feet of amenity space shall be provided at the intersections of Martin Street and West Street and Martin Street and Harrington Street.
- Any structured parking deck shall meet the following standards: a minimum of 75% of the top level of the garage shall be covered and a minimum of 50% of the vertical

In addition to these conditions, condition #3 further specified brick for cladding materials; it has previously only specified masonry. Brick is more in keeping with the Depot Historic District. Also, Exhibit A was revised to include an additional building stepback. The new stepback applies a height limit of 7-stories and 90 feet for 10 additional feet along Harrington Street. This stepback applies to at least 50% of the block length. The combined impact of building stepbacks applies to 40' of depth along Harrington Street improving overall transition to the surrounding context. The condition to catalogue the existing historic resources on the

subject site and specifying brick masonry and the new stepback requirements have improved consistency with Historic Preservation Policies HP 2.7 and HP 3.4.

Update for December 10, 2019 Planning Commission Meeting

This case was before the Planning Commission in May, June and August of 2019. Following the Planning Commission recommendation for approval, the City Council held a public hearing and referred the request back to the Planning Commission to allow the applicants to revise the request. This procedural referral was necessary to allow for the applicants to make the rezoning request *less restrictive* (increased height) than was advertised for the public hearing.

The revisions to the request include an increase in permitted building height from 20 to 40 stories and the provision of affordable housing units. The revisions have not improved the previous Comprehensive Plan analysis of Future Land Use Map and overall inconsistency. The permitted uses in the requested zoning district are still more intense than what is intended for Community Mixed Use FLUM designation. The overall inconsistency, largely based on the significant departure from the Downtown West Gateway Plan recommendations for building height, is only exacerbated by the revision and is therefore no more consistent with the guidance of the plan.

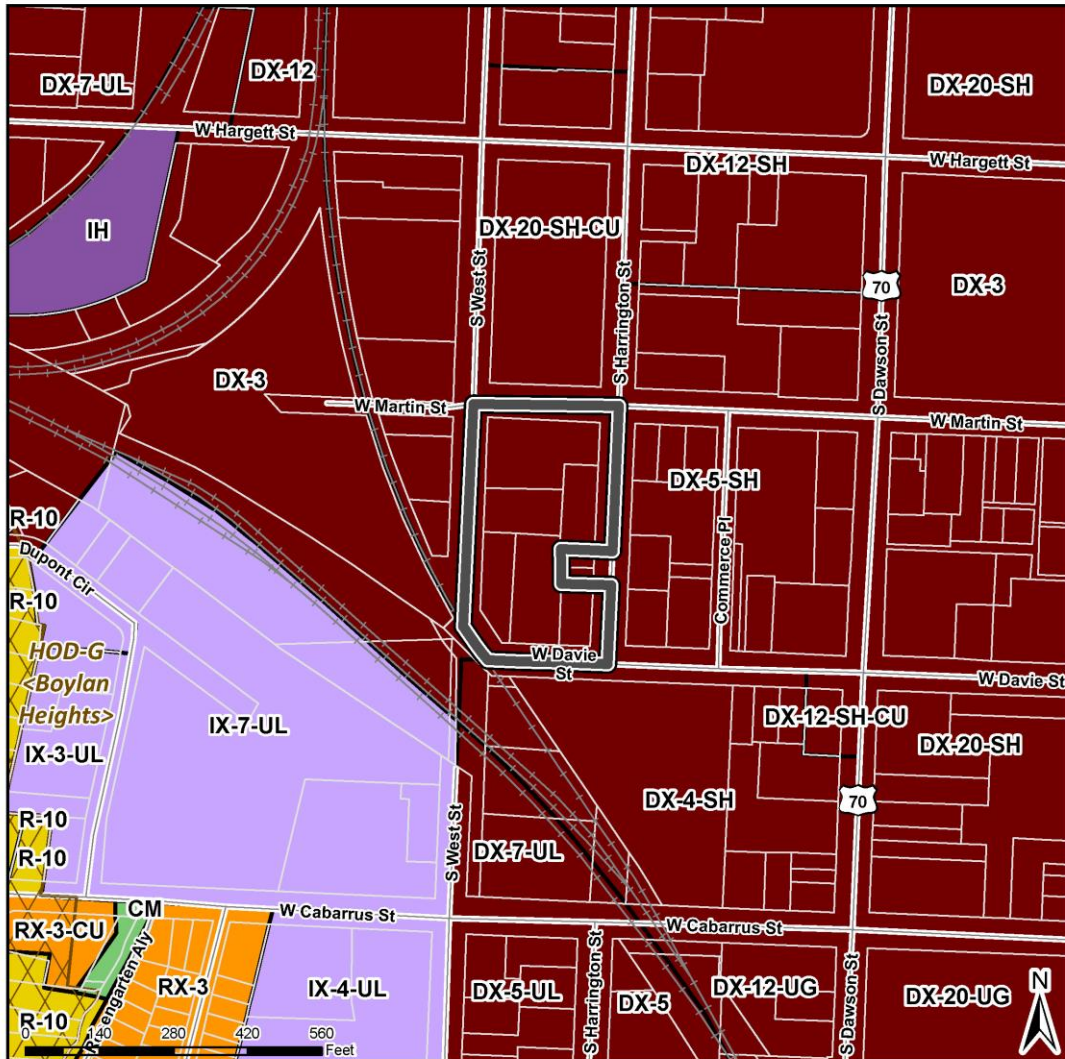
Changes have been made throughout the staff report to reflect the revised application though there are no changes to policy disposition.

OUTSTANDING ISSUES

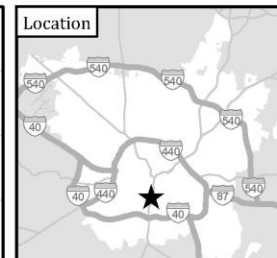
Outstanding Issues	None	Suggested Mitigation	None
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Existing Zoning

Z-6-2019



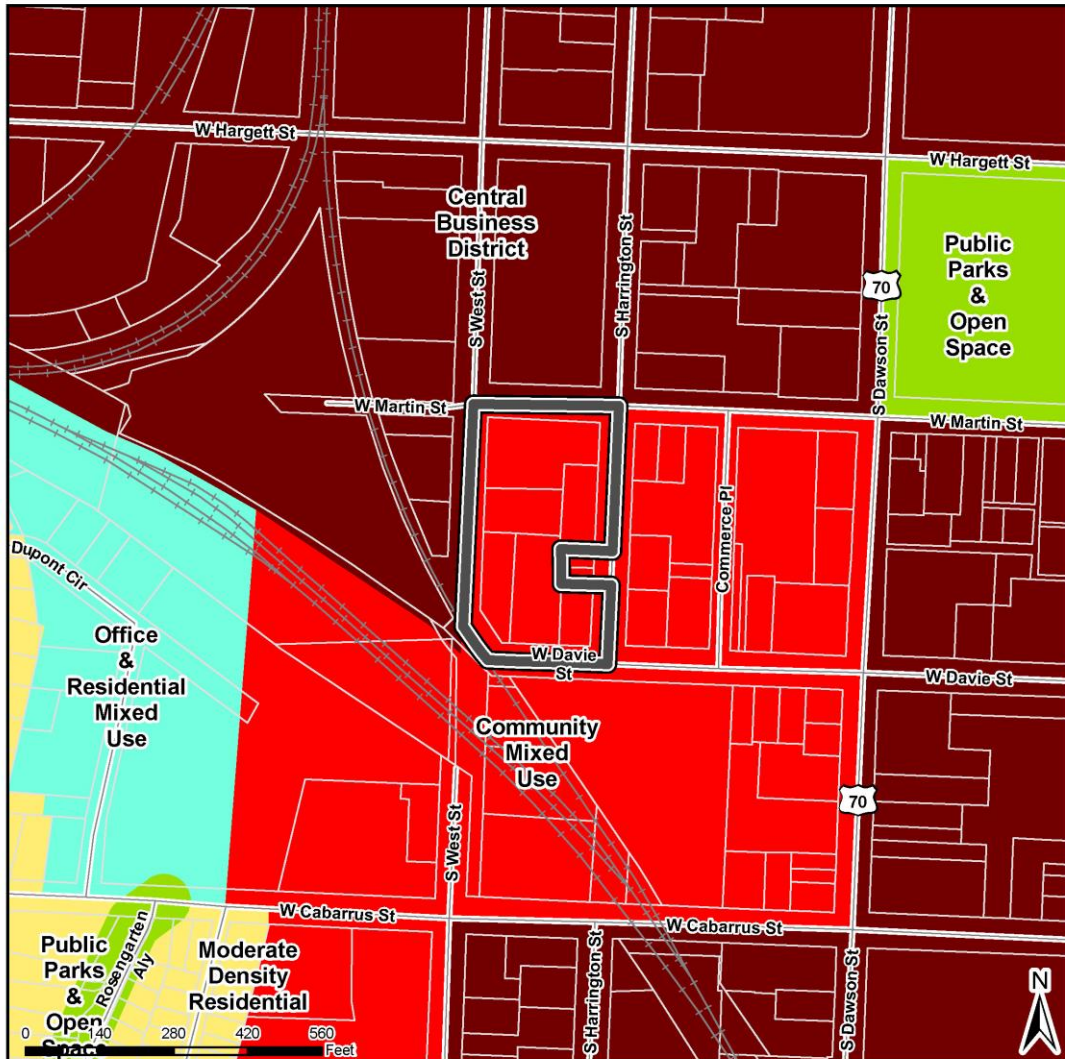
Property	Block of Martin, West, Davie, & Harrington
Size	1.88 acres
Existing Zoning	DX-5-SH
Requested Zoning	DX-20-SH-CU



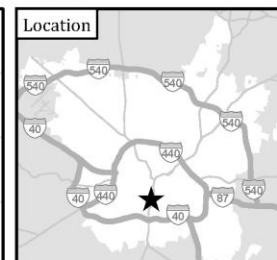
Map by Raleigh Department of City Planning (littlek); 2/25/2019

Future Land Use

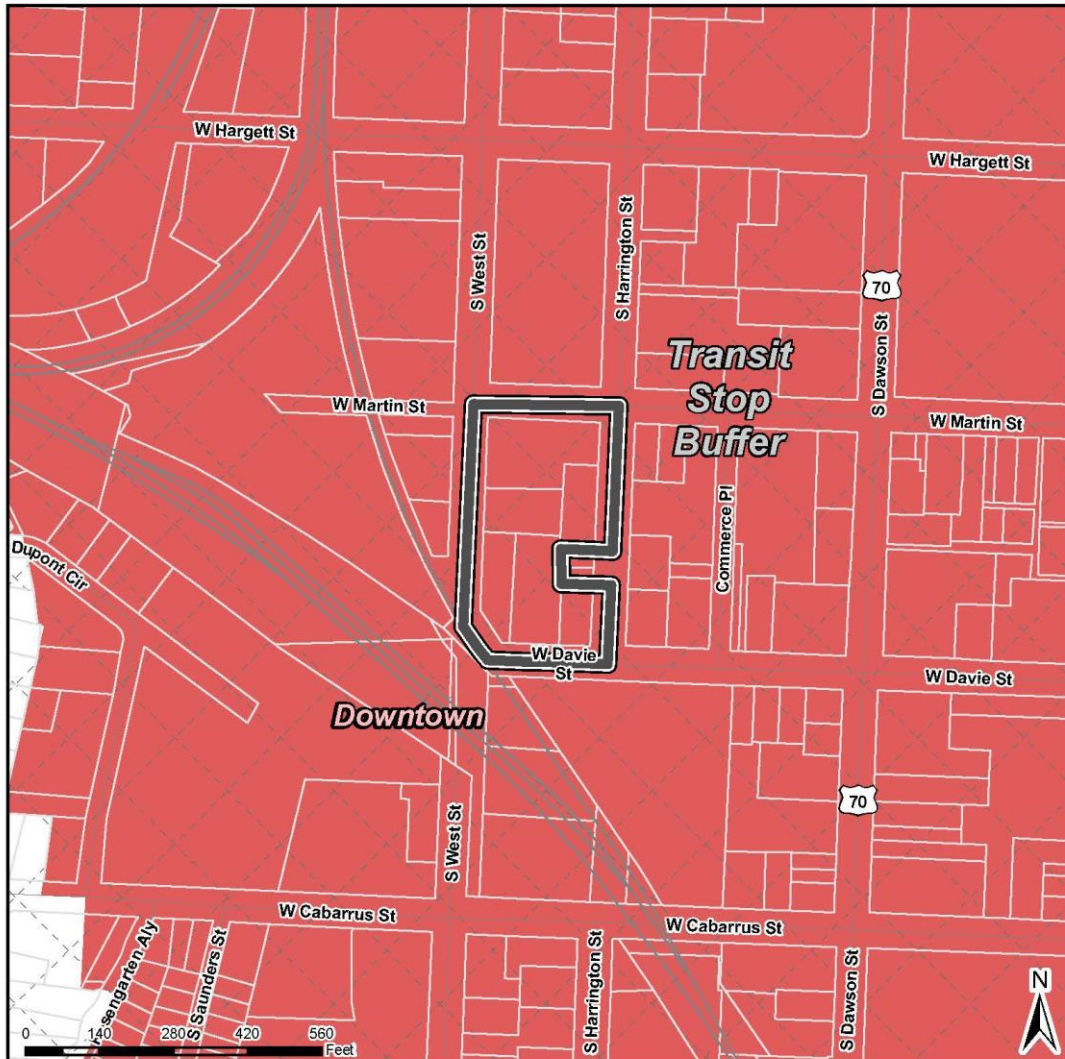
Z-6-2019



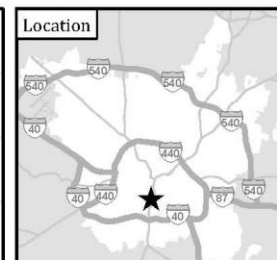
Property	Block of Martin, West, Davie, & Harrington
Size	1.88 acres
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Requested Zoning	DX-20-SH-CU



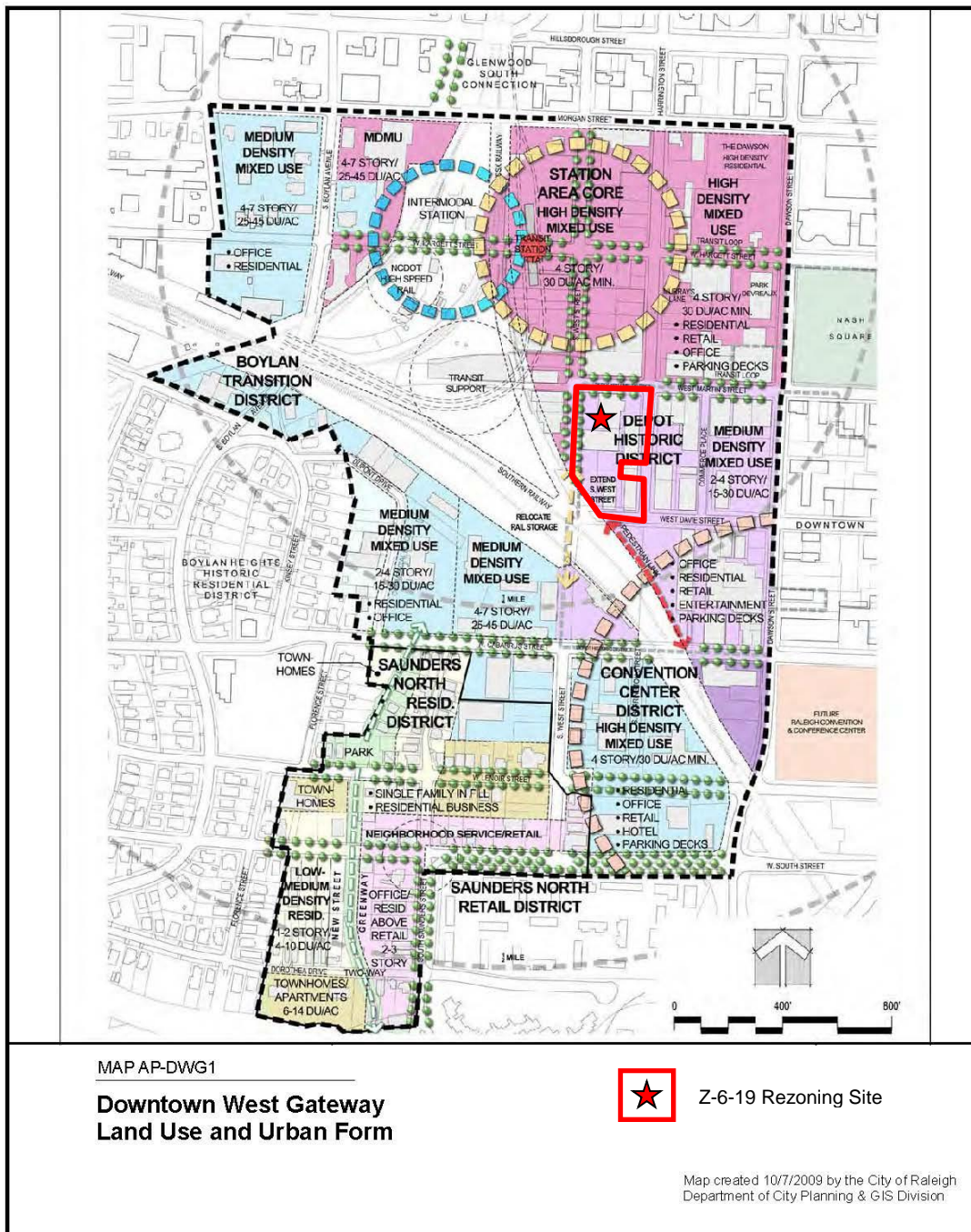
Map by Raleigh Department of City Planning (littlek); 2/25/2019



Property	Block of Martin, West, Davie, & Harrington
Size	1.88 acres
Existing Zoning	DX-5-SH
Requested Zoning	DX-20-SH-CU



Map by Raleigh Department of City Planning (littlek). 2/25/2019



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 **Coordinating Land Use and Transportation** which calls for locating high density mixed-use in areas with local and regional public transit services. The rezoning request will permit high-intensity mixed use adjacent to Raleigh Union Station and in close proximity to the future RUS Bus station, a hub for high frequency transit.

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 including the provision for affordable housing.

The request is *inconsistent* with the **Growing Successful Neighborhoods and Communities** vision theme which encourages places of historic and architectural significance to be protected.

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

No. The Future Land Use Map classifies the subject site as Community Mixed Use which envisions pedestrian-oriented retail districts with maximum building heights of 12-stories. While the requested conditional use DX zoning is consistent with this guidance in terms of permitted uses, the requested height of 40 stories is inconsistent.

- C. If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?

The requested zoning could not be established without adversely altering the recommended land use and character of the area. This is mainly due to the requested building height in contrast to the low-slung character of the Depot Historic District.

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

Yes. The site is located downtown with access to community facilities and is bounded by Davie St, Harrington Street, Martin Street, and West Street.

Future Land Use

Future Land Use designation: Community Mixed Use

The rezoning request is

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

☒ **Inconsistent**

The request is for Downtown Mixed-Use zoning with a 40-story height limit. The subject site is classified as Community Mixed Use which envisions medium-sized shopping centers and pedestrian-oriented retail districts with maximum building heights of 12 stories. While the requested conditional use DX zoning is consistent with this guidance in terms of permitted uses, the requested height of 40 stories is inconsistent.

Urban Form

Urban Form designation: Downtown Center, Fixed Guideway Transit Half-Mile Buffer

The rezoning request is

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

☐ **Inconsistent**

☐ **Other**

Overview: The Downtown Center designation on the Urban Form Map recommend an urban approach to frontage. The existing and requested zoning includes the Shopfront (-SH) frontage. This is the most urban frontage.

Impact: The -SH frontage has a primary street build-to of 0' to 15' that applies to 80% of the primary street property frontage and a side street build-to of 0' to 15' that applies to 40% of the side street property frontage. Primary street facing building entrances are required every 50' and parking is prohibited between the building and the street.

Compatibility: The -SH Frontage is intended for areas where the highest level of walkability is desired and is compatible with the city's downtown.

Compatibility

The proposed rezoning is

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

☐ **Incompatible.**

The requested zoning is compatible with the property and the surrounding area. While the request is inconsistent with many policies in the 2030 Comprehensive Plan, the zoning entitlement for high-intensity mixed-use is compatible with the urban nature of this part of the city. It is adjacent to Union Station and a block away from the future site of RUS Bus, a planned and funded multimodal transit station that will serve future BRT in this part of the city.

Public Benefits of the Proposed Rezoning

- Increased housing supply, including affordable housing, in an area with good access to transit and employment.

Detriments of the Proposed Rezoning

- Potential loss of historic resources in the Depot Historic District.
- Adverse impacts on the low-slung industrial warehouse character of the Depot Historic District.

Policy Guidance

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

Policy LU 2.2 Compact Development

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

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.

Policy LU 4.8 Station Area Land Uses

Complementary mixed-uses, including multifamily residential, offices, retail, civic, and entertainment uses, should be located within transit station areas.

- The requested zoning will entitle a compact land use pattern in an area of the city with existing regional transit infrastructure and planned high frequency transit.

Policy HP 1.2 Cultural and Historic Resource Preservation

Identify, preserve, and protect cultural and historic resources including buildings, neighborhoods, designed and natural landscapes, cemeteries, streetscapes, view corridors, and archaeological resources.

Policy HP 2.7 Mitigating Impacts on Historic Sites

Development proposals adjacent to or including historic sites should identify and minimize or mitigate any negative impacts on those sites.

- There are three building within the subject site that are considered contributing structures to the Depot Historic District. Of them, only one building façade is proposed for preservation.
- Revised zoning conditions require that these historic resources be documented by photograph and submitted to Historic Preservation Staff to be catalogued.

Policy HP 3.4 Context Sensitive Design

Use the existing architectural and historical character within an area as a guide for new construction.

- Proposed zoning conditions specify masonry, glass, and metal as the cladding material for the first floor of any new building and that 50% of non-glazed first-floor wall area be masonry. This cladding type is the predominant cladding used throughout the Depot Historic District. Proposed conditions require the preservation of the building façade of the brick building at 409 W. Martin Street, including its deconstruction and replacement. Together these conditions maintain an existing historic building façade and require that the street-level of new buildings maintain the character of the historic district.

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 1.16 High Density Development

Highest density development should occur along the axial streets (Hillsborough Street, Fayetteville Street and New Bern Avenue), major streets (as identified by the Street plan), surrounding the squares, and within close proximity to planned transit stations.

Policy DT 4.1 Encouraging Downtown Housing

Encourage high-density residential development in downtown, consistent with the target of accommodating another 25,000 residents by 2030.

- The requested conditional use zoning district will increase the entitlement for residential units, office, and retail space within close proximity to existing regional transit and planned high frequency transit.

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

Policy LU 1.2 Future Land Use Map and Zoning Consistency

The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.

- The request is for Downtown Mixed-Use zoning with a 40-story height limit. The subject site is classified as Community Mixed Use which envisions medium-sized shopping centers and pedestrian-oriented retail districts with maximum building heights of 12 stories. While the requested conditional use DX zoning is consistent with this guidance in terms of permitted uses, the requested height of 40 stories is inconsistent. The departure from height guidance is the most significant factor in Future Land Use Map inconsistency.

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.

- Proposed zoning conditions require a 15' step back above the third story, a 15' step back above the seventh story on Martin Street and Harrington Street, and another 10' stepback for 50% of the block length of Harrington Street. These step backs provide a transition to the one- and two-story buildings throughout the depot historic district and focus the potential tower locations to West Street and Davie Street. While this zoning condition does provide massing transition, the maximum height of 40 stories does have an adverse impact on the character and appearance on the Depot Historic District.

Area Plan Policy Guidance

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

Policy AP-DWG 2 Mixed-Use Development

Mixed-use development should be the primary form of development in the area with an emphasis on significant new residential growth and a vertical mix of uses in multi-story buildings.

- The request would permit high-intensity vertical mixed-use on the subject site with significant entitlement for residential development.

Policy AP-DWG 4 Historic Preservation

Historically significant and contributing structures should be preserved and renovated wherever feasible and not in conflict with other major plan goals. New construction should use the existing architectural and historic character within the area as a guide.

- There are three buildings on the subject site that are considered contributing structures to the Depot Historic District. Of them, one building façade is proposed for preservation. Proposed zoning conditions also provide building materials and massing for new construction that reflect the historic nature of the district. Considering the other major plan goals and policies including 2030 Comprehensive Plan vision theme of *Coordinating Land Use and Transportation*, *Policy AP-DWG 2 Mixed-Use Development*, *Policy LU 2.2 Compact Development*, *Policy LU 4.7 Capitalizing on Transit Access*, and *Policy LU 4.8 Station Area Land Uses*, the request is consistent with this policy.

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

Policy AP-DWG 1 Zoning Consistency

Map AP-DWG-1 shall be used alongside the Future Land use Map to evaluate the consistency of all proposed zoning map amendments within the Downtown West Gateway plan boundaries. Where there is a conflict regarding preferred densities, the guidance in this Area Plan shall control.

- The requested zoning exceeds the recommendations of the Downtown West Gateway plan as depicted on Map AP-DWG 1.

Policy AP-DWG 11 Development Character and Design

New development and redevelopment should reflect the existing scale, character, design, and building to street setbacks found in this historic industrial warehouse area with increased development intensities along Dawson Street. Existing vacant lots and parking lots should be in-filled with appropriate new construction that complements this historic industrial character.

Modern buildings that incorporate the flavor of the existing design character of the district are encouraged.

- Proposed zoning conditions require a 15' step back above the third story, a 15' step back above the seventh story on Martin Street and Harrington Street, and another 10' setback on Harrington Street for 50% of the block length. These step backs provide a transition to the one- and two-story buildings throughout the depot historic district and focus the potential tower locations to West Street and Davie Street. While this zoning condition does provide massing transition, the maximum height of 40 stories does not reflect the existing scale of the Depot Historic District.

IMPACT ANALYSIS

Historic Resources

The subject site is located within the National Register Depot Historic District and contains three contributing structures. Of the three contributing structures, only one historic building façade is required to be preserved.

Impact Identified: Loss of historic resources.

Parks and Recreation

This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.

Nearest existing park access is provided by Lenoir Street Mini Park (0.4 miles) and Nash Square Park (0.1 miles).

Nearest existing greenway trail access if provided by Martin Street Connector Greenway Trail (0.3 miles).

Park access level of service in this area is graded an A letter grade.

This area is not considered a high priority for park land acquisition.

Please note the Council-adopted City of Raleigh Dog Park Study Report indicates a deficit in public access to dog parks in downtown Raleigh. See especially Downtown Recommendation #4: Proactively seek out partnership opportunities to develop a publicly accessible dog park. This solution may require consideration of cost-share arrangements, leasing of privately-owned land, or agreements to provide maintenance, indemnification, and other contributions toward the creation of a public-private dog park facility.

Impact Identified: None.

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	3,740 gpd	40,000 gpd	113,250 gpd
Waste Water	3,740 gpd	40,000 gpd	113,250 gpd

The proposed rezoning would add approximately 73,250 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

Impact Identified: None

Stormwater

Floodplain	None
Drainage Basin	Rocky
Stormwater Management	UDO 9.2
Overlay District	None

Impact Identified: None

Transit

The site is located within a growing transit hub with proximity to rail and bus service via Raleigh Union Station. Intercity passenger train service is provided by Amtrak. The Wake Transit Plan includes proposed commuter rail as well. The site is best served by GoRaleigh Route 13, which stops on Davie and West every 30 minutes on weekdays; this route connects Raleigh Union Station to Moore Square Station.

Impact Identified: None

Transportation

Location

- a. The Z-6-2018 site is located in the Warehouse District in Downtown Raleigh, between Martin Street, Harrington Street, Davie Street, and the future West Street Extension.

Area Plan

- a. The Z-6-19 site is located in the Downtown West Gateway Area Plan.
- b. Policy AP-DWG 3 of this Area Plan calls for “Transportation Network Connectivity.” It suggests additional street, pedestrian, greenway, bicycle, and transit connections. Policy AP-DWG 5 calls for “broader pedestrian systems.” The plan specifically details the area surrounding the recently constructed Raleigh Union Station and the future Raleigh Union Bus Station, which are providing city and regional services. The plan suggests that this area should develop as a transit hub and downtown destination.
- c. The Plan also comments on Streetscape Design in Policy AP-DWG 12, in which it indicates that streetscape improvements such as curbing, landscaping, and lighting should be sensitive to the history of the district.

Streets

- a. W Martin Street, S Harrington Street, and W Davie Street are all designated as Main Streets with Parallel Parking in the Raleigh Street Plan. They are all maintained by the City of Raleigh.
- b. S West Street currently extends to the NC Railroad (NCRR) Tracks, which border the southwest corner of the subject site. It is planned to be connected under the tracks to the southern portion of S West Street as a Main Street with Parallel Parking. This project is budgeted in the City’s Capital Improvement Program (CIP) as the “West Street Extension – South.”
- c. In accordance with UDO section 8.3.2, the maximum block perimeter for DX-zoning districts is 2,000-feet. The existing block perimeter for Z-6-19 is constrained by the NCRR. The block bound by Hargett, West, Harrington, Davie, Dawson, Cabarrus, Dupont, Kinsey, and Boylan measures approximately 6,240 feet in perimeter. With the future connection of West Street under the NCRR, the block perimeter is expected to be approximately 3,200 feet (block bound by Martin, Harrington, Davie, Dawson, Cabarrus, and West).

Pedestrian Facilities

- a. There are existing sidewalks on all sides of the Z-6-19 parcel. There have been no pedestrian crashes near the subject site in the last 5 years.

Bicycle Facilities

There are no existing bicycle facilities surrounding the Z-6-19 parcel. The Long-Term Bikeway Plan calls for a Main Street Bikeway facility on both Harrington and Davie. It calls for separated bikeway facilities on West and Martin. The Raleigh Union Station Bikeshare station is planned for West Street near the northwest corner of the site. There have been no bicycle crashes near the subject site in the last 5 years.

TIA Determination

UDO Section 8.2.2.F indicates that a site plan may be approved where trip generation or traffic analysis demonstrate degradation of intersection level of service in Downtown Districts (DX-). As such and given the multimodal connectivity of this site location, a TIA is not required this case. There are no other site context triggers that are applicable to this case.

Impact Identified: None

Urban Forestry

The rezoning will not affect Urban Forestry.

Impact Identified: None.

Impacts Summary

The request could result in the loss of historic resources in the Depot Historic District and negative impact on its character due to the disparity between proposed building height and the context of the district.

Mitigation of Impacts

The applicant may amend the application to preserve more of the contributing structures, lower allowed height, and increase building setbacks for the third and seventh stories.

CONCLUSION

The inconsistency with this rezoning request is mostly related to the height of the requested zoning district and loss of historic resources in the Depot Historic District. The Downtown West Gateway plan, albeit based on assumptions regarding regional transit services that mostly obtained as envisioned, provides a maximum building height on the subject site of 4 stories. The significant departure from this guidance, a request for 40 story zoning, makes this request inconsistent with the Future Land Use Map and the 2030 Comprehensive Plan overall.

CASE TIMELINE

Date	Action	Notes
1.18.19	Pre-application Conference	
1.24.19	Neighborhood Meeting	
4.1.19	Central CAC meeting	
5.7.19	Central CAC meeting	
5.28.19	Planning Commission Review	
6.27.19	Committee of the Whole	
8.22.19	Committee of the Whole	
9.17.19	City Council Receives Recommendation	
11.6.19	City Council Public Hearing	Public hearing left open
11.13.19	Growth and Natural Recourses	
11.19.19	City Council Public Hearing Closed	Referral back to Planning Commission
12.10.19	Planning Commission Review	Application revised for 40 story height and affordable housing

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	DX-5-SH	DX-40-SH-CU	DX-4-SH	DX-5-SH	DX-5-SH
Additional Overlay	-	-	-	-	-
Future Land Use	Community Mixed Use	Central Business District	Community Mixed Use	Community Mixed Use	Central Business District
Current Land Use	Office, Museum, Bar	Office, Residential, Retail	Restaurant, Bar, Retail, Personal Service	Major Vehicle Repair, Office, Light Manufacturing	Regional Transit, Retail, Bar
Urban Form	Downtown	Downtown	Downtown	Downtown	Downtown

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	DX-5-SH	DX-40-SH-CU
Total Acreage	1.88	1.88
Setbacks:		
Front	3'	3'
Side street	3'	3'
Side lot	0' or 6'	0' or 6'
Rear	0' or 6'	0' or 6'
Residential Density:	85 units/acre	521 units/acre
Max. # of Residential Units	160	980
Max. Gross Building SF	185k	1.15M
Max. Gross Office SF	150k	631k
Max. Gross Retail SF	61k	61k
Max. Gross Industrial SF	-	-
Potential F.A.R	2	14

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



COMPREHENSIVE PLAN AMENDMENT ANALYSIS – Z-6-19 DAVIE, HARRINGTON, MARTIN, & WEST

OVERVIEW

The approval of Z-6-19 Davie, Harrington, Martin, & West would require an amendment to the Future Land Use Map.

The Future Land Use Map identifies the subject site as Community Mixed Use which recommends a maximum building height of 12 stories. The requested conditional use zoning district would permit buildings of up to 40 stories. If approved, the Future Land Use Map should be updated from Community Mixed Use to Central Business District.

Of the Central Business District designations, the 2030 Comprehensive Plan States:

This category applies to the Raleigh Central Business District and is intended to enhance Downtown Raleigh as a vibrant mixed-use urban center. The category recognizes the area's role as the heart of the city, supporting a mix of high-intensity office, retail, housing, government, institutional, visitor-serving, cultural, and entertainment uses. Multiple zoning districts might apply within the CBD, corresponding to the different character and vision for its various neighborhoods, with DX being the primary district for the mixed-use core of downtown. Heights in the downtown could reach as high as 40 stories in the core but would taper down to meet the adjacent neighborhoods at a height of three to four stories.

In addition to the Future Land Use Map amendment, Map AP-DWG-1 should also be amended for the subject site. This map should be amended to reflect the subject site to be located within the "High Density Mixed Use" area.

Z-6-19: Required Amendment to the Future Land Use Map

Existing Designation: Community Mixed Use



Proposed Designation: Central Business District



LIST OF AMENDMENTS

If approved a number of policies would be removed from the plan *for the subject site*. This means that the specific policy guidance in the list of amendments below would not be applicable to future rezoning request for the subject site. These policies would still apply to the rest of the city.

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. In station areas with an urban context, adverse impacts on local character and appearance that are mitigated through zoning conditions that focus on the pedestrian experience, including context sensitive building materials and building stepbacks that manage massing, should be considered appropriate design when there is a significant contrast in building heights.

- This policy should be amended to permit increased development intensity in urban station areas while reinforcing pedestrian oriented character and appearance.

~~Policy AP-DWG 1 Zoning Consistency~~

~~*Map AP-DWG-1 shall be used alongside the Future Land Use Map to evaluate the consistency of all proposed zoning map amendments within the Downtown West Gateway plan boundaries. Where there is a conflict regarding preferred densities, the guidance in this Area Plan shall control.*~~

- This policy should be removed because the approval of the requested zoning did not follow the recommended densities in the Downtown West Gateway Plan.

Policy AP-DWG 11 Development Character and Design

New development and redevelopment should reflect the existing scale, character, design, and building to street setbacks found in this historic industrial warehouse area with increased development intensities along Dawson Street and adjacent to Raleigh Union Station. Existing vacant lots and parking lots should be in-filled with appropriate new construction that complements this historic industrial character. Modern buildings that incorporate the flavor of the existing design character of the district are encouraged.

- This policy should be amended to permit increased development intensities adjacent to Raleigh Union Station and the future RUSBus.

Rezoning Application




RALEIGH
DEPARTMENT OF
CITY PLANNING



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

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Transaction # Rezoning Case #
Existing Zoning Base District DX Height 5 Frontage SH Overlay(s) _____			
Proposed Zoning Base District DX Height 40 Frontage SH Overlay(s) _____			
Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:			
583366			

GENERAL INFORMATION			
Date November 25, 2019		Date Amended (1)	Date Amended (2)
Property Address 319 S West St; 509 W North St; 333 S West St; 406 W Davie St; 409 W Martin St; 324 S Harrington St			
Property PIN 0764306478; 1704407684; 0764306478; 1703570886; 173570692; 170357156		Deed Reference (book/page) 016731/00554; 014074/01179	
Nearest Intersection Block bounded by W Davie, S Harrington, W Martin and S West Streets			
Property Size (acres)	(For PD Applications Only) Total Units		Total Square Feet
Property Owner/Address CAM Raleigh, 409 W Martin St, Raleigh, NC 27601; Center Line Properties, LLC, 509 W North St, Raleigh, NC 27603; Raleigh Warehouse Dist. Holdings, LLC, c/o Mr. Gary I. Fields, 1441 Broadway, 3rd Fl, New York, NY 10018		Phone	Fax
Project Contact Person/Address Mack Paul, Morningstar Law Group 421 Fayetteville Street, Suite 530 Raleigh, NC 27601		Phone (919) 590-0377	Fax
Owner/Agent Signature 		Email mpaul@morningstarlawgroup.com	

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 Z-6-19	OFFICE USE ONLY Transaction # Rezoning Case #	
Date Submitted Novemeber 25, 2019		
Existing Zoning DX-5-SH Proposed Zoning DX-40-SH-CU		
Narrative of Zoning Conditions Offered		
<p>The following uses shall be prohibited on the property; Dormitory, fraternity, sorority; pawnshop; detention center, jail,</p> <p>1. prison; self-service storage; vehicle repair; vehicle fuel sales; adult establishment</p>		
<p>No site plan for new development on the subject properties shall be approved without the construction of a pedestrian connection with an average width of 10' and minimum of 7' from W. Davie Street to W. Martin Street along the property boundary adjacent to S. West Street. If the subject properties are constructed in phases, the pedestrian connection shall be installed in the corresponding phase.</p> <p>2.</p>		
<p>Any new building facades on the first level of S. Harrington Street, E. Martin Street, S. West Street and W. Davie Street shall be constructed from one or more of the following materials: masonry, glass, and, metal. For any non-glazed area on the first level, at least 50% of the material shall be brick.</p> <p>3.</p>		
<p>For the subject property fronting W. Martin Street with the address of 409 W. Martin Street, the existing front building façade shall be preserved and maintained, including during and after future construction and development of the properties. Building façade is defined as the face of a building that delineates the edge of conditioned floor space or that wall viewed by persons not within the building. This condition does not prohibit the existing front building façade on W. Martin Street from being deconstructed and reconstructed as long as the façade maintains the same setback from the right-of-way.</p> <p>4.</p>		
<p>5. Maximum building heights and step backs on the subject properties shall be in accordance with the attached Exhibit A.</p>		
<p>Any buildings constructed adjacent to the pedestrian connection between W. Davie Street and W. Martin Street and along the North Carolina Railroad right-of-way shall meet the same transparency requirements as if they were along a public street right-of-way.</p> <p>6.</p>		
<p>Prior to issuance of a demolition permit for any building designated as contributing to the National Register of Historic Places, the applicant shall document the building in its original location through photographs (black and white and in color) and provide a copy of the documentation to the City of Raleigh Department of Planning, Historic Preservation.</p> <p>7.</p>		
<p>No site plan for new development along W. Martin Street shall be approved without an outdoor amenity area with a minimum dimension of 1,500 square feet to the corner of S. West Street and W. Martin Street and an outdoor amenity area with a minimum dimension of 1,500 square feet to the corner of S. Harrington Street and W. Martin Street. Portions of the outdoor amenity area subject to this condition may be covered but cannot be enclosed.</p> <p>8.</p>		
<p>Any structured parking shall meet the following standards: a minimum of 75% of the top level of the garage shall be covered and a minimum of 50% of the vertical surfaces shall have an opaque screen. Such screening shall be designed to minimize light spillage through solutions including, but not limited to, screen walls, screening devices, and spandrel glass.</p> <p>9.</p>		
<p>10. See Attachment A</p>		

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature

Print Name

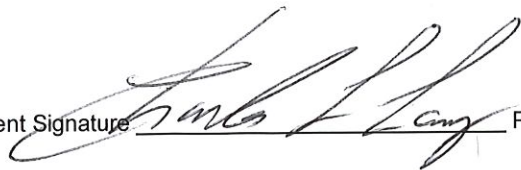
Charles L. Long

ATTACHMENT A

The property owner(s) shall dedicate a portion of the project's total units as affordable in accordance with one of the following options: (i) 10% of the units as affordable for households earning 80% of area median income or less for a period of no less than 15 years from the date of issuance of a certificate of occupancy; (ii) 10% of the units as affordable for households earning 60% of area median income or less for a period of no less than 10 years from the date of issuance of a certificate of occupancy; or (iii) 5% of the units as affordable for households earning 50% of area median income or less for a period of no less than 5 years from the date of issuance of a certificate of occupancy. The rent and income limits will follow the Affordable Housing Standards determined annually by the City of Raleigh Housing and Neighborhoods Department. An affordable Housing Deed Restriction in a form approved by the City, and which identifies the affordable housing option chosen by the property owner, shall be filed and recorded in the property's chain of title by the property owner(s) in the Wake County Register of Deeds prior to the project receiving a certificate of occupancy. Affordable units offered within the condition shall be constructed concurrently with the project's market rate units. The property owner(s) shall certify to the City compliance with this zoning condition on an annual basis.

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Owner/Agent Signature



Print Name

Charles L Long

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



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

REZONING REQUEST					
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Transaction # Rezoning Case #		
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If the property has been previously rezoned, provide the rezoning case number:					
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:					
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Owner/Agent Signature _____

Print Name _____

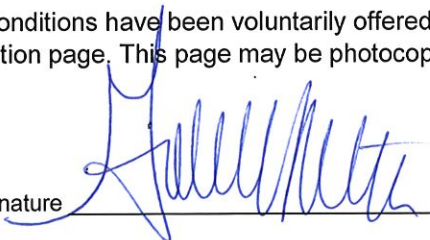
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11/25/19

Rezoning Application

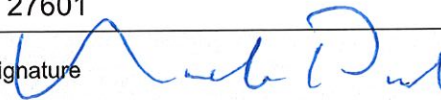


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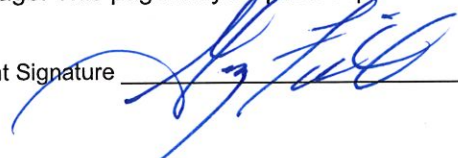
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10. See Attachment A		

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Owner/Agent Signature  Print Name GARY Fields

ATTACHMENT A

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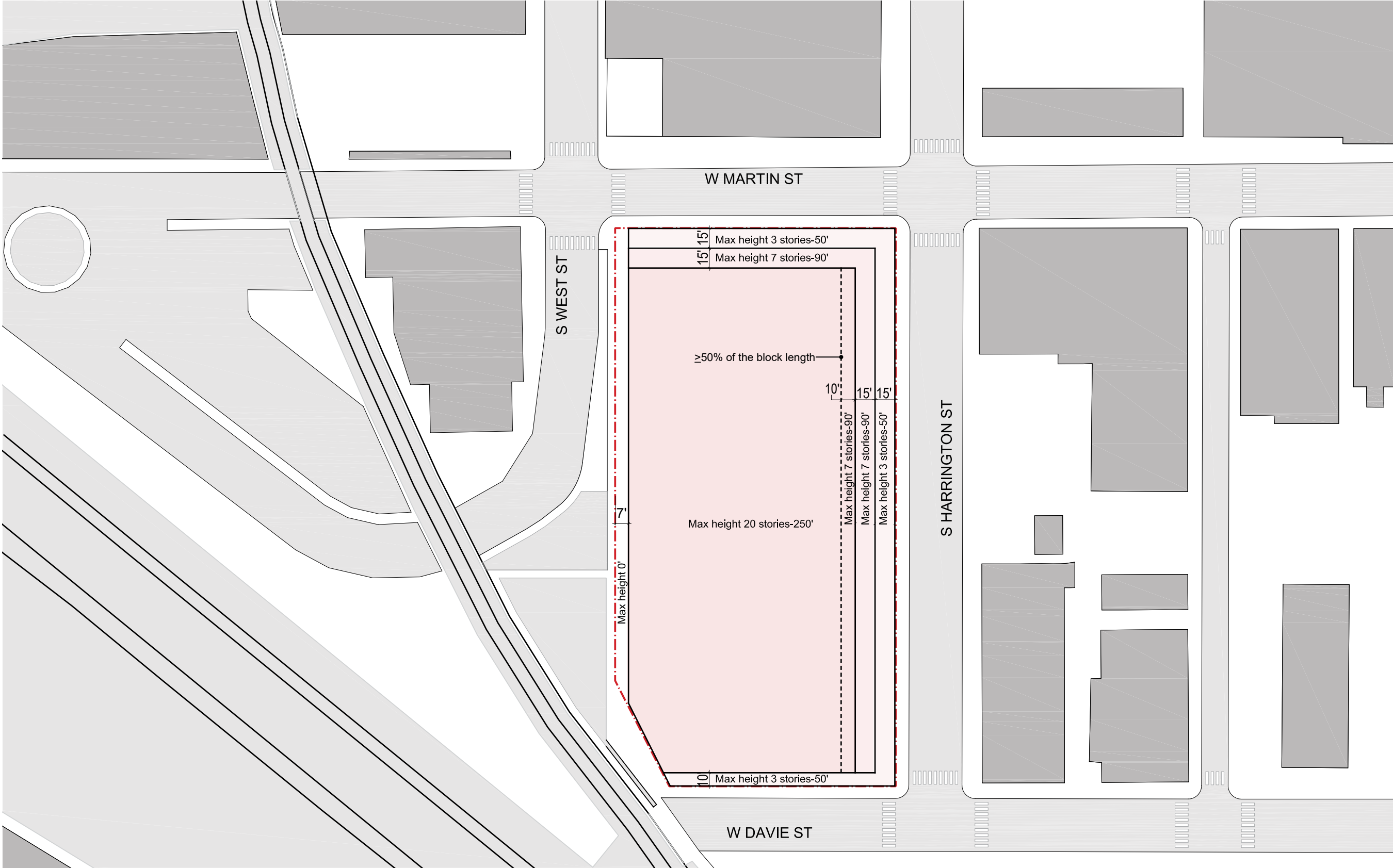
Owner/Agent Signature



Print Name

GARY Fields

Z-6-19 Exhibit A





6. Downtown West Gateway

The purpose of this plan is to provide specific policies and actions to guide redevelopment within an area west of Downtown Raleigh located between the Raleigh Convention Center and the Boylan Heights residential neighborhood. The plan encompasses an area expected to experience significant redevelopment and is situated to serve as a connection between existing downtown entertainment and employment centers, residential areas and future park and open space opportunities. The major catalysts for change in the Downtown West Gateway include the Raleigh Convention Center, a planned Multi-Modal Transit Center that will serve as a regional gateway to downtown, and redevelopment activities associated with the Jamaica Drive and Saunders North Redevelopment Areas. The area includes a unique built character contributed to by the Depot National Register Historic District and the Boylan Heights Historic Residential District.

Overall Plan Area

The following policies generally apply to the overall plan area and help to identify some of the major themes addressed in the area plan.

Policy AP-DWG 1

Zoning Consistency

Map AP-DWG-1 shall be used alongside the Future Land Use Map to evaluate the consistency of all proposed zoning maps amendments within the Downtown West Gateway plan boundaries. Where there is a conflict regarding preferred densities, the guidance in this Area Plan shall control.

Policy AP-DWG 2

Mixed-Use Development

Mixed-use development should be the primary form of development in the area with an emphasis on significant new residential growth and a vertical mix of uses in multi-story buildings.

Policy AP-DWG 3

Transportation Network Connectivity

Improve the connectivity of the transportation network through additional street connections (both inside and outside of the plan area), pedestrian, greenway, bicycle linkages, and bus/rail transit connections especially to the Multi-Modal Transit Center area.

Policy AP-DWG 4

Historic Preservation

Historically significant and contributing structures should be preserved and renovated wherever feasible and not in conflict with other major plan goals. New construction should use the existing architectural and historic character within the area as a guide.

Policy AP-DWG 5

Parks and Open Space

Create urban parks and open spaces throughout the area with connections to existing greenways and broader pedestrian systems.

Station Area Core

The Station Area Core includes several blocks surrounding the planned Multi-Modal Transit Center that will house existing and future rail and bus services and provide a new rail transit connection for downtown Raleigh as well as for the region. A high level of development intensity and residential density is planned for the area including a vertical mix of service retail, office and residential uses. Civic uses and buildings as well as public open space should be included in this future urban setting as the area evolves not only as a transit hub, but also as a unique downtown destination.

Policy AP-DWG 6

Public Facilities

Major public facilities, such as regional libraries, schools, civic buildings and other public/government buildings should be located in the Station Area Core. Urban open space that is available for public use should be incorporated into this district.

Policy AP-DWG 7

Hargett and Martin Street Connector

Hargett Street and Martin Street should be used to provide a connection between the Multi-Modal Transit Center, Downtown and the Moore Square Transit Center.

Policy AP-DWG 8

Building Height Transition

Taller buildings are encouraged within the Station Area Core provided that a transition to lower heights is included along the area perimeter where in close proximity to existing single family neighborhoods.

Policy AP-DWG 9

Boylan Heights Traffic

Discourage significant increases in transit related traffic on nearby neighborhood streets, such as S. Boylan Avenue. Traffic generated by the Multi-Modal Transit Center should be accommodated using the Dawson/McDowell Corridor from the east and the Glenwood Avenue Corridor from the north to limit traffic impacts in Boylan Heights.

Policy AP-DWG 10

Air Rights

Encourage the use of air rights for private development and/or public infrastructure over the existing rail property.

Depot Historic District

The Depot District is listed in the National Register of Historic Places and is being studied for designation as a local Raleigh Historic District. The contributing buildings from the area's earlier importance as a transportation and distribution hub from the late nineteenth century through the middle of the twentieth century provide a unique character and an opportunity for adaptive reuse of the building spaces for specialty shops, residential loft units, entertainment and boutique hotels with shared parking facilities.

Policy AP-DWG 11

Development Character and Design

New development and redevelopment should reflect the existing scale, character, design, and building to street setbacks found in this historic industrial warehouse area with increased development intensities along Dawson Street. Existing vacant lots and parking lots should



be in-filled with appropriate new construction that complements this historic industrial character. Modern buildings that incorporate the flavor of the existing design character of the district are encouraged.

Policy AP-DWG 12

Streetscape Design

Streetscape improvements should be sensitive to the context of the Historic District and make use of existing materials and design standards including granite curbing, sidewalk relationships, alleyways, street trees and pedestrian lighting.

Convention Center District

This fifteen acre area generally bounded by W. Cabarrus, S. Dawson, S. West, and W. South streets has been identified as a High Density Mixed-Use District, supporting the highest intensity development as a transition from the South Saunders neighborhood to the Convention Center and Downtown.

Policy AP-DWG 13

Development Intensity

Encourage higher intensity development along Dawson Street with a reduction in scale and intensity along S. West Street as a transition to the Saunders North Redevelopment Area.

Policy AP-DWG 14

Convention Center Service Uses

Mixed use development with an emphasis on hotel and service retail to support the Convention Center is encouraged along with office, residential and structured parking.

Boylan Transition District

This nineteen acre area south of the NC Railroad corridor and adjacent to a historic single family neighborhood has been identified as a Medium Density Mixed-Use District with an emphasis on residential uses, historic structures and transitional building scale.

Policy AP-DWG 15

Building Scale

The area between the railroad and Cabarrus Street east of the Boylan Heights neighborhood should include a mix of residential and office uses scaled to establish a transition to the adjacent single family historic district. Residential uses should increase adjacent to the historic district and building heights should be reduced.

Policy AP-DWG 16

North Boylan Heights

Development in the area north of Boylan Heights and west of the Multi-Modal Transit Center should be limited to a mix of office and residential uses.

Saunders North Retail District

The seven acre commercial area facing S. Saunders and W. South Streets has been identified as a retail service area for the neighborhood. The area is included in the Saunders North Redevelopment Plan to establish mechanisms for the removal of substandard conditions and incompatible uses, as well as set forth tools for redevelopment, revitalization, stabilization and new economic development and investment opportunities.

Policy AP-DWG 17

Neighborhood Commercial Center

Encourage the revitalization and redevelopment of the W. South Street/S. Saunders Street commercial area as a neighborhood retail/mixed-use center serving not only the area residents, but also visitors to the nearby Convention Center and Performing Arts Center.

Policy AP-DWG 18

Live/Work Opportunities

Encourage Live/Work opportunities in the area through mixed use buildings with office and residential above retail uses.

Saunders North Residential District

This fifteen acre area has been identified for primarily residential redevelopment and along with the adjacent Retail District is included in the Saunders North Redevelopment Plan. The Redevelopment Plan and associated actions will provide a more secure and stable environment for continued investment in this section of the City, and will contribute to the continued growth and stabilization of Downtown Raleigh to the east and the historic neighborhoods to the west and north.

Policy AP-DWG 19

Neighborhood Conservation

The northern section of the South Saunders Street neighborhood should be conserved through single family rehabilitation and sensitive detached single family infill.

Policy AP-DWG 20

Community Landmark

Encourage the expansion of the existing church facility or otherwise compatible institutional/residential uses within the southwest quadrant of S. Saunders and W. Lenoir Streets as a community landmark.

Implementation Items

The following actions are included to implement the policies of this Area Plan.

Action AP-DWG 1

Reserved

Action AP-DWG 2

Reserved



Action AP-DWG 3

Reserved

Action AP-DWG 6

Reserved

Action AP-DWG 4

Reserved

Action AP-DWG 7

Reserved

Action AP-DWG 5

Reserved

Action AP-DWG 8

Reserved

Action AP-DWG 9

Reserved

Action AP-DWG 10

Boylan Avenue Pedestrian Connection

Explore the feasibility of a pedestrian connection from Boylan Avenue through the Multi-Modal Transit Center to S. West Street.

Action AP-DWG 11

Rosengarten Greenway

Implement the Rosengarten Urban Greenway from Dorothea Drive to Cabarrus Street connecting to the Rocky Branch Greenway. Improve and expand the existing park on the north side of Lenoir Street as part of the Rosengarten Urban Greenway explore the feasibility of an expanded open space in the DuPont Circle area.

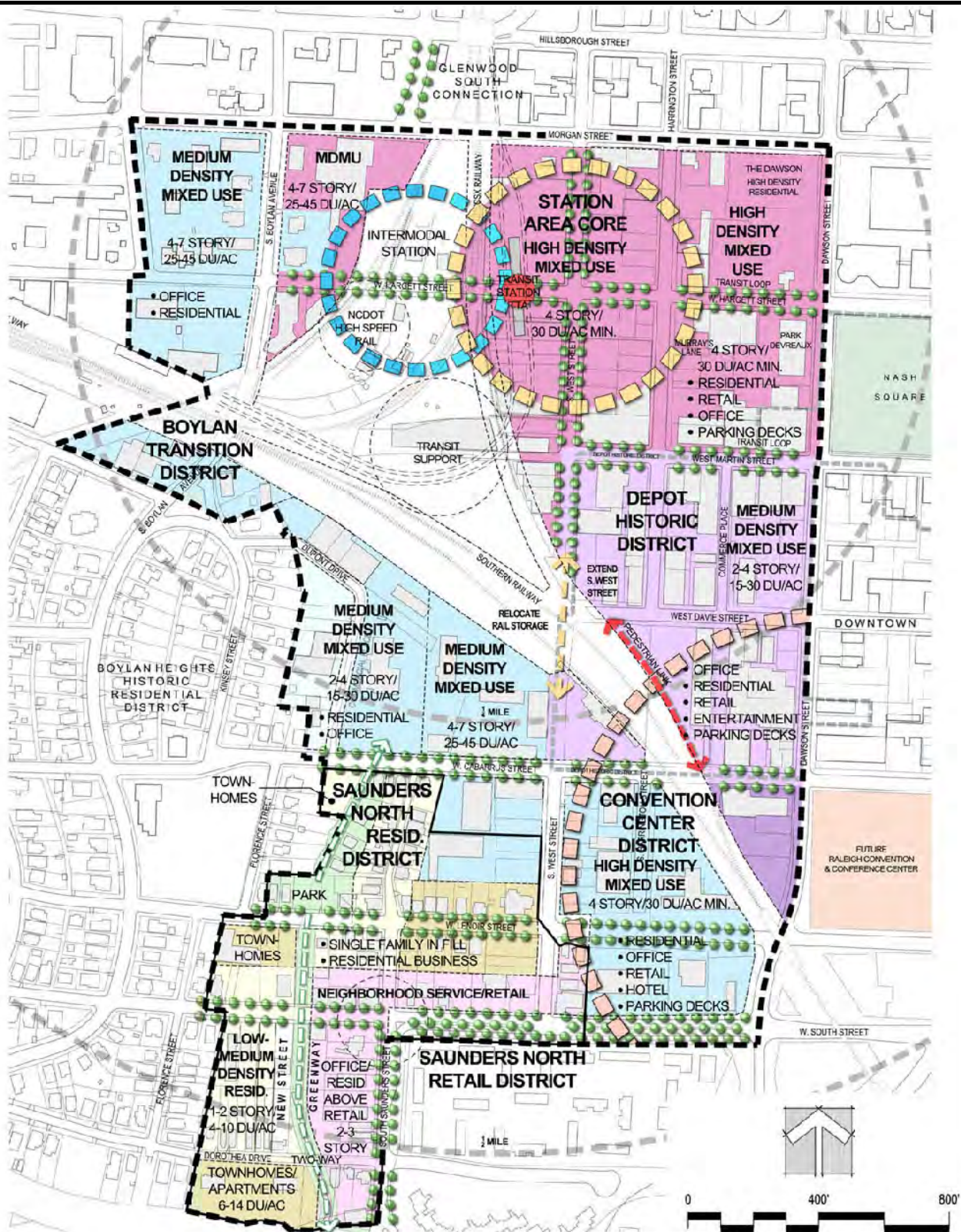
Action AP-DWG 12

Rosengarten Street Extension

Study the feasibility of extending Rosengarten Lane as a new street between W. South Street and Dorthea Drive to support development with single family infill.

Action AP-DWG 13

Reserved

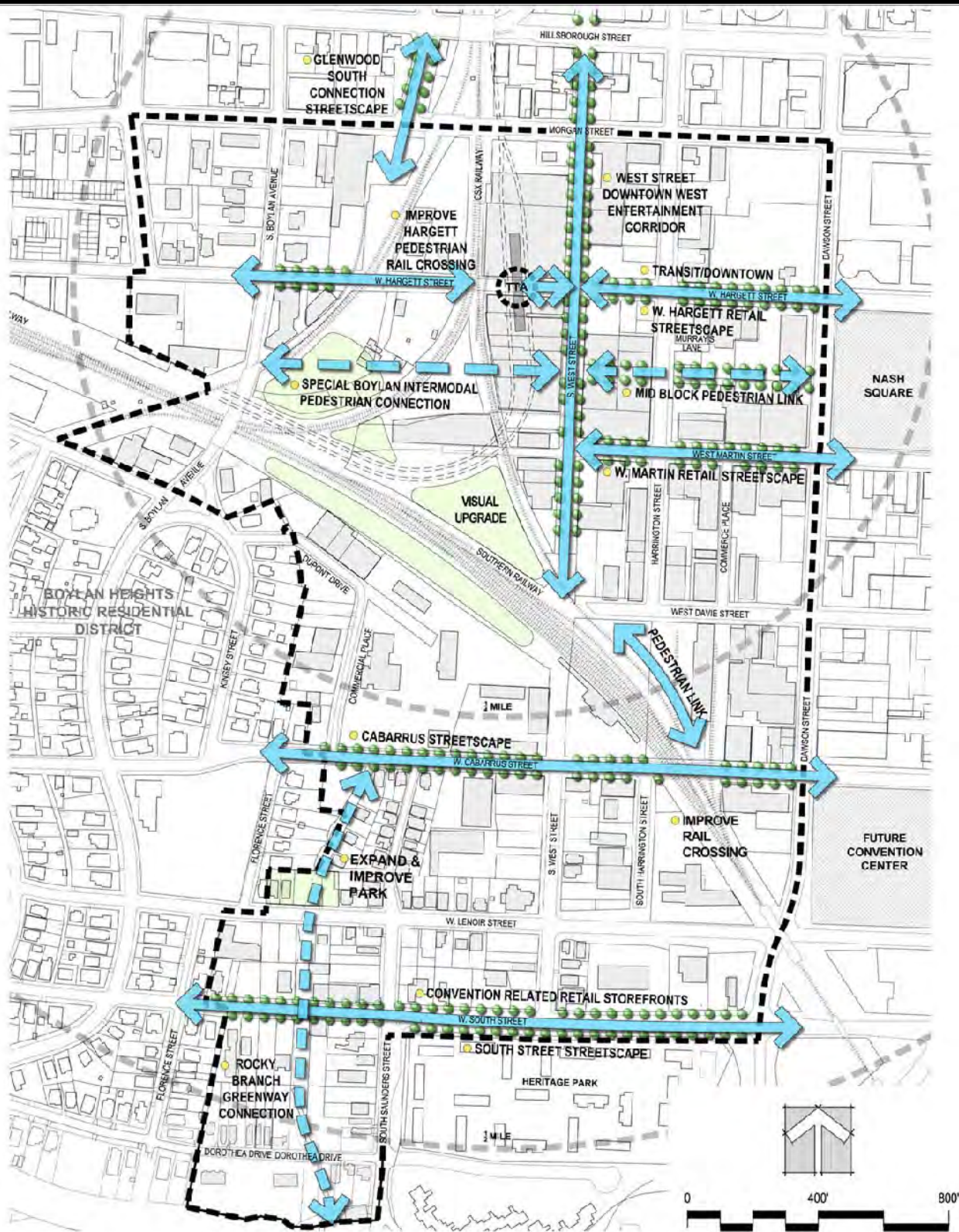


MAP AP-DWG1

Downtown West Gateway Land Use and Urban Form

Map created 10/7/2009 by the City of Raleigh
Department of City Planning & GIS Division

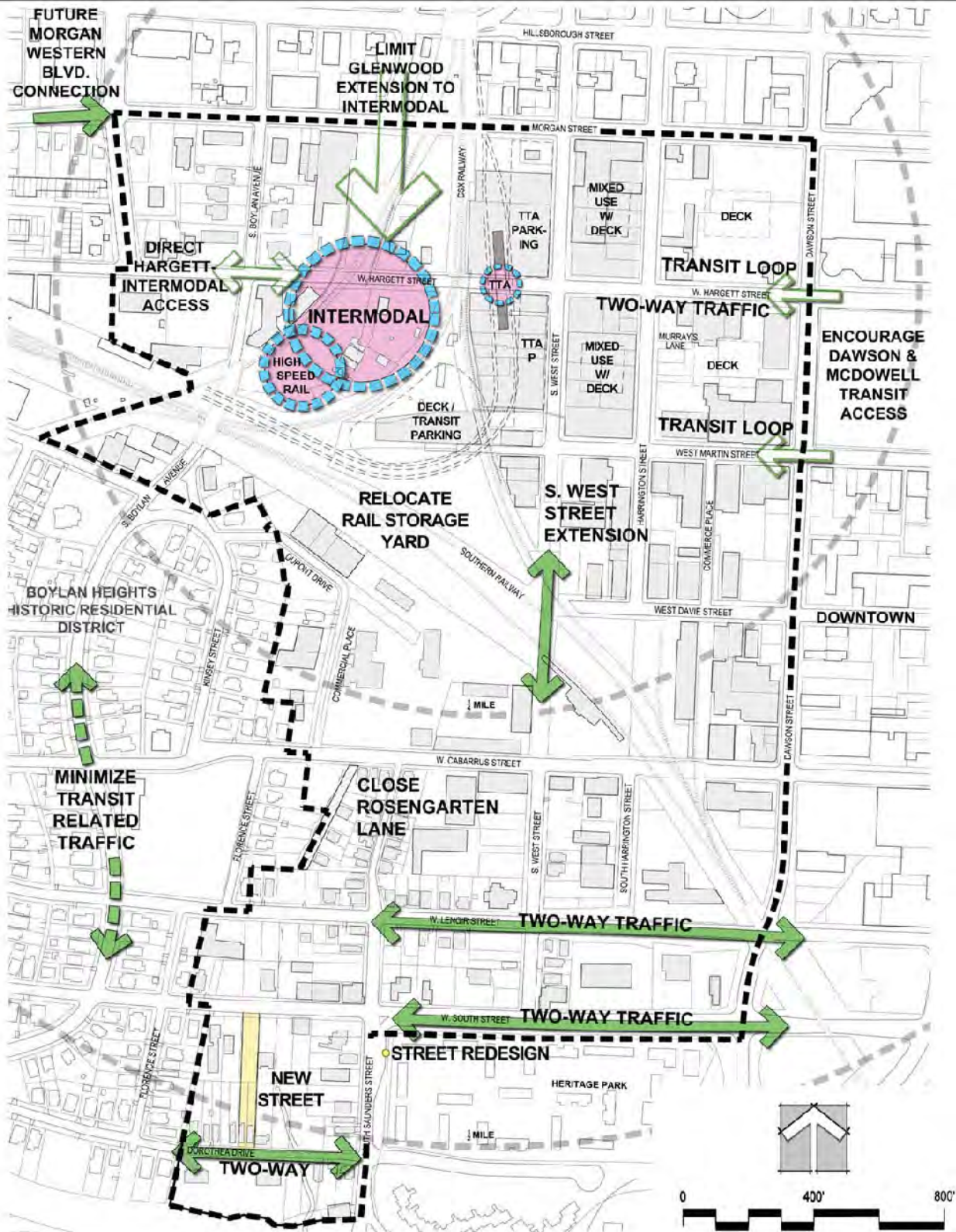
Map created 10/7/2009 by the City of Raleigh
Department of City Planning & GIS Division



MAP AP-DWG3

Downtown West Gateway Pedestrian and Open Space

Map created 10/7/2009 by the City of Raleigh
Department of City Planning & GIS Division



MAP AP-DWG4

Downtown West Gateway Transit, Streets, and Parking

Map created 10/7/2009 by the City of Raleigh
Department of City Planning & GIS Division

Z-6-19 Trips Generated

Z-6-19 Existing Land Use Office & Museum Space	Daily Trips (vpd) 1,015	AM Peak Hour Trips (vph) 121	PM Peak Hour Trips (vph) 120
Z-6-19 Current Zoning Entitlements Downtown Mixed Use	Daily Trips (vpd) 1,616	AM Peak Hour Trips (vph) 150	PM Peak Hour Trips (vph) 176
Z-6-19 Proposed Zoning Maximums Downtown Mixed Use	Daily Trips (vpd) 4,030	AM Peak Hour Trips (vph) 387	PM Peak Hour Trips (vph) 427
Z-6-19 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily Trips (vpd) 2,414	AM Peak Hour Trips (vph) 236	PM Peak Hour Trips (vph) 251
AM Peak Hour Peak Direction Trips (vph) 203	Percent of AM Trips in Peak Direction 86%	PM Peak Direction Trips (vph) 206	Percent of PM Trips in Peak Direction 82%

Z-6-19 Traffic Study Worksheet

7.1.3.B	Trip Generation	Meets Conditions? (Y/N)	
A	Peak Hour Trips ≥ 150 veh/hr	Yes	
B	Peak Hour Trips ≥ 100 veh/hr if primary access is on a 2-lane street	Yes	The expected increase in PM peak hour trips is 251 vph and in AM peak hour trips is 236 vph
C	More than 100 veh/hr trips in the peak direction	Yes	
D	Daily Trips ≥ 3,000 veh/day	No	The expected increase in Daily trips is 2,414 vpd
E	Enrollment increases at public or private schools	NA	Not Applicable
7.1.3.C	Site Context	Meets Conditions? (Y/N)	
A	Affects a location with a high crash history [Severity Index ≥ 8.4 or a fatal crash within the past three years]	No	
B	Takes place at a highly congested location [Volume-to-capacity ratio ≥ 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	
F	Proposed access is within 1,000 feet of an interchange	No	
G	Involves an existing or proposed median crossover	No	
H	Involves an active roadway construction project	No	
I	Involves a break in controlled access along a corridor	No	
7.1.3.D	Miscellaneous Applications	Meets Conditions? (Y/N)	
A	Planned Development Districts	No	
B	In response to Raleigh Planning Commission or Raleigh City Council resolutions	No	None noted as of March 13, 2019

Traffic Study Required: **No**

Reason: Although this rezoning may increase trip generation, exceeding the trigger for requiring a TIA, developments are exempt from providing mitigations for traffic impacts in the DX- district. Thus, the TIA requirement is waived.

Completed By: TH
Date: 3/13/2019

Checked By: JSM
Date: 3/19/2019

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



PM 4:04

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

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Transaction # Rezoning Case #
Existing Zoning Base District <u>DX</u> Height <u>5</u> Frontage <u>SH</u> Overlay(s) _____			
Proposed Zoning Base District <u>DX</u> Height <u>20</u> Frontage <u>SH</u> Overlay(s) _____			
Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:			
583366			

GENERAL INFORMATION			
Date <u>2/5/19</u>	Date Amended (1)	Date Amended (2)	
Property Address 319 S. West St., 310 S. Harrington St., 333 S. West St., 406 W. Davie St., 409 W. Martin St., 324 S. Harrington St.			
Property PIN 1703570766; 1703570622; 1703571786; 1703570886; 1703570692; 1703571576		Deed Reference (book/page) Book 016731Page 00554; Book 014074 Page 01179	
Nearest Intersection Block bounded by W. Davie, S. Harrington, W. Martin and S. West Streets			
Property Size (acres) <u>1.88</u>	(For PD Applications Only) Total Units		Total Square Feet
Property Owner/Address CAM Raleigh, 409 W Martin St, Raleigh, NC 27601 Center Line Properties, LLC, 509 W. North Street, Raleigh, NC 27603 Raleigh Warehouse Dist Holdings, LLC, C/O Mr. Gary I. Fields, 1441 Broadway, 3rd Fl, New York, NC 10018		Phone	Fax
		Email	
Project Contact Person/Address Mack Paul, Morningstar Law Group		Phone (919)590.0377	Fax
		Email mpaul@morningstarlawgroup.com	
Owner/Agent Signature		Email	

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

REZONING APPLICATION ADDENDUM #1**Comprehensive Plan Analysis****OFFICE USE ONLY****Transaction #****Rezoning Case #**

The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.

STATEMENT OF CONSISTENCY

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

1. The property is within the Urban Form Map based on its location in Downtown as well as its proximity to Union Station. The proposed urban frontage is consistent with the policies of the Urban Form Map.

2. The property falls within the core of the Downtown Element of the Comprehensive Plan. The proposed rezoning supports numerous policies in the Downtown Element, including: DT 1.3 (encourage redevelopment of underutilized sites), DT 1.4 (support redevelopment of land adjacent to Union Station with uses that will contribute to the success of Union Station and Downtown), DT 1.6 (supporting retail growth), DT 1.16 (high density development), DT 3.12 (recruiting hospitality uses), and DT 7.5 (ground level design).

3. The proposed rezoning meets a number of policies within the Urban Design element of the Comprehensive Plan, including: UD 4.1 (encourage public gathering spaces), UD 5.1 (create or enhance a distinctive character that relates well to the surrounding area), and UD 6.1 (promote high intensity, pedestrian-oriented use).

4. The proposed rezoning is not in conflict with the Downtown West Gateway Plan. The West Gateway Plan was adopted prior to the development of Union Station. The Plan envisioned the Station Area Core to the north of Union Station. Policy AP-DWG 8 encourages taller buildings within the station core, which has shifted to the subject properties.

PUBLIC BENEFITS

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

1. The proposed rezoning supports downtown retailers by increasing the number of downtown residents, workers, and/or overnight visitors, including by making the property's first floor more attractive to businesses serving the surrounding neighborhood.

2. Development within the shopsfront frontage requirements will expand and improve the pedestrian and cycling experience on all frontages.

3. The increased floor area in close proximity to Raleigh Union Station will both support the success of the new station as well as capitalize on the public investment in nearby multimodal transit access, both existing and proposed.

4. The rezoning will position the site to serve The Warehouse District with hospitality uses and potential retail amenities.

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.

The properties being rezoned are within the Depot National Register Historic District. One of the buildings located at 406 W. Davie Street is a contributing structure to the national register district. The properties subject to the rezoning are currently zoned DX-5-SH and have no protections against demolition of the buildings on the block. The proposed rezoning will increase the height and provide conditions. The change in height and introduction of conditions will determine to what extent the proposed zoning impacts the resource differently from the existing zoning.

PROPOSED MITIGATION

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

Based on feedback during the rezoning process, petitioners will be considering building setbacks, stepbacks, existing facades, pedestrian interconnectivity, public realm and design elements to maintain the character of the Depot District.

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:

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

1.	<p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>Response:</p>
2.	<p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p>Response:</p>
3.	<p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>Response:</p>
4.	<p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p>Response:</p>
5.	<p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>Response:</p>

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

13.	<i>New public spaces should provide seating opportunities.</i> Response:
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i> Response:
15.	<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> Response:
16.	<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> Response:
17.	<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> Response:
18.	<i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i> Response:
19.	<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> Response:

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

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")

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

To: Neighboring Property Owner

From: CAM Raleigh, Raleigh Warehouse Dist Holdings, LLC, and Center Line Properties, LLC

Date: January 14, 2019

Re: Notice of meeting to discuss potential rezoning of six parcels of land located south and west of the intersection of West Martin Street and South Harrington Street, containing a total of approximately 1.9 acres, with addresses of 333 S. West Street, 406 W. Davie Street, 319 S. West Street, 409 W. Martin Street, 324 S. Harrington Street, and 310 S. Harrington Street, and having Wake County Parcel Identification Numbers 1703-57-0622, 1703-57-0692, 1703-57-0766, 1703-57-0886, 1703-57-1576, 1703-57-1786, respectively (the "Property")

Dear Neighbor,

We are CAM Raleigh, Raleigh Warehouse Dist Holdings, LLC, and Center Line Properties, LLC the owners of the above-captioned Property as described below¹. Currently, the Property is zoned DX-5-SH. We are considering a combined process to rezone the Property to a DX-20-SH-CU. The purpose of the rezoning is to permit a mixed-use development up to 20 stories on the Property.

Property Ownership

PIN	Address	Owner
1703-57-0622	333 S. West Street	Raleigh Warehouse Dist Holdings, LLC
1703-57-0692	406 W. Davie Street	Raleigh Warehouse Dist Holdings, LLC
1703-57-0766	319 S. West Street	Center Line Properties, LLC
1703-57-0886	409 W. Martin Street	409 West Martin Landlord, LLC (CAM Raleigh)
1703-57-1576	324 S. Harrington Street	Raleigh Warehouse Dist Holdings, LLC
1703-57-1786	310 S. Harrington Street	Center Line Properties, LLC

As you may be aware, prior to our filing of a rezoning application, the City of Raleigh requires a neighborhood meeting inviting owners of property within 500 feet of the site. You are invited to attend this meeting to discuss the potential rezoning and ask any questions you may have about the process or our tentative plans. Our goal is to gather comments through your appearance at this neighborhood meeting or, alternatively, through your written comments to the City of Raleigh Planning Director. After the meeting, we will prepare a report for the Raleigh Planning Department regarding the items discussed.

We have scheduled this meeting with surrounding property owners for January 24th, from 7:00 p.m. to 8:00 p.m. The meeting will be held at CAM Raleigh, which is located at 409 West Martin Street in Raleigh.

Please do not hesitate to contact us directly should you have any questions or wish to discuss any issues. We can be reached via our counsel at mstuart@morningstarlawgroup.com. Also, for more information about rezoning, you may visit www.raleighnc.gov or contact the Raleigh City Planning Department at 919-996-2682 or rezoning@raleighnc.gov.

We look forward to seeing you on January 24th, 2019.

¹ Note that the CAM Raleigh property is held in an LLC controlled by the Contemporary Art Foundation, Inc., known as CAM Raleigh.

SUMMARY OF ISSUES

A neighborhood meeting was held on January 24, 2019 (date) to discuss a potential rezoning located at the block bounded by W. Davie, S. Harrington, W. Martin and S. West Streets (property address).

A neighborhood meeting was held at CAM Raleigh, 509 W. Main Street (location).

There were approximately 15 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

How does the proposed development relate to the Downtown Plan? What will happen on Martin Street in terms of pedestrian connectivity?
What is the likelihood that all properties within the block bounded by Martin Street, Davie Street, West Street and Harrington Street will participate in the rezoning?
Will the rezoning be conditional use? What is the size of the area to be rezoned?
What uses will the development include? Will residential uses be for rent or sale? Will there be any affordable component?
Will CAM Raleigh remain in its current location? Are other arts or other cultural organizations involved? Is this a brownfields site?
How will parking be handled (above ground or below)? Will lighting be screened? Will there be areas for dogs since many residents have pets?
Can there be smaller spaces for local retailers and innovators? Can the development team provide tools for engaging on the development concept such as legos, models, etc.?
Will there be additional information on view corridors, shadow studies, lighting, etc.?

ATTENDANCE ROSTER

NAME	ADDRESS
Samuel Burner	200 S Dawson Street #308, Raleigh, NC 27601 Samuel.burner@gmail.com
Anne S. Franklin	200-410 S. Dawson St, Raleigh, NC 27601
Andrea Hoyt	1812 Bickett Blvd, Raleigh, NC 27608
Johnny Corbett	317 S. Harrington St, Raleigh NC johnny@platinumcrw.com
Steve Schuster	313-204 W Martin St, Raleigh, NC 27601
Collier Marsh	colliermarsh@gmail.com / colliermarsh@yourlawyer.com
Winnie Bolton & Bob Stephens	bstephens@hotmail.com
Chase Nicholas	311 Sherrybrook Drive, Raleigh, NC 27610 chase@empire1792.com
Mack Paul	421 Fayetteville St, Suite 530, Raleigh, NC 27601
Gary Field	1441 Broadway, 3rd Fl, New York, NY 10018
Gab Smith	409 W. Martin St, Raleigh, NC 27601
Smedes York	2108 Clark Ave, Raleigh, NC 27605
Van Nolintha	222 S. Blount St, Raleigh, NC 27601
Frank Thompson	811 Bryan St, Raleigh, NC 27605
Mary Anne Howard	313-204 W. Martin St, Raleigh, NC 27601
Scott Hoyt	1812 Bickett Blvd, Raleigh, NC 27608

Article 10.2. Review Procedures

Sec. 10.2.1. Common Review Procedures

A. Applicability

The following requirements are common to many of the procedures contained in this UDO and apply to applications submitted under this Chapter. Additional details may be included for each specific procedure.

B. Application Requirements

1. Initial Application Submittal

All applications for development approval shall be submitted in accordance with the requirements of this UDO and shall be filed with Planning and Development.

2. Forms

Applications required under this UDO must be submitted, fully completed, on forms and in such numbers as required by the City. For required application forms, as may be found on the City's web portal, see Sec. 10.2.2. through Sec. 10.2.18.

3. Fees Schedule

- a. Filing fees have been established to help defray the cost of processing applications. Fees shall be listed in the Development Fee Schedule. The fee schedule is kept on file by Planning and Development and except as otherwise provided in the Development Fee Schedule is updated annually on July 4th based on the average annual prior calendar year United States Department of Labor Consumer Price Index - All Urban consumers and as may be modified from time to time by the City Council.
- b. Before review of an application, including applications for re-hearings, all filing fees must be paid in full. No refund of the fee or any part of the fee shall be made unless the application is withdrawn prior to a hearing.
- c. A fee shall not be required if the application is made by the City or any agency created and appointed by the City Council to perform governmental functions.

4. Application Deadline

Complete applications shall be submitted in accordance with the City's filing calendar. A calendar indicating submittal dates shall be developed by the Planning and Development Officer each year and shall be maintained and updated by Planning and Development.

C. Public Notice Requirements

For public notice, meeting and hearing requirements applicable to each procedure, see Sec. 10.1.8. Any defective notification of a required City procedure, not otherwise required by State or Federal law, does not invalidate the proceedings if the defect is determined to be harmless error by the City.

1. Mailed Notice

- a. Whenever mailed notice is required by Sec. 10.1.8., at the time of submission of the application, the applicant shall deliver to City Planning first class stamped envelopes addressed to the property owners of the property included in the proposed application and the owners of all property within 100 feet on all sides of the subject property at the time of submittal. If a portion of a property is requested for rezoning, the notification radius shall be calculated from the property lines, and not the requested zoning boundary. For zoning map amendments, the mailing radius shall be increased to 500 feet. For zoning map amendments that directly affect more than 50 properties owned by a total of at least 50 different property owners, the applicant may elect to provide mailed notice of the Planning Commission public meeting by postcard instead of first class mail.
- b. When mailed notice is required for pre-submittal public meetings, the applicant may provide to the City return receipts from the mailing notification by the applicant to the required property owners by certified mail, returned receipt requested.
- c. Mailed notice shall be provided to all property owners as listed in the Wake County tax records that own property at the time of submittal. Additionally, all property owners in the area of request shall receive mailed notice.
- d. Mailed notices must be sent to the addressees at least 10 calendar days prior and not more than 25 calendar days prior to the date of any public meeting.