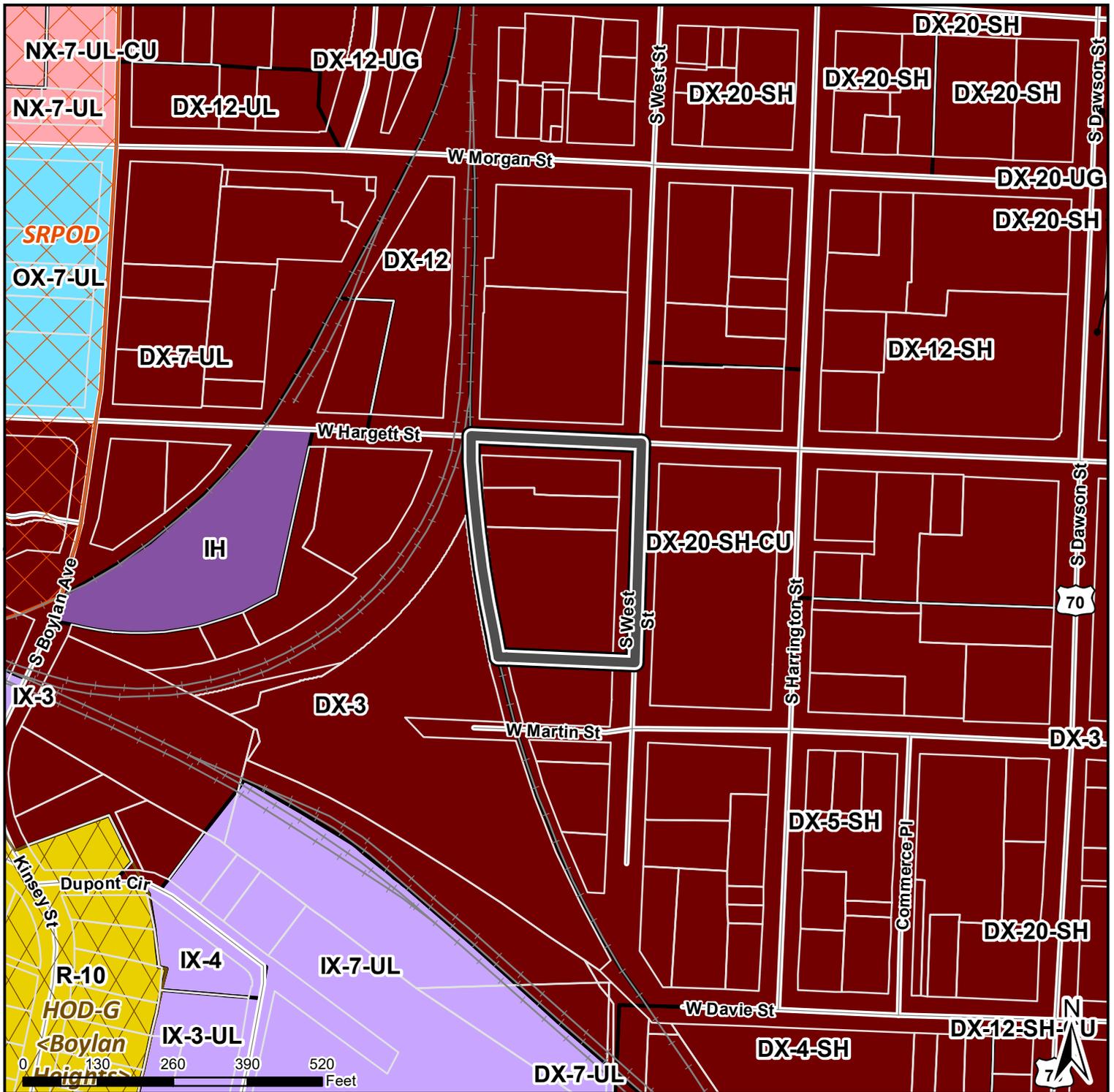
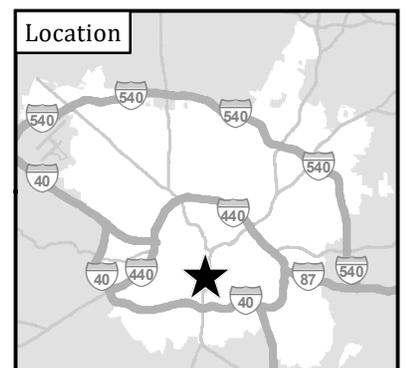


Existing Zoning

Z-19-2019



Property	200, 206, & 210 S West St
Size	1.76 acres
Existing Zoning	DX-12-SH
Requested Zoning	DX-40-CU





RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#

CASE INFORMATION: Z-19-19 S WEST STREET

Location	The block adjacent to Raleigh Union Station bounded by Hargett, West, and Martin Streets, two blocks directly west of Nash Square Address: 200, 206 & 210 S West Street PINs: 1703488450, 1703488314, 1703488250 iMaps , Google Maps , Directions from City Hall
Current Zoning	DX-12-SH
Requested Zoning	DX-40-CU
Area of Request	1.76 acres
Corporate Limits	The subject site is within and entirely surrounded on all sides by the corporate limits of the city.
Property Owner	Shelley Blake c/o Research Triangle Regional Public Transportation Authority PO Box 13787 Research Triangle Park, NC 27709-3787
Applicant	Jamie Schwedler Parker Poe
Citizens Advisory Council (CAC)	Central CAC Chalisa Williams
PC Recommendation Deadline	September 23, 2019

SUMMARY OF PROPOSED CONDITIONS

1. The following uses are prohibited: dormitory, fraternity, sorority; cemetery; adult establishment; pawnshop; vehicle fuel sales; detention center, jail, prison; self-storage.
2. There will be no fewer than 20 housing units that are affordable for households earning 80% AMI for no less than 10 years.
3. Mixed use building shall be the primary building type.
4. No parking shall be permitted between the building and Hargett Street, West Street, or Martin Street (not including drive aisles and bus idling areas).
5. The building shall have pedestrian access on West Street with maximum spacing of 50'.

6. The streetscape along West St. shall be Main Street. The streetscape along Hargett Street shall be Mixed Use.
7. Permitted building materials shall include any combination of brick, stone, concrete masonry, cementitious siding, hard coat stucco, wood, metal, terracotta and/or glass.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Central Business District
Urban Form	Downtown
Consistent Policies	<p>Policy LU 1.2—Future Land Use Map and Zoning Consistency</p> <p>Policy LU 2.2—Compact Development</p> <p>Policy LU 4.7—Capitalizing on Transit Access</p> <p>Policy LU 4.8—Station Area Land Uses</p> <p>Policy LU 5.1—Reinforcing the Urban Pattern</p> <p>Policy LU 6.3—Mixed-Use and Multi-Modal Transportation</p> <p>Policy H 1.1—Mixed-Income Neighborhoods</p> <p>Policy H 1.2—Geographic Dispersal of Affordable Units</p> <p>Policy H 1.9—Housing Diversity</p> <p>Policy H 2.7—Affordable Set-Asides in Projects</p> <p>Policy H 2.13—Transit Accessibility</p> <p>Policy H 2.15—Affordable Units in TODs</p> <p>Policy UD 6.1—Encouraging Pedestrian-Oriented Uses</p> <p>Policy UD 7.3—Design Guidelines</p> <p>Policy DT 1.2—Vertical Mixed Use</p> <p>Policy DT 1.4—Redevelopment around the MTC</p> <p>Policy DT 1.15—High Density Development</p> <p>Policy DT 2.12—Development Around Major Transit Facilities</p> <p>Policy DT 3.8—Downtown as a Regional Center</p> <p>Policy DT 4.1—Encouraging Downtown Housing</p> <p>Policy DT 4.3—Expanding Downtown's Affordable Housing Supply</p> <p>Policy DT 4.4—Mixed Income Housing</p> <p>Policy DT 7.19—Downtown Design Guideline Consistency</p> <p>Policy AP-DWG 1—Zoning Consistency</p> <p>Policy AP-DWG 2—Mixed-Use Development</p> <p>Policy AP-DWG 8—Building Height Transition</p>
Inconsistent Policies	<p>Policy LU 2.6— Zoning and Infrastructure Impacts</p> <p>Policy UD 1.4—Maintaining Facade Lines</p> <p>Policy UD 1.10—Frontage</p> <p>Policy DT 1.16—High Density Public Realm Amenities</p> <p>Policy DT 7.2—Maintaining Consistent Setbacks</p>

FUTURE LAND USE MAP CONSISTENCY

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

COMPREHENSIVE PLAN CONSISTENCY

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

PUBLIC MEETINGS

Neighborhood Meeting	CAC	Planning Commission	City Council
4/10/2019 5 attendees	6/3/2019 7/1/2019	6/25/19	

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

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:

Ira Mabel: (919) 996-2652; Ira.Mabel@raleighnc.gov



ZONING STAFF REPORT – CASE Z-19-19

Conditional Use District

OVERVIEW

PHYSICAL LOCATION & APPLICABLE POLICIES

This request is to rezone approximately 1.76 acres from Downtown Mixed Use–12 Stories–Shopfront (DX-12-SH) to Downtown Mixed Use–40 Stories–Conditional Use (DX-40-CU). Proposed zoning conditions prohibit a number of uses otherwise allowed in DX districts; require at least 20 housing units that are affordable to households earning 80% of the area median income; require the mixed-use building type; prohibit surface parking between the building and the street; set a 50-foot minimum spacing for pedestrian entrances on West Street; define the type of streetscape on Hargett and West Streets; and require certain building materials.

The purpose of this rezoning is to allow site redevelopment for Phase II of the Raleigh Union Station multimodal transit center project, which will include a bus terminal known as “RUS Bus.” The subject site consists of three parcels that account for approximately 80% of the block; the remaining parcel at the southern end of the block is owned by the City of Raleigh and used as a public plaza. The site is currently occupied entirely by two-story warehouse buildings built up to the edge of the sidewalk; there is no surface parking on the site.

West Street currently terminates approximately 400 feet south of the site, with a proposed extension underneath the railroad tracks currently planned; an RFQ has been issued for this project, with an estimated design and construction schedule of at least 5 years. Hargett Street at the northwest corner of the site is an at-grade crossing of the CSX rail line serving Raleigh Union Station. The closing of this crossing is likely to be required for an expansion of Union Station to include an additional concourse and platforms, as documented by the Southeast High Speed Rail Environmental Impact Statement. There is no proposed schedule for this closure at this time.

The area is generally characterized by one- and two-story adapted and reused industrial warehouse buildings at the southwest side of the city’s downtown. To the north of the site is the Citrix building, originally constructed in 1969 and purchased from GoTriangle and remodeled in 2012. To the east is the Dillon, originally operated as a industrial supplies distributor and redeveloped in partnership with the city in 2017; that mixed-use development now comprises two 7- and 17-story structures that together include 172 residential units, office space, retail space, and a nearly one-thousand space parking deck. To the south are three warehouse buildings deemed to be of historical significance during the 2012 expansion of the National Register Depot Historic District boundaries; these now house an antique store, a co-working space, and a bar. To the east is Raleigh Union Station, completed in 2018, abutting an active passenger and freight rail corridor.

Properties to the south and southeast of the rezoning site 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.” The subject site itself is not within the district, but it was included in a 2013 report evaluating the eligibility for an expansion to the Depot Historic District that extended north to Morgan Street. The district was expanded in 2017 to include the two parcels directly south of the site.

The rezoning site is designated as Central Business District on the Future Land Use Map, as is the remainder of the block. The site is near the westernmost boundary of that land use category, which extends to Boylan Avenue in this area. All other nearby blocks are also designated as Central Business District, save for the one to the southeast which is Community Mixed Use and the subject of rezoning Z-6-19.

The site, and all adjacent parcels, are located within the Downtown Center on the Urban Form Map. This classification suggests an urban frontage approach; most zoning districts nearby include the Shopfront frontage. Although a frontage is not included in the request, some requirements of the Shopfront frontage have been recreated via zoning conditions.

The subject site is within the boundaries of the Downtown West Gateway Area Plan. The recommendations and policy guidance of that plan are based on the assumption that the train station (now Raleigh Union Station) and multimodal transit station (RUS Bus) 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*. Other relevant policies for that area have to do with the location and air rights above new public facilities, as well as traffic and transit circulation.

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 the Raleigh Union Station bus terminal on the rezoning site at the intersection Hargett Street and West Street has not changed considerably since the adoption of the Downtown West Gateway Plan.

PROJECT HISTORY & AFFORDABLE HOUSING ZONING CONDITIONS

This site has long been envisioned as a new regional transit terminal and Phase II of the Raleigh Union Station multimodal transit center project. RUS Bus is a critical component of implementing the Wake County Transit Plan, handling local GoRaleigh bus routes and serving as the downtown terminus for new bus rapid transit (BRT) corridors. GoTriangle submitted an application for a federal BUILD grant from the U.S. Department of Transportation for Phase II in July of 2018, and was awarded \$20 million in December of 2018. In January of 2019, GoTriangle released a Request for Qualifications for the development of the RUS Bus site.

The vision for Raleigh Union Station Phase II has frequently been described as including an affordable housing component. The BUILD grant application states that the project “will leverage future private development above the public transportation component—including mixed income housing (market rate and affordable housing) and commercial uses—in a single innovative project delivery proposal.”

Until recently, however, the UDO contained language that prohibited a zoning condition that would regulate the “character of the occupant.” This had been interpreted to include affordable housing, as the income qualifications could be viewed as exclusionary. City Council authorized a change to the UDO that would remove this language, thereby permitting rezoning applicants to submit zoning conditions that offer an amount of affordable housing within a development. This text change, known as TC-7-18, was adopted and made effective in April of 2019.

With the removal of this language, the city can accept zoning conditions that commit to affordable housing. If an affordable housing zoning condition is offered and accepted by the city, there must be a framework in place to monitor compliance with the condition. Staff has identified such a framework that envisions the rental of affordable units, and not the sale of affordable units, as there are different tools and challenges with the latter.

First, if an applicant wishes to offer an affordable housing zoning condition, staff will provide suggested language for the condition. Additionally, the Housing and Neighborhoods Department has identified a structure to define the **level** of affordability (expressed as a percentage of Area Median Income), the **duration** of the affordable unit (measured in number of years) and the **number** of units (measured by percentage or total number) on the property that would be affordable. Additionally, staff will require the property owner to record a deed restriction on the property that identifies the level, duration, and number of affordable units.

While the zoning condition and deed restriction provide the legal authority and adequate notice for the affordable units, it is important to ensure the commitment in the zoning condition is being met. The Housing and Neighborhoods Department routinely monitors rental units for compliance. Specifically, all rental units that receive city funding are ranked for risk and a sample of units in the development are monitored according to the identified level of risk. In this context, Housing and Neighborhoods staff would monitor to ensure units are being rented to qualified tenants. This can occur by requiring the property owner to submit an annual report to staff that identifies the income level of the tenants within the affordable units. If the property owner is not in compliance with the zoning condition, staff in City Planning would enforce the zoning requirements.

Staff has drafted standard language for an affordable housing zoning condition. The sample condition is written as a template, where the applicant completes the level of affordability, the duration of the affordable units and the number of units on the property. The Housing and Neighborhoods Department has offered the following framework that can be used to complete the condition:

	Option 1	Option 2	Option 3
AMI Targeting (based on household size)	80%	60%	50% and below
Rent Level (based on # of bedrooms)	High HOME Rent	Low HOME Rent	Low HOME Rent
Affordability Period	15 years	10 years	5 years
# of Units	15%	10%	5%

The maximum HOME rents are set by the Department of Housing and Urban Development to not exceed 30% of the adjusted income of a family whose annual income equals 65% of the median income for the area, as determined by HUD, with adjustments for number of bedrooms in the unit. The 2019 High HOME Rent calculated by HUD for a 3-bedroom unit in the Raleigh MSA is \$1,396, and the Low HOME Rent is \$1,205. These rents are theoretically affordable to households earning approximately \$55,800 and \$50,000 per year, respectively.

For reference, the HUD-calculated median income for a family of four in 2019 is \$93,100. The median household income (which does not take household size into account) in the Raleigh MSA in 2017 (the most recent year for which American Community Survey data is available) was approximately \$68,870.

The table below compares the HOME rent limits for 3-bedroom units to the theoretically affordable gross rent for households earning the targeted incomes. Under the two higher income scenarios, the HOME rent limit is lower than the theoretically affordable cost. The condition included in this request cites the income target in Option 1.

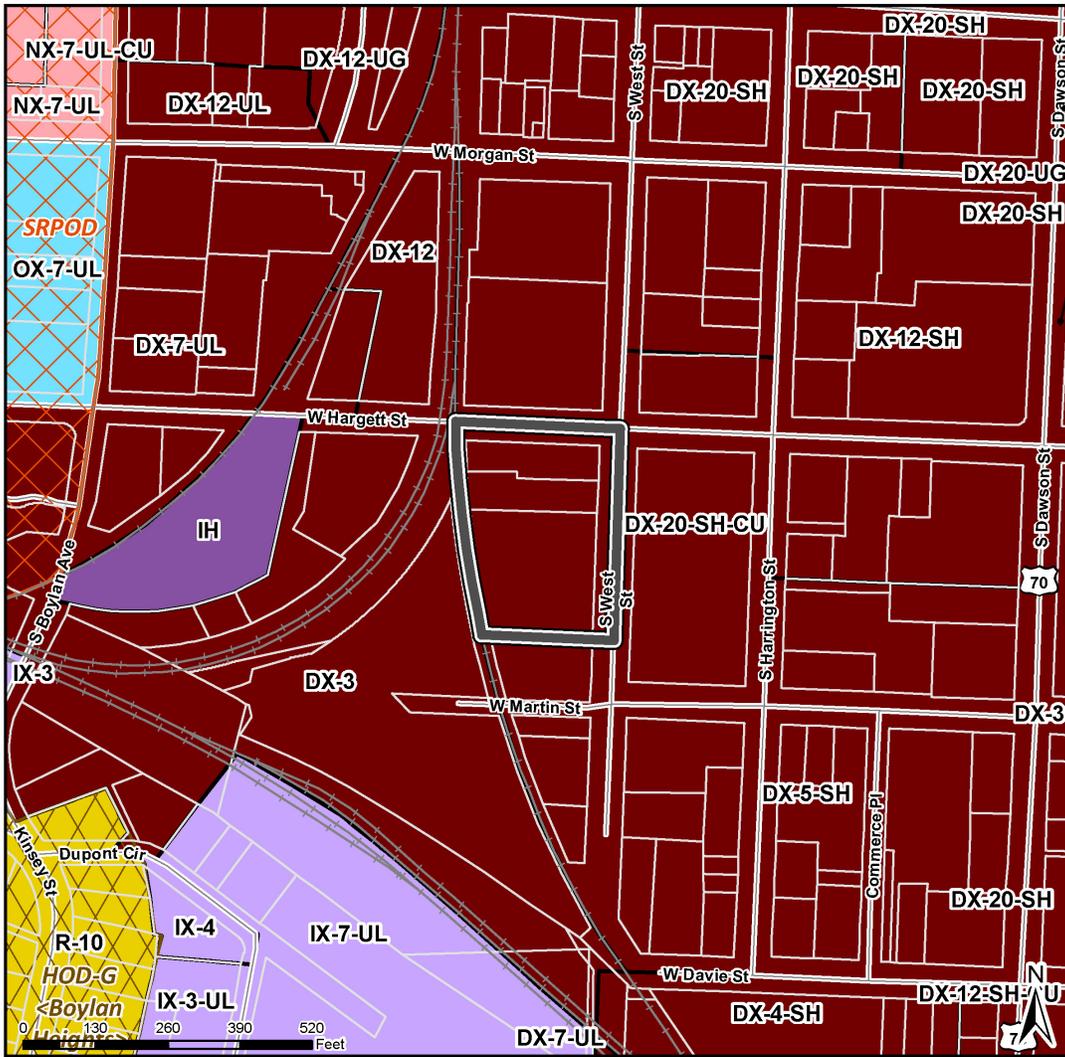
	Option 1	Option 2	Option 3
AMI Targeting (2019, family of 4)	\$74,480	\$55,860	\$46,550
HOME Rent Limits (3 bedrooms)	\$1,396	\$1,205	\$1,205
Gross Rent Affordable to AMI Target (30% of income)	\$1,862	\$1,397	\$1,164

OUTSTANDING ISSUES

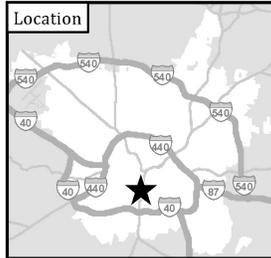
Outstanding Issues	1. The case has been requested to be presented to RHDC.	Suggested Mitigation	1. The applicant may attend the July 16 th RHDC meeting.
	2. The case has not received a vote from the CAC.		2. The applicant can request a vote from the Central CAC during their July 1 st meeting.
	3. Because of documented downstream structural flooding, UDO section 9.2.2.E.3 requires a stormwater impact analysis or demonstration that the site accounts for less than 5% of the drainage basin.		3. Required documentation can be submitted and reviewed at the time of permitting.
	4. Condition #3 specifying building types lacks clarity and is not enforceable.		4. The applicant can revise and resubmit zoning conditions based on staff comments.

Existing Zoning

Z-19-2019



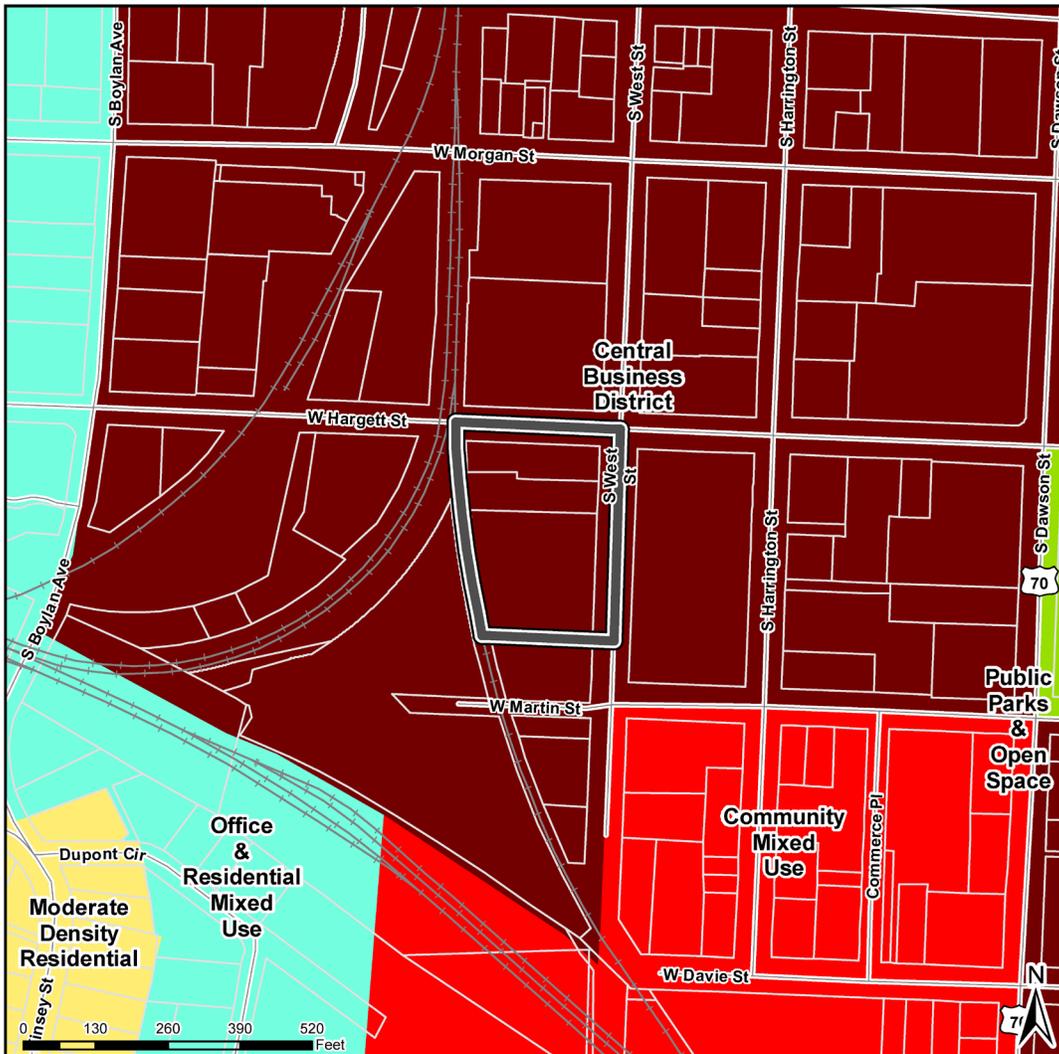
Property	200, 206, & 210 S West St
Size	1.76 acres
Existing Zoning	DX-12-SH
Requested Zoning	DX-40-CU



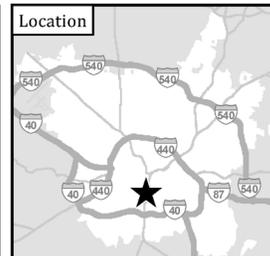
Map by Raleigh Department of City Planning (reckhowh): 5/22/2019

Future Land Use

Z-19-2019



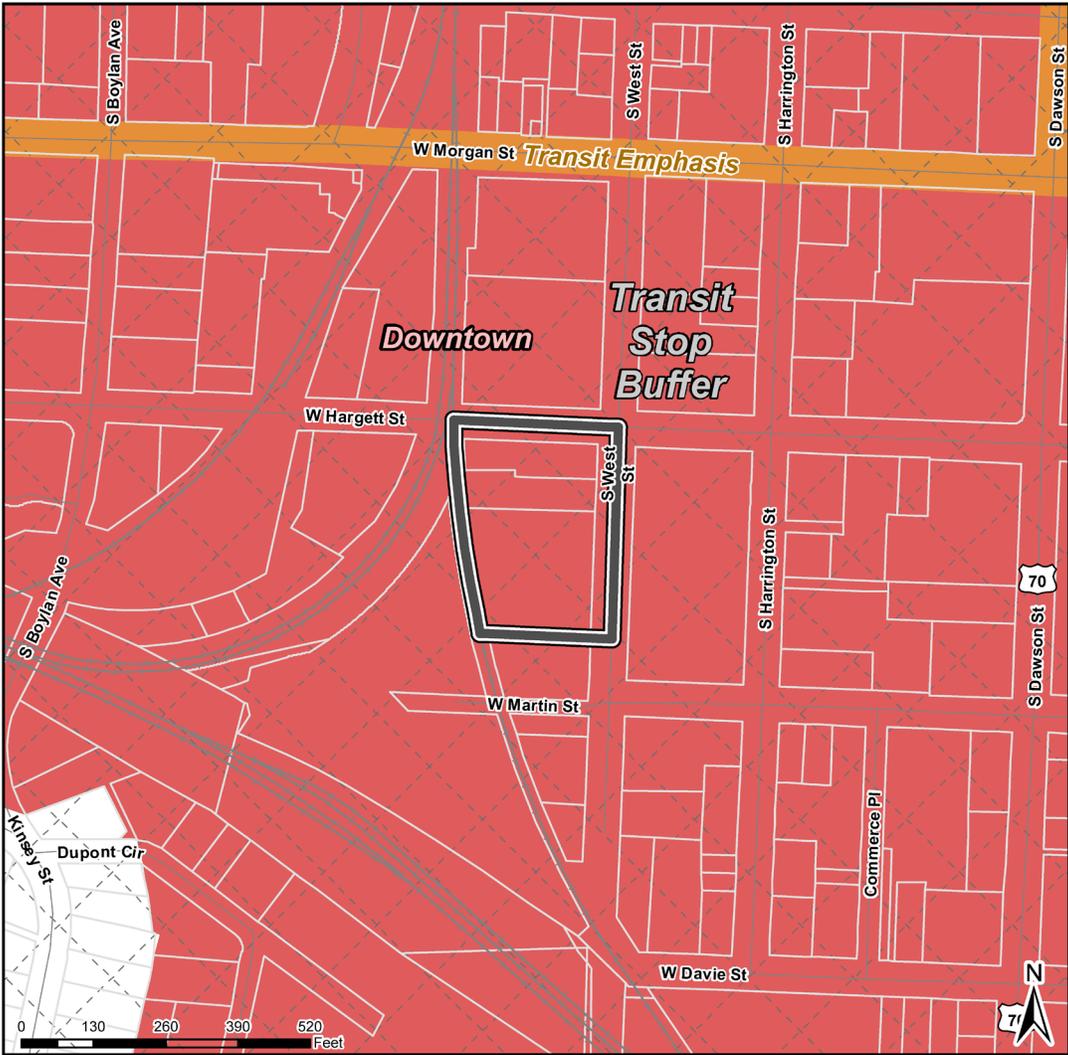
Property	200, 206, & 210 S West St
Size	1.76 acres
Existing Zoning	DX-12-SH
Requested Zoning	DX-40-CU



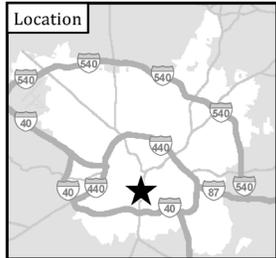
Map by Raleigh Department of City Planning (reckhowh): 5/22/2019

Urban Form

Z-19-2019



Property	200, 206, & 210 S West St
Size	1.76 acres
Existing Zoning	DX-12-SH
Requested Zoning	DX-40-CU



Map by Raleigh Department of City Planning (reckhowh): 5/22/2019

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?

The request is consistent with the vision and themes in the Comprehensive Plan.

The request is consistent with the **Expanding Housing Choices** vision theme, which encourages expanding the supply of decent affordable housing. This request includes a zoning condition requiring a minimum number of units affordable to households earning 80% of the area median income.

The request is consistent with the **Managing Our Growth** vision theme. This theme encourages integrated land uses; providing desirable spaces and places to live, work, and play; and development in areas where infrastructure is already in place. An increase in vertical mixed-use development within downtown, which has the highest concentration of employment and transit options available in the city, fulfills these goals.

The request is consistent with the **Coordinating Land Use and Transportation** vision theme. This theme envisions higher density residential and mixed-use development to support new local and regional public transit services. The subject site, as the proposed location of the future RUS Bus facility and only 0.5 miles from GoRaleigh Station at Moore Square, will have some of the best access to transit anywhere in the city.

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

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

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

N/A.

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

Probably. Most community facilities and streets appear to be sufficient to serve the proposed use. However, documented downstream structural flooding requires either a stormwater impact analysis or demonstration that the site accounts for less than 5% of the drainage basin upstream of the structural flooding. An analysis demonstrating the latter condition has been submitted, but official review of such documentation will not be conducted until the time of permitting.

Should the Hargett Street railroad crossing be closed, Raleigh Department of Transportation staff desire that a non-motorized connection be created concurrently in conjunction with the railroad station development.

Future Land Use

Future Land Use designation: Central Business District

The rezoning request is

Consistent with the Future Land Use Map.

Inconsistent

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

Urban Form

Urban Form designation: Downtown

The rezoning request is

Consistent with the Urban Form Map.

Inconsistent

Overview: The site is located within the Downtown Center, which suggests an urban frontage. The request does not include a frontage, although some requirements of Shopfront frontages have been recreated via zoning conditions.

Impact: The Shopfront frontage is intended for areas where the highest level of walkability is desired. Only mixed use and civic buildings are allowed, Main Street streetscape treatments are required, and street-facing entrances can be spaced no more than 50 feet apart. These requirements have been replicated in the current zoning conditions, with some minor modifications to allow for the unique nature and needs of a bus station.

One element missing from the Shopfront frontage in the request is the build-to, which requires that 80% of the building width on a primary street and 40% on a secondary street be no more than 15 feet from the right-of-way. There is no zoning condition approximating this build-to included in the request.

Additional requirements for all urban frontages (Green, Urban Limited, Urban General, and Shopfront) restrict maximum blank wall area ([UDO section 1.5.10](#)) and control the design of parking structures ([UDO section 3.4.2](#)). None of these regulations are represented in the zoning conditions.

Compatibility: The inconsistency with the Urban Form Map could be eliminated with the addition of a zoning condition describing build-to, blank wall, and parking structure standards. Wording these conditions in such a way so that they do not impede any first floor area being used for a bus terminal would still be compatible with the intent of the Urban Form Map and associated policies.

Compatibility

The proposed rezoning is

Compatible with the property and surrounding area.

Incompatible.

The request is compatible with the property and the surrounding area and can be established without adversely impacting neighboring properties. Nearby zoning districts abutting the site include DX-3, DX-5, DX-12, and DX-20, with general and mixed use building types existing currently.

The density and building types permitted in DX districts is compatible with the urban nature of this part of the city. The request also includes a condition which prohibits some of the uses allowed in DX districts that are the least compatible with downtown residential areas.

Public Benefits of the Proposed Rezoning

- The request would allow greater land use intensity in the urban core of Raleigh.
- The request would increase the supply of affordable housing through a mixed-income project in an area with extremely high access to transit and employment options.
- The request would maximize the utility of a public facility, Raleigh Union Station, and facilitate Raleigh's goal of implementing the Wake County Transit Plan.

Detriments of the Proposed Rezoning

- Potential adverse impacts on the built character near the Depot Historic District.

Consistent Policy Guidance

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

Land Use 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 consistent with the Future Land Use Map designation of Central Business District, which envisions a mix of high-intensity office, retail, housing, government, institutional, visitor-serving, cultural, and entertainment uses.

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 DT 1.2—Vertical Mixed Use

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

- The request will allow higher intensity development in the city's downtown with significant entitlement for office, residential, and retail use. This site has particularly good access to the transit facilities and cultural amenities unique to downtown, making increased entitlement here efficient for both the provision of public services and the operation of the transit network.

Transit-Oriented Development Policies

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.

Policy LU 6.3—Mixed-Use and Multi-Modal Transportation

Promote the development of mixed-use activity centers with multi-modal transportation connections to provide convenient and accessible residential and employment areas.

- These policies may reference the fixed guideway transit stations from an earlier regional transportation model that predates the Wake County Transit Plan, however they have been interpreted to also apply to the Bus Rapid Transit corridors proposed to terminate at the rezoning site.
- Although not guaranteed by a zoning condition, a new transit terminal serving local buses and BRT will likely be constructed on the site. Collocating a mixed-use development with a major, central transit facility is a clear application of transit-oriented development principles. An increase in allowed height to 40 stories would provide greater opportunities for a more diverse mix of uses with easy access to the station area.

Housing & Affordability Policies

Policy H 1.1—Mixed-Income Neighborhoods

Promote mixed-income neighborhoods throughout the City, particularly within high-density development at employment centers, downtown, and along transit corridors.

Policy H 1.2—Geographic Dispersal of Affordable Units

Promote dispersal and production of affordable and workforce housing units throughout all areas of the City.

Policy H 2.7—Affordable Set-Asides in Projects

Include a set-aside of affordable housing units in housing or mixed-use projects involving City-owned or other publicly-owned properties. For City-owned properties, the set-aside should be 15 to 20 percent.

- The request includes a zoning condition requiring a minimum number of affordable housing units. This would result in a new mixed-income development in downtown Raleigh adjacent to a concentration of other residential, employment, civic and cultural, and retail and restaurant amenities.

Policy H 1.9—Housing Diversity

Promote housing diversity and affordable housing choices for households at 50 percent of AMI or below in the immediate area around transit corridors.

Policy H 2.13—Transit Accessibility

Preferentially locate affordable housing in areas with good access to transit services.

Policy H 2.15— Affordable Units in TODs

Provide zoning and financial incentives for inclusion of affordable and middle-income housing near transit stations, particularly for persons with disabilities.

- Affordable housing collocated with a regional inter-modal transit center serving both bus and rail traffic would have access to transit that is unparalleled in the city.

Urban Design Policies

Policy LU 5.1—Reinforcing the Urban Pattern

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

Policy UD 6.1—Encouraging Pedestrian-Oriented Uses

New development, streetscape, and building improvements in Downtown, Main Streets, and TOD areas should promote high intensity, pedestrian-oriented use and discourage automobile-oriented uses and drive-through uses.

Policy UD 7.3—Design Guidelines

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

- The proposed conditions that are similar to Shopfront frontage standards are consistent with the Urban Design Guidelines. The relation of the building to the street described in conditions #4-6 conforms to Urban Design Guidelines 6, 7, 8, 14, 15, and 24. Although guideline 11 does not mention urban transit terminals as an example of an active use, they are extremely pedestrian-oriented. The incorporation of a transit station satisfies guideline 17. The transparency requirement of the DX district and mixed use building type conforms with guideline 25.
- Despite these conformities, the lack of a true frontage in the request means some guidelines are currently unmet. The structured parking standards of an Urban Frontage could meet guideline 16, but are not applicable to the case. Similarly, build-to's would ensure a defined urban space that provides interest to pedestrians (6, 7, 23). Closing these gaps via zoning condition would strengthen consistency with urban design policies.

Policy DT 7.19—Downtown Design Guideline Consistency

Development projects in the downtown should implement and be consistent with the design guidelines in Table DT-1 to the maximum extent practicable.

- For the most part, the development can be made consistent with the Downtown Design Guidelines. However, the inclusion of blank wall and parking structure standards that are part of urban frontages would further strengthen that consistency.

Downtown Policies

Policy DT 1.4—Redevelopment around the MTC

Support the redevelopment of underutilized land adjacent to the proposed Multi-modal Transit Center (MTC) with uses that will contribute to the success of the MTC and downtown.

Policy DT 1.15—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 2.12—Development Around Major Transit Facilities

Integrate recreation, retail, service, and community uses within public transportation facilities, including the Moore Square transit station and proposed Multi-Modal Transportation Center.

- The policies that directly mention the Multi-modal Transit Center, now called Raleigh Union Station Phase II or RUS Bus, support high-density, mixed-use development integrated with the subject site. The request for 40 stories would allow more flexibility in programming redevelopment and greater opportunities for a more diverse mix of uses.

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 rezoning request for 40-story mixed-use zoning in this location will potentially bring a prominent development with substantial amounts of residential, office, and/or retail space to this critical downtown area.

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.

Policy DT 4.3—Expanding Downtown's Affordable Housing Supply

Preserve and expand the existing supply of affordable housing in and near downtown.

Policy DT 4.4—Mixed Income Housing

Encourage mixed-income housing downtown.

- The affordable housing zoning condition included in the request guarantees that not only will there be new housing units constructed downtown but that some of those units will be affordable to households earning less than the area median income.

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 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.

- The site is within the boundaries of the Station Area Core of the Downtown West Gateway Area Plan. Map AP-DWG-1 describes that area as “High Density Mixed Use: residential, retail, office, parking decks. 4 Story / 30 units/acre minimum.” The rezoning request complies with both the use and intensity guidance of the area plan.

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.

- The request of a 40-story zoning district is both supported and compatible with this location within the Downtown West Gateway plan boundaries.

Inconsistent Policy Guidance

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

Policy LU 2.6—Zoning and Infrastructure Impacts

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

- Although no impact on public utilities has been identified, documented downstream structural flooding may require additional stormwater runoff control. An analysis demonstrating exemption from this requirement has been submitted with the case, but official review of such documentation will not be completed until the time of permitting.
- Uncertainty of the timing and impact of changes in the street network in this area, particularly the potential closing of the Hargett Street rail crossing to vehicles, make it difficult to know the full impact and therefore appropriate mitigation actions of this project on local infrastructure at this time.

Policy UD 1.4—Maintaining Facade Lines

Maintain the established facade lines of neighborhood streets by aligning the front walls of new construction with the prevailing facades of adjacent buildings, unless doing so results in substandard sidewalks. Avoid violating this pattern by placing new construction in front of the historic facade line unless the streetscape is already characterized by such variations. Where existing facades are characterized by recurring placement of windows and doors, new construction should complement the established rhythm.

Policy UD 1.10—Frontage

Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.

Policy DT 7.2—Maintaining Consistent Setbacks

New buildings should respond to the existing built character by using similar setbacks and step-backs to provide a continuous cornice line and consistent street-level pedestrian experience. Along the principal north-south vehicular street pair, Dawson and McDowell streets, buildings should be set back to provide an approximately 20' wide pedestrian area between the street curb line and the building face.

- A Downtown Center Urban Form Map designation suggests an urban frontage option, which was not included with this request. Most of the frontage designations in the nearby area are -SH, including directly north, east, and south of the site. Although some requirements of Shopfront frontages have been recreated via zoning conditions, there is no zoning condition approximating a Shopfront build-to included in the request.

Policy DT 1.16—High Density Public Realm Amenities

High-density developments downtown should include public realm amenities, such as publicly-accessible open space, public art, seating areas, and water features that complement the building and its nearby uses.

- Based on population density projections and social equity factors, the Parks, Recreation and Cultural Resources Department has identified this area is a high priority for enhanced development of public open space, public art, public play areas, and pet amenity areas beyond what is required by the UDO. The request currently does not guarantee any of these additional amenities.

IMPACT ANALYSIS

Historic Resources

1. The site is located adjacent to the Depot Historic District, a National Register Historic District.
2. The three properties were included in a 2013 report evaluating the eligibility for an expansion to the Depot Historic District that extended north to Morgan Street.
3. The proposed rezoning was requested by the Raleigh Historic Development Commission to be referred to their July 16th meeting for review and comment.

Impact Identified: Not yet determined.

Parks, Recreation and Cultural Resources

1. This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.
2. Nearest existing park access is provided by Nash Square Park (800 feet) and Raleigh Municipal Green (0.2 miles).
3. Nearest existing greenway trail access if provided by Martin St. Connector Greenway Trail (0.4 mi).
4. Current park access level of service in this area is graded an A letter grade.
5. Although there are public park resources in the vicinity, based on population density projections and social equity factors this area is a high priority for enhanced development of the following elements:
 - Publicly Accessible Open Space
 - Public Art (Public art is any media created that has been planned and executed with the intention of being staged in public places and for public experiences, usually outside and accessible to all)
 - Public Play Areas
 - Pet Amenity Areas

Raleigh's Comprehensive Plan has many policies to support the addition of the above elements to the proposed rezoning:

- Policy PR 1.7 New Parks in Growth Centers "Create new urban parks and enhance existing urban parks throughout Growth Centers using proactive planning, partnerships and innovative approaches"
- Policy PR 4.8 Private Parks "Encourage the provision of tot lots, pocket parks, and other privately-held and -maintained park spaces within residential developments to complement public park facilities"

- Policy PR 5.4 Improving Park Access "Public spaces should be included in private developments that can connect to and benefit from their proximity to public infrastructure and spaces such as greenway trails, public sidewalks, and plazas"
- Policy AC 1.1 Public Art and Neighborhood Identity "Encourage the use of public art to create a neighborhood identity."

Impact Identified: A potential missed opportunity for enhanced public open space and public art resources in an area identified as a priority for that type of investment.

Public Utilities

1. The proposed rezoning would add approximately 300,750 gpd to the wastewater collection and water distribution systems of the city. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.
2. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit and constructed prior to release of a Certificate of Occupancy.
3. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the developer.

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	1,621	110,250	411,000
Waste Water	1,621	110,250	411,000

Impact Identified: None.

Stormwater

1. Downstream structural flooding has been identified at 611 W South Street. The developer must show compliance with [UDO section 9.2.2.E.3](#).

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

Impact Identified: An analysis demonstrating exemption from UDO section 9.2.2.E.3 has been submitted, but official review of such documentation will not be concluded until the time of permitting.

Transit

1. The site is located adjacent to Raleigh Union Station and may include a future bus transit station component.
2. The site is nearby numerous bus routes and stops and, generally speaking, rezoning to increase density would not have an impact on the transit service provided because of the amount of service already concentrated in downtown.
3. The DX district generally exempts the applicant from [UDO Article 8.11 Transit Infrastructure](#).

Impact Identified: None.

Transportation

4. **Location:** The Z-19-2019 site is located in downtown Raleigh on the southwest corner of the intersection at Hargett Street and West Street. The parcels are bordered on the west by an active railroad track. The site is bordered on the south by the Raleigh Union Station Plaza.
5. **Area Plans:** The Z-19-2019 site is located within the Downtown West Gateway Area Plan. This area plan includes policies that support the area as a regional gateway into downtown. When the plan was adopted, Raleigh Union Station was in preliminary planning.

6. **Existing and Planned Streets:** The bordering sections of Hargett Street and West Street are classified as a Main Street with parallel parking in Map T-1 of the comprehensive plan. Both adjacent streets are maintained by the City of Raleigh.

In accordance with UDO section 8.3.2, the maximum block perimeter for Downtown Mixed Use zoning districts is 2,000 feet, and a dead-end street is not allowed. The block perimeter for these parcels is approximately 6,200 feet, consisting of Hargett Street, West Street, Martin St, Harrington Street, Davie Street, Dawson Street, Cabarrus Street, Dupont Circle, and Boylan Avenue. The large block perimeter is due to the split railroad track locations. If the proposed West Street connection between Martin Street and Cabarrus Street is constructed, then the block perimeter would be reduced to approximately 4,700 feet.

7. **Pedestrian Facilities:** There are existing sidewalks on Hargett Street and West Street in front of the site.
8. **Bicycle Facilities:** Currently, there are no existing or proposed bicycle facilities on the sections of Hargett Street and West Street that border the parcels. Hargett Street, east of West Street, has existing Shared Lane Bicycle markings. One block east of the project is Harrington Street in which there was a recent Cycle Track pilot project. There are existing bikeshare stations at the southeast corner of West and Martin Streets and one block north of the site on West Street at Morgan Street.
9. **Greenways:** The Z-19-2019 site is located approximately 2,250 feet west of the existing Martin Street Connector greenway trail.
10. **Transit:** There are multiple bus stops within 500 feet of the parcels served by multiple bus routes. The parcels are adjacent to the Raleigh Union Station which is the site of Raleigh's Multimodal Transit Center which will ultimately provide commuter rail, bus, and bus rapid transit services in addition to the existing intercity passenger rail, bikeshare, and taxi services.
11. **Access:** Current access to the subject site is from both Hargett Street and West Street. There are existing curb cuts that do not appear to be used except for an alley with access from West Street.
12. **Other Projects in the Area:** The City of Raleigh has a programmed project to extend West Street under the NC Railroad Corridor between Martin Street and Cabarrus Street that would provide a critical connection to the new Raleigh Union Station. The environmental planning for this project is nearly complete.

There are three development projects in the relative vicinity of Z-19-19. Two of them are zoned DX-20-SH, 301 Hillsborough Street (SR-9-19) and Nexus Mixed Use Phase 1 (SR-12-19).

13. **TIA Determination:** Approval of case Z-19-19 would increase the site's projected trip generation. As indicated below, the daily volume would increase by approximately 6,946

trips. Based on the current Raleigh Street Design Manual, mitigation measures would not be required since the project is zoned Downtown Mixed Use.

Impact Identified: None.

Urban Forestry

1. This rezoning doesn't affect the requirements of 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.

The request does not include any public space or public art beyond what is required by the UDO. Potential missed opportunity for enhanced public open space and public art resources in an area identified as a priority for that type of investment.

Mitigation of Impacts

The applicant could include a zoning condition that requires the amenity area be open to the public, include elements identified as a priority by the Parks, Recreation and Cultural Resources Department, incorporate a certain amount of public art, or be larger than required by the UDO.

CONCLUSION

This request is to rezone approximately 1.76 acres from Downtown Mixed Use–12 Stories–Shopfront (DX-12-SH) to Downtown Mixed Use–40 Stories–Conditional Use (DX-40-CU). Proposed zoning conditions prohibit a number of uses otherwise allowed in DX districts; require at least 20 housing units that are affordable to households earning 80% of the area median income; require the mixed-use building type; prohibit surface parking between the building and the street; set a 50-foot minimum spacing for pedestrian entrances on West Street; define the type of streetscape on Hargett and West Streets; and require certain building materials.

The request is **consistent** with the Future Land Use Map and **consistent** with Comprehensive Plan overall. The request is **inconsistent** with the Urban Form Map. The inconsistency with the Urban Form Map could be eliminated with the addition of zoning conditions implementing the missing regulations of Shopfront frontages.

The request is **consistent** with Comprehensive Plan policies regarding compact growth, land uses near transit, housing location and affordability, and downtown density. The request is **consistent** with relevant policies in the Downtown West Gateway Area Plan. The request is **inconsistent** with policies related to infrastructure, setbacks, and public real amenities.

The request would support the Vision Themes of *Expanding Housing Choices*, *Managing our Growth*, and *Coordinating Land Use and Transportation*. Development under the proposal is unlikely to adversely affect the community.

CASE TIMELINE

Date	Action	Notes
3/15/19	Pre-application Conference	
4/10/19	Neighborhood Meeting	
5/17/19	Submitted application	
6/3/19	Central CAC meeting	
6/14/19	Submitted additional stormwater documentation	Will be reviewed for UDO compliance at time of permitting
6/25/19	Planning Commission review	

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

	SUBJECT PROPERTY	NORTH	SOUTH	EAST	WEST
Existing Zoning	DX-12-SH	DX-12-SH	DX-5-SH	DX-20-SH-CU	DX-3
Additional Overlay	N/A	N/A	N/A	N/A	N/A
Future Land Use	Central Business District				
Current Land Use	Commercial warehouse	Office	Office; retail; bar	Mixed-use	Railroad corridor
Urban Form	Downtown	Downtown	Downtown	Downtown	Downtown

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	DX-12-SH	DX-40-CU
Total Acreage	1.76	1.76
Setbacks:	(mixed use building)	(mixed use building)
Front	0' - 15' build-to	3'
Side street	0' - 15' build-to	3'
Side lot	0' or 6'	0' or 6'
Rear	0' or 6'	0' or 6'
Residential Density:	251 d.u./acre	934 d.u./acre
Max. # of Residential Units	441	1,644
Max. Gross Building SF	519,151	1,934,193 (res. only)
Max. Gross Office SF	500,145 (off. only) 460,134 (off. + retail)	875,413 (off. only) 853,528 (off. + retail)
Max. Gross Retail SF	41,532 (res. + retail)	46,936 (res. + retail)
Potential F.A.R	6.77	25.23 (res. only)

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

RECEIVED
MAY 17 2019

CONDITIONAL USE DISTRICT ZONING CONDITIONS	
Zoning Case Number	OFFICE USE ONLY Transaction # Rezoning Case #
Date Submitted	
Existing Zoning DX-12-SH Proposed Zoning DX-40-CU	
Narrative of Zoning Conditions Offered	
1. In addition to those otherwise prohibited by the UDO, the following uses are prohibited: dormitory, fraternity, sorority; cemetery; adult establishment; pawnshop; vehicle fuel sales; detention center, jail, prison; self-storage.	
2. <small>The property owner will dedicate no less than 20 units as affordable for households earning 80% area median income or less for a period of no less than 10 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 & Neighborhoods Department. An Affordable Housing Deed Restriction in a form approved by the City shall be filed and recorded in the property's chain of title by the property owner in the Wake County Register of Deeds prior to the project receiving a certificate of occupancy. Affordable units offered within this condition shall be constructed concurrently with the project's market rate units. The property owner shall certify to the City compliance with this zoning condition on an annual basis.</small>	
3. Mixed use building shall be the primary permitted building type	
4. No on-site parking shall be permitted between the building and W. Hargett Street. No on-site parking shall be permitted between the building and S. West Street. No on-site parking shall be permitted between the building and W. Martin Street. Drive aisles and bus idling areas shall not considered as parking for purposes of this condition.	
5. The building shall have pedestrian access on the portion facing S. West Street with maximum street entrance spacing of 50'.	
6. The streetscape along S. West St. shall be Main Street. The streetscape along W. Hargett St. shall be Mixed Use.	
7. Permitted building siding materials shall include any combination of brick, stone, concrete masonry, cementitious siding, hard coat stucco, wood, metal, terracotta and/or glass.	
8.	
9.	
10.	

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

Owner/Agent Signature Shelley Blake Print Name Shelley Blake

Rezoning Conditions

1. In addition to those otherwise prohibited by the UDO, the following uses are prohibited: dormitory, fraternity, sorority; cemetery; adult establishment; pawnshop; vehicle fuel sales; detention center, jail, prison; self-storage.
2. The property owner will dedicate no less than 20 units as affordable for households earning 80% area median income or less for a period of no less than 10 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 & Neighborhoods Department. An Affordable Housing Deed Restriction in a form approved by the City shall be filed and recorded in the property's chain of title by the property owner in the Wake County Register of Deeds prior to the project receiving a certificate of occupancy. Affordable units offered within this condition shall be constructed concurrently with the project's market rate units. The property owner shall certify to the City compliance with this zoning condition on an annual basis.
3. Mixed use building shall be the primary permitted building type.
4. No on-site parking shall be permitted between the building and W. Hargett Street. No on-site parking shall be permitted between the building and S. West Street. No on-site parking shall be permitted between the building and W. Martin Street. Drive aisles and bus idling areas shall not be considered as parking for purposes of this condition.
5. The building shall have pedestrian access on the portion facing S. West Street with maximum street entrance spacing of 50'.
6. The streetscape along S. West St. shall be Main Street. The streetscape along W. Hargett St. shall be Mixed Use.
7. Permitted building siding materials shall include any combination of brick, stone, concrete masonry, cementitious siding, hard coat stucco, wood, metal, terracotta and/or glass.

Rezoning Application



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

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Transaction # Rezoning Case #
Existing Zoning Base District	DX	Height 12	
Proposed Zoning Base District	DX	Height 40	
Frontage SH Overlay(s) _____ Frontage N/A 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: Z-27B-2014			MAY 17 2019 PM 3:57
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:			
589553			

GENERAL INFORMATION			
Date	Date Amended (1)	Date Amended (2)	
Property Address 200 S. West St.; 206 S. West St.; and 210 S. West St.			
Property PIN 1703488450; 1703488314; and 1703488250		Deed Reference (book/page) 010852/02477; 011197/01478; 01197/01478	
Nearest Intersection W. Hargett St. and S. West St.			
Property Size (acres) 1.76	(For PD Applications Only) Total Units N/A Total Square Feet N/A		
Property Owner/Address ATTN: Shelley Blake Research Triangle Regional Public Transportation Authority		Phone 919-485-7561	Fax
		Email SBlake@gotriangle.org	
Project Contact Person/Address Jamie Schwedler 301 Fayetteville Street, Suite 1400 Raleigh, NC 27601		Phone 919-835-4529	Fax 919-834-4564
		Email jamieschwedler@parkerpoe.com	
Owner/Agent Signature <i>Shelley Blake</i>		Email SBlake@gotriangle.org	

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. See attached.

2.

3.

4.

PUBLIC BENEFITS

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

1. See attached.

2.

3.

4.

REZONING APPLICATION ADDENDUM #2

Impact on Historic Resources

OFFICE USE ONLY

Transaction #

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.

None

PROPOSED MITIGATION

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

N/A

URBAN DESIGN GUIDELINES

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

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

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

Urban Form Designation: N/A

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

1.	<p>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.</p> <p>Response: N/A</p>
2.	<p>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.</p> <p>Response: N/A</p>
3.	<p>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.</p> <p>Response: N/A</p>
4.	<p>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.</p> <p>Response: N/A</p>
5.	<p>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.</p> <p>Response: N/A</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: N/A</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: N/A</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: N/A</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: N/A</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: N/A</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: N/A</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: N/A</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response: N/A</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response: N/A</p>
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p>Response: N/A</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p>Response: N/A</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p>Response: N/A</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response: N/A</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>Response: N/A</p>

20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p>Response: N/A</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: N/A</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: N/A</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: N/A</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: N/A</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: N/A</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: N/A</p>

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

MASTER PLAN SUBMITTAL REQUIREMENTS

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

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 subject property is designated as “Central Business District” in the Future Land Use Map (“FLUM”). The FLUM states that DX should be the primary district for the mixed-use core of downtown and that “heights in the downtown could reach as high as 40 stories in the core.” Therefore, the proposed rezoning to DX-40 directly conforms with the FLUM designation.

The FLUM also states that the Central Business District supports a mix of high intensity office, retail, housing, government, and institutional uses. The proposed rezoning allows for a mix of high intensity uses consistent with those contemplated in the Central Business District.

2. The subject property falls within the Downtown West Gateway Small Area Plan (“AP-DW”) of the 2030 Comprehensive Plan. Specifically, the subject property is within the Station Area Core of the AP-DW where “[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.” The proposed rezoning would advance the goals of the Station Area Core by allowing for a high level of development intensity and a vertical mix of uses. The zoning request is also consistent with the following applicable AP-DW policies:

a. **Policy AP-DW 2 Mixed-Use Development**, *Mixed-use development should be the primary form of development in the area with an emphasis on significant new residential growth and a vertical mix of uses in multi-story buildings.* The proposed rezoning would allow for a vertical mix of uses, including residential uses, in a multi-story building.

b. **Policy AP-DW 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 Raleigh Union Station.* The applicant’s proposed use of the property includes a bus terminal adjacent to Raleigh Union Station which would allow for bus connections to Raleigh Union Station and would greatly improve Raleigh’s public transportation network.

c. **Policy AP-DW 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.* The proposed rezoning would allow for a major public use among other mixed uses at the site. The proposed rezoning is planned to allow a regional bus facility to compliment Raleigh Union Station.

d. **Policy AP-DW 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.* The proposed rezoning would allow for taller buildings on the site and within the Station Area Core. The site is not close to existing single family neighborhood and is separated from single family uses by a

railway corridor. The site is surrounded by the Dillon, the Citrix site, Raleigh Union Station, and other properties that are currently seeking to be rezoned for taller building heights. Therefore, the site is well suited for taller building heights.

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

a. **Policy DT 1.2 Vertical Mixed Use**, *Encourage vertical mixed-use development throughout downtown, unless otherwise indicated on the Future Land Use Map.* The proposed rezoning would allow for vertical mixed use development on the site.

b. **Policy DT 1.3 Underutilized Sites in Downtown**, *Encourage the redevelopment of underutilized sites in downtown, included but not limited to vacant sites, surface parking lots, and brownfield sites.* The proposed rezoning would allow for the redevelopment of a vacant, brownfield site into a multimodal mixed-use facility.

c. **Policy DT 1.4 Redevelopment around the MTC**, *Support the redevelopment of underutilized land adjacent to the proposed Multi-modal Transit Center (MTC) with uses that will contribute to the success of the MTC and downtown.* The proposed rezoning is part of the development of the MTC and would allow for a vertical mix of complementary uses to the MTC and a regional bus transit station to compliment Raleigh Union Station.

d. **Policy DT 1.5 Supporting Retail Growth**, *Encourage the scale and intensity of development needed to strengthen downtown’s capacity to support a vibrant retail environment.* The proposed rezoning would allow for up to 40 stories of mixed use development, the scale and intensity of which would help to support a vibrant retail environment.

e. **Policy DT 1.15 High Density Development**, *Highest density development should occur along the axial streets (Hillsborough Street, Fayetteville Street and New Bern Avenue), major streets (as identified by the Street plan), surrounding the squares, and within close proximity to planned transit stations.* The proposed rezoning would allow for high density development connected on the same site as a regional bus transit station and adjacent to Raleigh Union Station.

f. **Policy DT 2.1 Multi-modal Downtown Transportation System**, *Downtown should be well served by the broadest range of transportation options, including bikeways, sidewalks, greenway trails, roadways, streetcars, light rail, and buses.* The proposed rezoning would allow for the development of a new regional bus transit station adjacent to Raleigh Union Station.

g. **Policy DT 2.5 Widen Sidewalks**, *In new streetscape designs, provide expansive sidewalks and widen existing sidewalks to a 14-foot minimum where there is available right-of-way.* The proposed rezoning includes conditions to require a Mainstreet streetscape along S. West St. and a Mixed Use streetscape along W. Hargett St.

h. **Policy DT 2.11 Enhanced Downtown Transit Service**, *Promote non-automotive circulation among downtown activity and employment centers through enhanced transit service*

including circulators, which may be bus or streetcar. The proposed rezoning would allow for the development of a new regional bus transit station adjacent to Raleigh Union Station.

i. **Policy DT 2.12 Development Around Major Transit Facilities,** *Integrate recreation, retail, service, and community uses within public transportation facilities, including the Moore Square transit station and proposed Multi-Modal Transportation Center.* The proposed rezoning is part of the development of the MTC and would allow for a vertical mix of complementary uses to the MTC.

j. **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 proposed rezoning would allow for high density development connected on the same site as a regional bus transit station and adjacent to Raleigh Union Station.

k. **Policy DT 4.1 Encouraging Downtown Housing,** *Encourage high-density residential development in downtown, consistent with the target of accommodating another 25,000 residents by 2030.* The proposed rezoning would allow for up to 40 stories of mixed use development that would include residential uses and affordable housing.

l. **Policy DT 4.3 Expanding Downtown's Affordable Housing Supply,** *Preserve and expand the existing supply of affordable housing in and near downtown.* The proposed rezoning includes conditions to require affordable housing at the subject downtown site.

m. **Policy DT 4.4 Mixed Income Housing,** *Encourage mixed-income housing downtown.* The proposed rezoning would allow for up to 40 stories of mixed use development that would include residential uses and affordable housing.

n. **Policy DT 7.4 Building Entries,** *The main entrance of new buildings should front onto a public street. Where buildings abut multiple streets and one of which is an axial street, the main entrance of the building should front onto the axial street. This policy also applies, where practicable, to existing buildings undergoing major renovations or rehabilitation.* The proposed rezoning includes conditions requiring pedestrian access on S. West Street with maximum street entrance spacing of 50'.

PUBLIC BENEFITS

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

This zoning request relates to the applicant's plan to open a mixed use facility as part of the City's planned Multi-modal Transportation Center and would include a new regional bus transit station adjacent to Raleigh Union Station. The proposed bus station will provide a public benefit by creating additional public transportation options in the downtown area. The proposed rezoning will also include a vertical mix of uses, the density of which will help support a vibrant downtown retail environment.

The proposed rezoning includes conditions that require affordable housing. The proposed development will provide needed affordable housing stock in the downtown area, and is the first such request under the City's new ordinance.

The proposed rezoning also benefits the public because it involves the redevelopment of a vacant brownfield site. The purpose of the brownfield program is to encourage private development of contaminated sites, which will be accomplished in conjunction with the proposed rezoning.

March 26, 2019

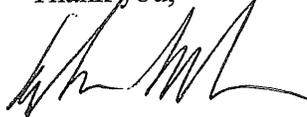
Re: Notice of Neighborhood Meeting

Neighboring Property Owners:

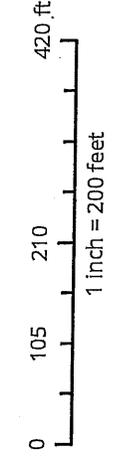
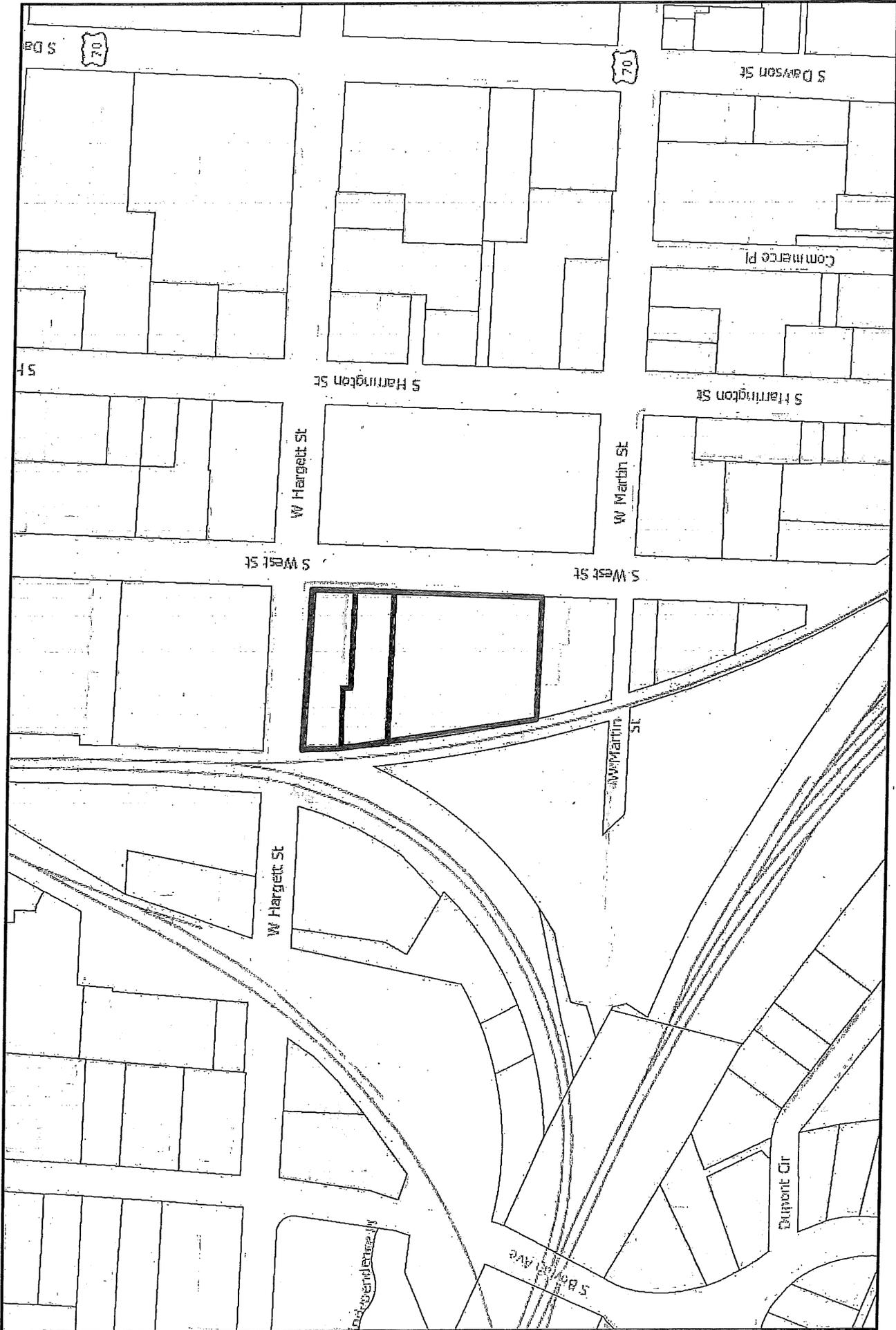
A neighborhood meeting will be held at 6:30 p.m. on Tuesday, April 10th at Raleigh Union Station, located at 510 W Martin St, Raleigh, NC 27601. The purpose of the meeting is to discuss an upcoming application to rezone three parcels of land located at 200 S. West St. (PIN: 1703488450), 206 S. West St., (PIN: 1703488314), and 210. S West St. (PIN: 1703488250). Attached is a vicinity map outlining the location of the parcels. The rezoning will seek a change for all three parcels from DX-12-SH to DX-40-CU, with conditions to indicate frontage treatment. The applicant will describe the nature of this rezoning request and field any questions from the public. The City of Raleigh requires a neighborhood meeting involving the property owners within 500 feet of the area requested for rezoning prior to the submittal of any rezoning application. Any landowner who is interested in learning more about this project is invited to attend.

If you have any questions, please contact Collier Marsh at (919) 835-4663 or via email at colliermarsh@parkerpoe.com. You may also contact the Raleigh Department of City Planning at (919) 996-2682, via email at rezoning@raleighnc.gov, or visit the City's web portal at <https://www.raleighnc.gov>.

Thank you,



Collier Marsh



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SUMMARY OF ISSUES

A neighborhood meeting was held on April 10, 2019 (date) to discuss a potential rezoning located at 200 S. West St.; 206 S. West St.; and 210 S. West St. (property address).

The neighborhood meeting was held at Raleigh Union Station (location).

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

Summary of Issues:

Volume of pedestrian traffic at the intersection of W. Hargett and S. Harrington.
Time frame of development of the site
Potential uses of the site; how uses will be determined
Scope of GoTriangle's authority and control of the project
Workforce housing and scope of affordability
Anticipated bus routes from site

Go Triangle Mailing List

Owner	Mail Address 1	Mail Address 2	Mail Address 3
409 WEST MARTIN LANDLORD LLC	409 W MARTIN ST	RALEIGH NC 27603-1819	
ATM ASSOCIATES INC	1544 CARR ST	RALEIGH NC 27608-2302	
BLACK, ANDREW H	602 24TH ST	VIRGINIA BEACH VA 23451-4019	
BOYETTES LEASING CORPORATION	PO BOX 25014	RALEIGH NC 27611-5014	
CARBON, AMANDA E LEASTON, CHRISTOPHER ANDRE	320 101 W MARTIN ST	RALEIGH NC 27601-1325	
CAROLINA SPIRITS INC	5023 DUNWOODY TRL	RALEIGH NC 27606-1762	
CENTER LINE PROPERTIES LLC	509 W NORTH ST	RALEIGH NC 27603-1414	
CHAN, JUSTIN H.	320 W MARTIN ST APT 103	RALEIGH NC 27601-1368	
CITY OF RALEIGH	222 W HARGETT ST	RALEIGH NC 27601-1316	
CITY OF RALEIGH	PO BOX 590	RALEIGH NC 27602-0590	
CITYVIEW HARGETT STREET 207 LLC	PO BOX 90937	RALEIGH NC 27675-0937	
COGGINS CONSTRUCTION COMPANY	PO BOX 1508	RALEIGH NC 27602-1508	
CONDON, NICOLE C	320 W MARTIN ST APT 204	RALEIGH NC 27601-1368	
COZART, OTHO C COZART, JULIA V	320 S HARRINGTON ST	RALEIGH NC 27603-1818	
DEPARTMENT OF TRANSPORTATION	1505 MAIL SERVICE CTR	RALEIGH NC 27699-1505	
DILLON STATION, LLC	5425 WISCONSIN AVE STE 202	CHEVY CHASE MD 20815-3583	
DILLON SUPPLY CO	PO BOX 14535	RALEIGH NC 27620-4535	
DRAKE FAMILY LLC THORNHILL INVESTMENTS LLC	MIKELS & JONES	3901 BARRETT DR STE 102	RALEIGH NC 27609-6611
EMPIRE HU PROPERTIES LLC	133 FAYETTEVILLE ST STE 600	RALEIGH NC 27601-2911	
EMPIRE PROPERTIES LLC	133 FAYETTEVILLE ST STE 600	RALEIGH NC 27601-2911	
FATHEFUL, DUSTIN TYLER	320 105 W MARTIN ST	RALEIGH NC 27601-1384	
FULENWIJDER, CHRISTA JEAN	320 W MARTIN ST APT 102	RALEIGH NC 27601-1325	
GLENWOOD ONE OFFICE, LLC	501 FAIRMONT AVE STE 101	TOWSON MD 21286	
GLENWOOD ONE SOUTH, LLC	501 FAIRMOUNT AVE STE 101	TOWSON MD 21286-5462	
GOODWILL COMMUNITY FOUNDATION INC	4808 CHIN PAGE RD	DURHAM NC 27703-8476	
GUAN, CHANGHONG	320 W MARTIN ST APT 205	RALEIGH NC 27601-1384	
HARRINGTON STREET LLC	PO BOX 37579	RALEIGH NC 27627-7579	
MADISON JOINT VENTURE LLC	119 S HARRINGTON ST	RALEIGH NC 27603-1813	
MARTIN PLACE CONDOMINIUMS	1901 YORKGATE DR	RALEIGH NC 27612-3449	
MASON STREET, LLC	115 S MASON ST	APEX NC 27502-1916	
MCKEE, KATHRYNE LEONARD	1907 PARK DR	RALEIGH NC 27605-1614	
MID AMERICA APARTMENTS LP LTD PTNRP	MAA PROP TAX REF 10140	6584 POPLAR AVE	MEMPHIS TN 38138-3687
MID-AMERICA APARTMENTS LP	6815 POPLAR AVE STE 500	GERMANTOWN TN 38138-0612	
MMP JUNCTION WEST LLC	2426 E LAKE DR	RALEIGH NC 27609-7610	
MURRAY, ROSA	3407 REDBLD LN	RALEIGH NC 27607-6832	
NC DEPARTMENT OF TRANSPORTATION	1546 MAIL SERVICE CTR	RALEIGH NC 27699-1500	
NC RAILROAD COMPANY	2809 HIGHWOODS BLVD STE 100	RALEIGH NC 27604-1000	
O'CONNOR, RYAN CHRISTOPHER	320 W MARTIN ST APT 104	RALEIGH NC 27601-1368	
PATTERSON HOLDINGS LLC	PO BOX 10007	RALEIGH NC 27605-0007	
RALEIGH ACQUISITION GROUP, LLC	1026 S MAIN ST	ANN ARBOR MI 48104-3776	
RALEIGH CITY OF	PO BOX 590	RALEIGH NC 27602-0590	
RALEIGH CITY OF	222 W HARGETT ST	RALEIGH NC 27601-1316	
RALEIGH CITY OF	222 W HARGETT ST FL 2	RALEIGH NC 27601-1316	
RALEIGH FLORENCE ST MIMM LLC	115 S SAINT MARYS ST STE A	RALEIGH NC 27603-1785	
RALEIGH HOTEL GROUP, LLC	59 AT 98 PLACE BLVD	HATTIESBURG MS 39402	

RALEIGH LAND COMPANY LLC	1550 REDELL DR	RALEIGH NC 27608-2303	
RALEIGH WAREHOUSE DIST HOLDINGS LLC	GARY I FIELDS	1441 BROADWAY FL 3	NEW YORK NY 10018-1905
RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AU	PO BOX 13787	RTP NC 27709-3787	RTP NC 27709-3787
RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION A	REAL ESTATE	PO BOX 13787	RTP NC 27709-3787
RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY	ATTN REAL ESTATE	PO BOX 13787	
SAWIN, DWIGHT H III	320 W MARTIN ST APT 201	RALEIGH NC 27601-1325	
SWINDELL, RUSSELL A II	1160 HARP ST	RALEIGH NC 27604-1304	
THE DILLON MIXED USE DEVELOPMENT CONDOMINIUM OWNER	DILLON STATION LLC	5425 WISCONSIN AVE STE 202	CHEVY CHASE MD 20815-3583
THE DILLON PARKING DECK CONDOMINIUM DILLON STATION, LLC	DILLON STATION LLC	5425 WISCONSIN AVE STE 202	CHEVY CHASE MD 20815-3583
US SPRINT COMMUNICATIONS COMPANY LIMITED PARTNERSHIP	PO BOX 8490	KANSAS CITY MO 64114-0490	
WAREHOUSE DISTRICT PTNR LLC	JMC HOLDINGS LLC	216 E 45TH ST RM 1200	NEW YORK NY 10017-3341



Pre-Application Conference

Meeting Record

Transaction #: 589553 Meeting Date & Time: 3/15/19 10:00 AM

Location: One Exchange Plaza 3rd Floor

Attendees: Kyle Little, Ika Mabel, Jason Hardin, Jason Myers
Shelley Blaise, Collier Marsh, Jamie Schwedler

Parcels discussed (address and/or PIN): 200, 206, 210 West St

Current Zoning: DX-12-SH

Potential Re-Zoning: DX-40-SH

CAC Chair/Contact Information: Central

General Notes: The RUS bus site facility would serve as
a transit station, potentially with multi-family or office above.
FTA requires that development begin by 2020. applicant
is seeking DX-40-SH-CU with height conditioned between 20-40
stories. want to condition affordable housing into the request
grant requires 6-r bus bays and street connections to BRT
would want to adhere to the historical character of the

Department & Staff	Notes surrounding area, could condition certain
<p>Development Services ___Justin Rametta Justin.Rametta@raleighnc.gov 919-996-2665 ___Mike Walters Michael.Walters@raleighnc.gov 919-996-2636 ___Walt Fulcher Walt.Fulcher@raleighnc.gov 919-996-3517</p>	<p>design elements, or preserve portions of the existing facade. conditions that mimic shop front could be offered to allow flexibility for the bus terminal. PD could be done to reduce the UDO Sections: parking requirements would meet goals of supporting affordable housing better. A PD requires a traffic study. could use a street parking study for the site plan review phase.</p>