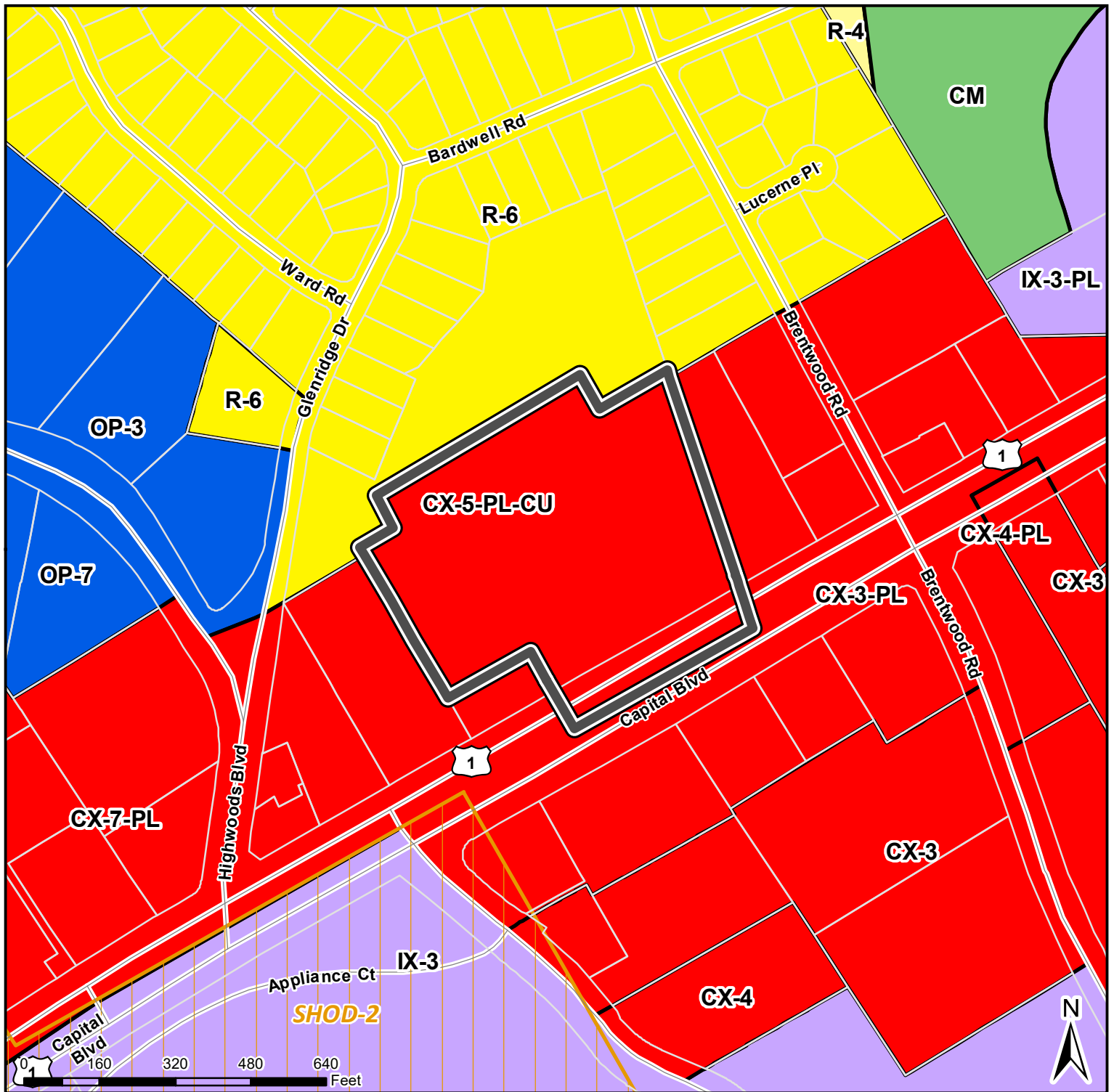
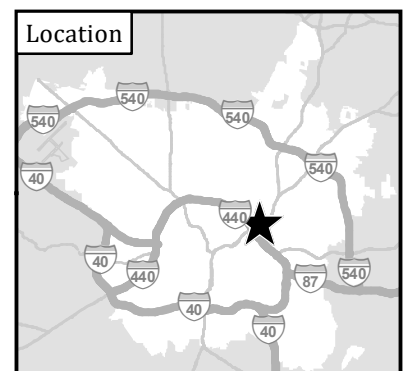


# Existing Zoning

# Z-35-2019



Property	2815 Capital Blvd
Size	8.02 acres
Existing Zoning	CX-5-PL-CU
Requested Zoning	CX-5-GR-CU





# RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 11968

## CASE INFORMATION: Z-35-19 2815 CAPITAL BLVD

Location	Capital Blvd, on its west side, approximately 350 feet south of Brentwood Rd Address: 2815 Capital Blvd PINs: 1715930251 <a href="#">iMaps</a> , <a href="#">Google Maps</a> , <a href="#">Directions from City Hall</a>
Current Zoning	CX-5-PL-CU
Requested Zoning	CX-5-GR-CU
Area of Request	8.02 acres
Corporate Limits	The site is within Raleigh's corporate limits.
Property Owner	CB Hotel LLC Balbir Brar 9903 Beach Mill Rd Great Falls, VA 22066
Applicant	Molly M. Stuart, Morningstar Law Group 421 Fayetteville St., Suite 530 Raleigh, NC 27601
Citizens Advisory Council (CAC)	Atlantic CAC Kate Jetton, Chair <a href="mailto:ktjetton@gmail.com">ktjetton@gmail.com</a>
PC Recommendation Deadline	February 10, 2020

## SUMMARY OF PROPOSED CONDITIONS

1. Prohibits certain uses.
2. Reduces the block perimeter standard for the site.
3. Requires a pedestrian connection from Capital Boulevard to the rear of the site.

## COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Business & Commercial Services (BCS)
Urban Form	Transit Emphasis Corridor
Consistent Policies	Policy LU 2.2—Compact Development Policy LU 4.9—Corridor Development Policy LU 7.4—Scale and Design of New Commercial Uses Policy LU 8.10—Infill Development Policy LU 8.11—Development of Vacant Sites

	Policy LU 11.4—Rezoning/Development of Industrial Areas Policy T 2.3—Eliminating Gaps Policy ED 5.2—Creating Investment Opportunities Policy H 1.1—Mixed-Income Neighborhoods Policy H 1.8—Zoning for Housing Policy UD 7.3—Design Guidelines
<b>Inconsistent Policies</b>	Policy LU 1.2—Future Land Use Map and Zoning Consistency Policy LU 1.3—Conditional Use District Consistency Policy LU 4.5—Connectivity Policy UD 1.10—Frontage

## 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
9/17/2019 (9 attendees)	9/19/2019; 11/21/2019 (20-2 in favor)	11/12/2019; 11/26/2019; 12/10/2019	1/7/2020

## PLANNING COMMISSION RECOMMENDATION

The rezoning case is **Inconsistent** with the Future Land Use Map and **Consistent** with the relevant policies in the Comprehensive Plan, furthermore **Approval** is reasonable and in the public interest because:

<b>Reasonableness and Public Interest</b>	The request is consistent with the Comprehensive Plan and would provide for housing. The City Council should consider impacts of the requested exemption from the block perimeter standard with regard to future transportation planning and street connections around the site.
<b>Change(s) in Circumstances</b>	The site is in a location with good access to employment and amenities. There is substantial demand for new housing in the area.

<b>Amendments to the Comprehensive Plan</b>	If approved, the Future Land Use Map will be amended as to the subject parcel only from Business & Commercial Services to Community Mixed Use.
<b>Recommendation</b>	Approve. City Council may now schedule this proposal for a public hearing or refer it to committee for further study and discussion.
<b>Motion and Vote</b>	Motion: Tomasulo Second: Winters In Favor: Geary, Hicks, Jeffreys, Mann, Tomasulo and Winters
<b>Reason for Opposed Vote(s)</b>	N/A

## 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:      John Anagnost: (919) 996-2638; [John.Anagnost@raleighnc.gov](mailto:John.Anagnost@raleighnc.gov)



# ZONING STAFF REPORT – CASE Z-35-19

## Conditional Use District

### OVERVIEW

The rezoning site is 8.02 acres on a single parcel located on the west side of Capital Boulevard between Highwoods Boulevard and Brentwood Road. It is roughly a trapezoid that measures 550 deep by 700 feet wide. The vacant Capital Plaza hotel complex occupies most of the site. Two buildings form the hotel facility. The primary structure, in the southeastern portion of the property, was constructed in 1974 and had three additions built in 1979 and 1980. A smaller structure containing additional rooms is located on the west side of the site.

The remainder of the property is mostly paved as surface parking, though a portion of the paved area between the two buildings appears to be the foundation of a demolished building. Trees are present around the perimeter of the property as well as in a 50-foot wide band separating the main parking area from a second parking lot in the rear of the site. The rear parking lot sits on a separate parcel and is about 15 feet lower in elevation than the rest of the site. A separate zoning case has been filed for this parcel. This case has number Z-34-19. The two parcels have different owners.

The request is to change the zoning from Commercial Mixed Use-5 Stories-Parking Limited-Conditional Use (CX-5-PL-CU) to Commercial Mixed Use-5 Stories-Green-Conditional Use (CX-5-GR-CU). To the north of the subject parcel is an undeveloped, forested parcel. The Brentwood neighborhood is located farther to the north.

On the east and west sides of the rezoning site are commercial uses fronting on Capital Boulevard. Development along Capital Boulevard near the site is retail and light industrial. Highwoods Boulevard to the west is the location of the Highwoods office park, which extends from Glenridge Drive to Atlantic Avenue. The interchange of Capital Boulevard with I-440 is located approximately one-half mile southwest. Marsh Creek passes the site 1,000 feet to the east.

The rezoning property is designated for Business & Commercial Services on the Future Land Use Map. Many of the parcels fronting on Capital Boulevard near the site are also in the Business & Commercial Services designation. This designation recommends “heavy” commercial and light industrial uses such as Vehicle Sales and Warehouse/Distribution, respectively. Highwoods has been designated for Office/Research & Development. The property immediately behind the site is designated for Office & Residential Mixed Use. Brentwood is mapped with the Low Density Residential designation.

There is a City-led corridor study in progress called Capital Boulevard North that may recommend changes to the Future Land Use Map in this area. In particular, a recommendation to change the Business & Commercial Services designation to a mixed use designation is likely to be included in the final study recommendations. The study is projected to be complete and transmitted to the City Council for review in summer of 2020.

The rezoning site is zoned CX-5-PL-CU. The Commercial Mixed Use zoning allows all residential building types as well as a range of non-residential uses such as offices, retail, and restaurants. Some light industrial uses like car dealerships are also permitted in base CX zoning. The rezoning site has zoning conditions that prohibit some uses such as Telecommunications Towers and Cemeteries.

Brentwood is zoned R-6. Properties fronting on Capital Boulevard near the site are zoned Commercial Mixed Use with allowed heights of 5- and 7-stories. The Highwoods office park is zoned Office Park-7 Stories. A Special Highway Overlay District-2 is present along I-440 but does not reach the site.

The proposed zoning of CX-5-GR-CU includes the Green Frontage, which requires buildings to be somewhat closer to the primary street than the existing Parking Limited Frontage. In the Green Frontage, an area of landscaping between the building and the street, and parking is prohibited. The Parking Limited Frontage allows some parking in front of the building.

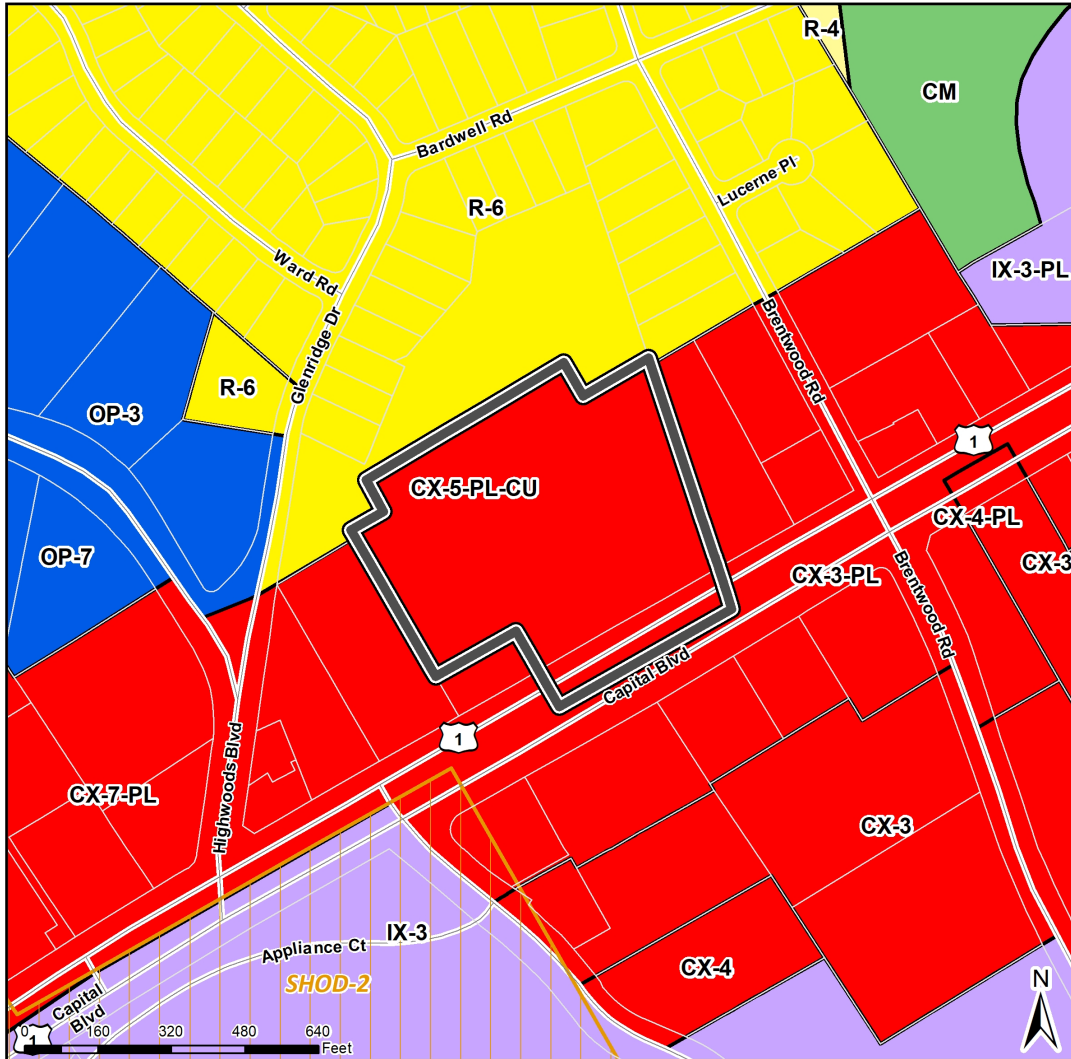
The potential residential density of the site would be increased slightly by the proposal because the Green Frontage allows a reduction in required parking that is not allowed by the Parking Limited Frontage. The rezoning request includes a condition that prohibits certain uses such as Telecommunications Towers and Outdoor Sports and Entertainment Facilities. According to the existing zoning conditions, Multi-family development must be Congregate Care. The proposed zoning would remove this requirement. The request also includes a condition that requires dedication of a new street right-of-way on the property and a pedestrian passage.

## OUTSTANDING ISSUES

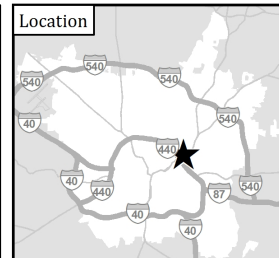
Outstanding Issues	1. None.	Suggested Mitigation	1. None.
--------------------	----------	----------------------	----------

# Existing Zoning

Z-35-2019



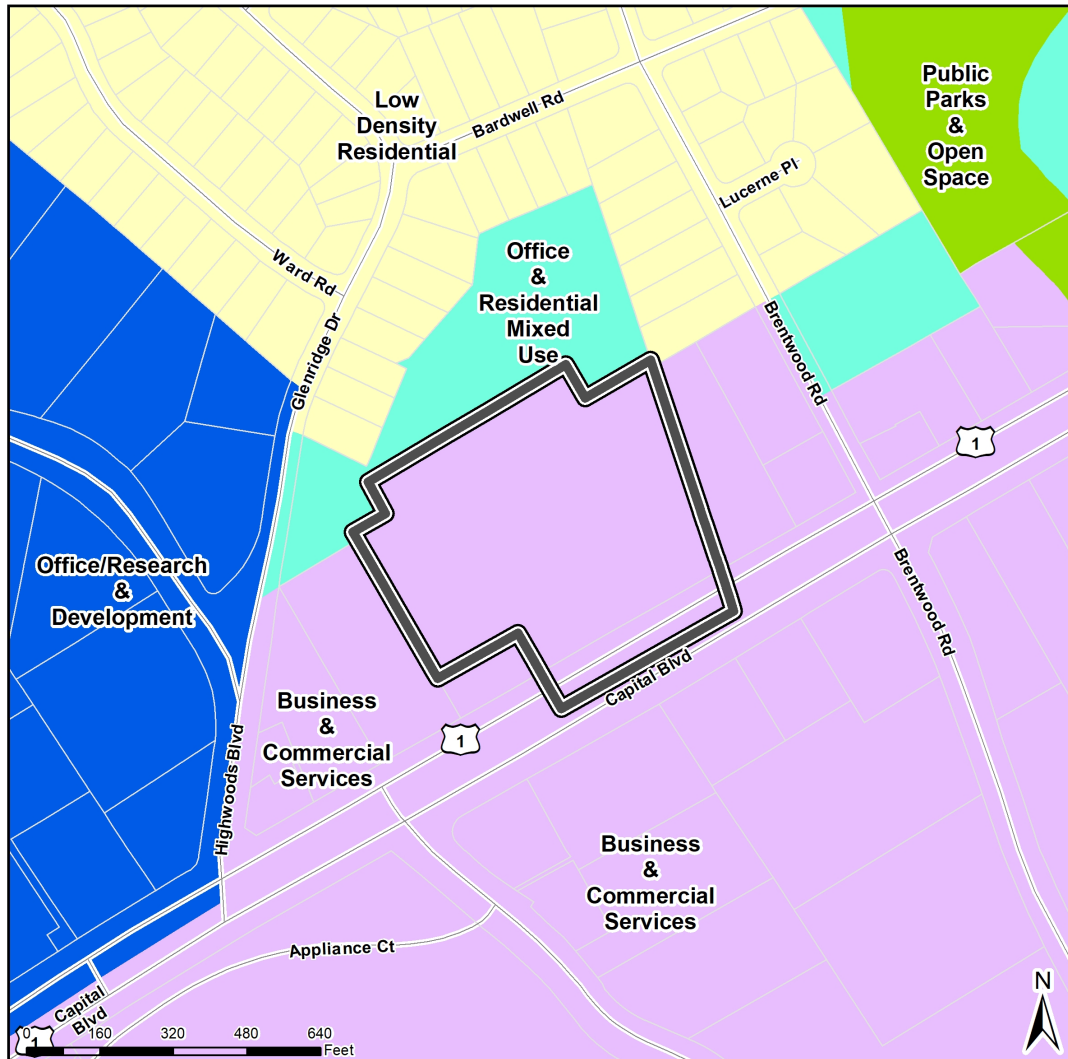
<b>Property</b>	2815 Capital Blvd
<b>Size</b>	8.02 acres
<b>Existing Zoning</b>	CX-5-PL-CU
<b>Requested Zoning</b>	CX-5-GR-CU



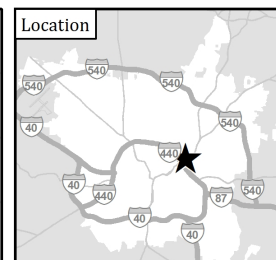
Map by Raleigh Department of City Planning (mansoff): 9/20/2019

# Future Land Use

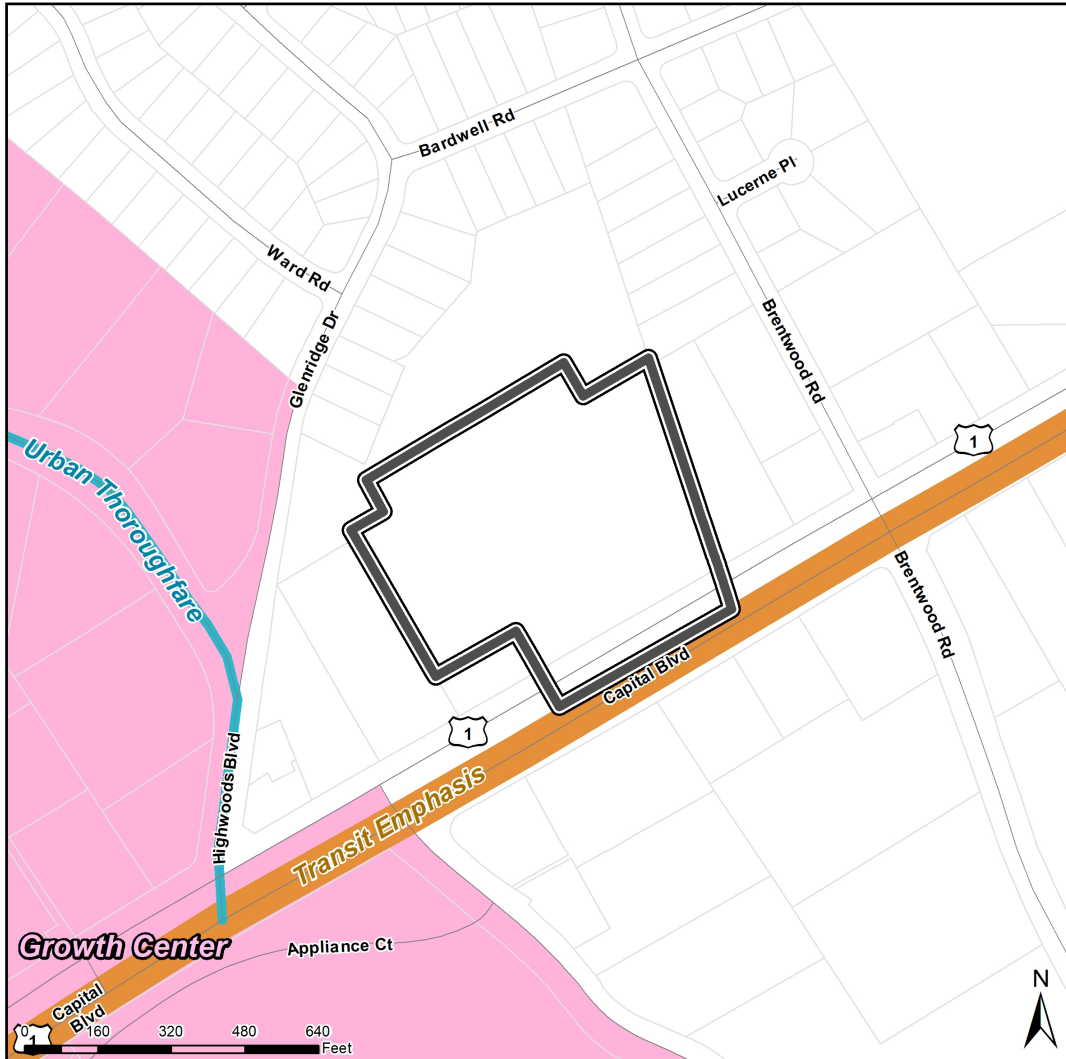
Z-35-2019



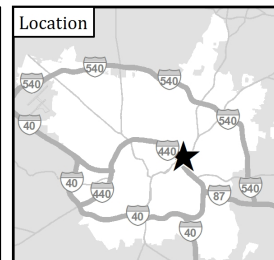
<b>Property</b>	2815 Capital Blvd
<b>Size</b>	8.02 acres
<b>Existing Zoning</b>	CX-5-PL-CU
<b>Requested Zoning</b>	CX-5-GR-CU



Map by Raleigh Department of City Planning (mansoff): 9/20/2019



<b>Property</b>	2815 Capital Blvd
<b>Size</b>	8.02 acres
<b>Existing Zoning</b>	CX-5-PL-CU
<b>Requested Zoning</b>	CX-5-GR-CU



Map by Raleigh Department of City Planning (mansoff): 9/20/2019

# 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?

Yes, the proposal is consistent with the Expanding Housing Choices Vision Theme because it would allow housing for people of any age rather than the age-restricted housing that is allowed under the existing zoning. The Vision Theme of Managing our Growth is also consistent with the zoning request because the proposed zoning would allow a mix of uses in a compact, pedestrian-friendly form in a location that has access to existing City infrastructure, including high-frequency transit service.

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

No. While many of the uses allowed by the proposed CX district are recommended in the Business & Commercial services designation, the request would allow residential units on the ground floor. Ground-floor housing is expressly not recommended in this Future Land Use Map designation.

- 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 proposed zoning is not needed to serve the planned uses of the area, which are heavy commercial and light industrial. A residential development would not adversely alter the existing heavy commercial character, but the existing character may not be completely compatible with a residential use. Residents of a new development on the site may perceive negative impacts from surrounding developments including noise, odor, or fumes.

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

Yes, the existing infrastructure in the vicinity of the site is sufficient to serve the development. The request includes a condition requiring dedication of new vehicle and pedestrian connections within the site.

## Future Land Use

**Future Land Use designation:** Business & Commercial Services

**The rezoning request is**

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

☒ **Inconsistent**

The Business & Commercial Services designation recommends intense commercial and light industrial uses. The proposed zoning conditions prohibit many of the heavy commercial uses that are allowed in the Commercial Mixed Use base district. In addition, the proposed zoning would enable an entirely residential development and residential uses on the ground floor. Residential uses are recommended to be limited in the definition of Business & Commercial Services, and ground-floor residential units should not be allowed at all according to the definition. A more consistent district would be Industrial Mixed Use (IX). Alternatively, if the heavy commercial prohibitions were removed and conditions were offered to prohibit ground-floor residential units in the proposed CX district, the request would also be more consistent with this policy.

## Urban Form

**Urban Form designation:** Transit Emphasis Corridor

**The rezoning request is**

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

☐ **Inconsistent**

☐ **Other** (no Urban Form designation OR no Urban Form designation, but zoning frontage requested)

**Overview:** The Transit Emphasis Corridor designation recommends a hybrid frontage, which would make buildings easily accessible from the street for pedestrians while allowing some separation between buildings and the street in recognition that these corridors are typically major thoroughfares. The request includes the Green frontage, which is an Urban Frontage. The Transit Emphasis Corridor most directly recommends a Parking Limited frontage. The build-to range of these two frontages overlap, with the Parking Limited build-to range being wider and extending farther from the street. Most of the zoning districts near the site along Capital Boulevard have the Parking Limited frontage.

**Impact:** The proposed frontage allows for the combination of pedestrian access and spacing from the street envisioned by the Urban Form designation. The Green frontage requires a greater distance between the street and the building than the Parking Limited frontage but would not allow parking between the building and the street.

**Compatibility:** The proposed frontage is compatible with the surrounding existing developments and zoning districts.

## Compatibility

The proposed rezoning is

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

☐ **Incompatible.**

The proposed zoning would allow a range of commercial uses including office and retail. It would also allow multi-family residential development. None of the uses enabled by the request would have negative impacts on the adjacent heavy commercial and light industrial uses. Some existing, nearby uses could be perceived as nuisances by residents of the subject property if it is developed with residential uses. The rezoning site and all adjacent properties are zoned with the CX district, which allows residential uses, including on the ground floor. With the exception of the rezoning property, none of these zoning districts have conditions limiting residential development.

## Public Benefits of the Proposed Rezoning

- The request would allow housing that is not age restricted, which may create additional housing opportunities for people younger than 62 years old.
- The request would allow additional commercial development which may create more employment, services, or outlets for shopping.

## Detriments of the Proposed Rezoning

- The proposed zoning may increase vehicle trips in the surrounding road network.

## 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.

*The request would allow slightly more development in an area that is heavily urbanized and served by existing City services, including high-frequency transit.*

### **Policy LU 4.9 Corridor Development**

Promote pedestrian-friendly and transit supportive development patterns along multi-modal corridors designated on the Growth Framework Map, and any corridor programmed for “transit intensive” investments such as reduced headways, consolidated stops, and bus priority lanes and signals.

*The proposed zoning would allow mixed-use development and residential density that is supportive of transit ridership. Capital Boulevard has a high-frequency transit route with a stop close to the site.*

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

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

*The proposed height of five stories is similar in scale to surrounding developments along Capital Boulevard. There are no existing uses in the vicinity of the rezoning site that are likely to be adversely affected by a development of five stories.*

#### **Policy LU 8.10 Infill Development**

Encourage infill development on vacant land within the City, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.

*An unused hotel has been present on the rezoning site for several years and has been the subject of numerous complaints from area residents that it is detrimental to public health and safety. Approval of the rezoning would encourage redevelopment of the site by removing zoning conditions that limit options for future development.*

#### **Policy LU 8.11 Development of Vacant Sites**

Facilitate the development of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures that would address these.

*The rezoning property has not been redeveloped despite being unused for around a decade. The rezoning applicant has indicated that the removal of a zoning condition requiring residential development to be congregate care would facilitate development of the site.*

#### **Policy LU 11.4 Rezoning/Development of Industrial Areas**

Allow the rezoning and/or redevelopment of industrial land for non-industrial purposes when the land can no longer viably support industrial activities or is located such that industry is not consistent with the Future Land Use Map. Examples include land in the immediate vicinity of planned transit stations.

*The proposed zoning would enable assemblage of the subject property with the property to the south to create a single development site from the site of the vacant hotel. The potential for a combined development site would encourage reinvestment and revitalization of the currently blighted hotel site.*

#### **Policy T 2.3 Eliminating Gaps**

Eliminate “gaps” in the roadway system and provide a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

*The proposed zoning includes a condition requiring dedication and construction of a public street that would fill a portion of a gap in the existing road network between Brentwood Rd and Glenridge Dr.*

**Policy ED 5.2 Creating Investment Opportunities**

In areas needing reinvestment and revitalization, create investment opportunities for new housing and employment through land assemblage incentives, site preparation, and public infrastructure improvements.

*The proposed zoning would enable assemblage of the subject property with the property to the north to create a single development site from the site of the vacant hotel. The potential for a combined development site would encourage reinvestment and revitalization of the currently blighted hotel site.*

**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.

*The request would allow for a variety of residential housing types, which may be targeted to either higher or lower income households than are currently present in the area.*

**Policy H 1.8 Zoning for Housing**

Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing.

*The requested zoning would remove a condition limiting housing to congregate care, which is age-restricted to residents 62 years old or older. Removal of this condition would allow for new development that would accommodate a wider range of household types.*

**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 proposal includes the Green frontage, which fulfills many of the recommendations of the Design Guidelines. The Green frontage will ensure that development conforms to the provisions of the Design Guidelines that call for limited parking in front of buildings, pedestrian access and comfort, sidewalk design, and building orientation.*

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 would allow a fully residential development with residential units on the ground floor. The Future Land Use Map designation for the site is Business & Commercial Services. This designation states that residential uses are only appropriate as ancillary to employment uses and should not be located on the ground floor.*

**Policy LU 1.3 Conditional Use District Consistency**

All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan.

*The proposal includes a condition that would relax the Block Perimeter standard of the Unified Development Ordinance (UDO). This condition makes the requested zoning less consistent with Policy LU 4.5 Connectivity.*

**Policy LU 4.5 Connectivity**

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

*An offered zoning condition relaxes UDO requirements for connectivity of public streets. The level of vehicular access provided within the site may be lower than would have otherwise been required as part of a development plan. A pedestrian connection from the rear of the site to Capital Blvd is required but is not required to allow vehicular traffic. NCDOT project I-5970 may call for a street connection in this area. Construction of a pedestrian passage may make this street connection more difficult.*

**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.

*The requested Green frontage is different from the Parking Limited frontage which is mapped on the parcels adjacent to the site and across Capital Boulevard from the site. The Green frontage is not supported by the Urban Form designation on Capital Blvd at the site, which is Transit Emphasis Corridor. The Urban Form map recommends a Parking Limited frontage for this site. The inconsistency with this policy is mitigated by the application of the least urban of the Urban Frontages. The Green frontage requires a setback from the street of at least 20 feet. This provides the spacing between buildings and major streets that is recommended by the Urban Form Map for Transit Emphasis Corridors.*

**Area Plan Policy Guidance**

There is no area plan guidance for the rezoning site. A corridor study for Capital Boulevard is in progress and will likely recommend changing the Future Land Use Map for the site.

# HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

## Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	41	Better than average.
Walk Score	30	48	Better than average.

*Source: Walk Score is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. The scores also correlate with shorter vehicle trips, which also produce less carbon. The city has a wide range of scores. Raleigh Municipal Building, for instance, has a Walk Score of 92, meaning the area is highly pedestrian-friendly and that many destinations are within a short walk. Some areas in the city have scores in single digits, indicating that few if any destinations are within walking distance, so nearly all trips are made by car.*

**Summary:** The WalkScore and TransitScore are both somewhat better than the average for all of Raleigh. Capital Boulevard has many destinations for shopping and employment as well as very good transit service. However, the pedestrian experience is reduced on Capital Boulevard by the large width of the road and fairly high vehicle speeds and on side streets by inconsistency of sidewalks.

## Carbon/Energy Footprint: Housing

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	Yes
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

*Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.*

**Summary:** The proposed zoning allows all residential building types. The existing zoning also allows all residential building types but only allows multi-family development if it is restricted to people 62 years old or older. The request would allow housing types that are likely to produce low carbon emissions per dwelling unit and can be available to residents of all ages.

## Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds	The proposal would allow approximately 500 non-age-restricted housing units where currently multi-family development must be age-restricted. The permitted number of age-restricted units is not likely to be changed significantly by the proposal.
Does it include any subsidized units?	No	No subsidized units are required by the zoning request.
Does it permit a variety of housing types?	Yes	All residential building types are allowed by the proposed zoning.
If not a mixed-use district, does it permit smaller lots than the average?*	N/A	Not applicable. The existing and proposed zoning are both mixed-use districts.
Is it within walking distance of transit?	Yes	There is a bus stop for Route 1 – Capital located on Capital Boulevard about 60 feet east of the southeast corner of the site.

*\*The average lot size for detached residential homes in Raleigh is 0.28 acres.*

**Summary:** The request would allow a wider range of housing types than is currently permitted on the property by removing an existing requirement for age-restricted residential units.

# IMPACT ANALYSIS

## Historic Resources

1. The site is not located within or adjacent to a National Register Historic District or Raleigh Historic Overlay District. It does not include nor is adjacent to any National Register individually-listed properties or Raleigh Historic Landmarks.

**Impact Identified: None.**

## Parks and Recreation

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 Hill St. Park (1.2 miles) and Brentwood Park (1.3 miles).
3. Nearest existing greenway trail access is provided by Crabtree Creek Greenway Trail (1 mile).
4. Current park access level of service (LOS) grade in this area is a B.

**Impact Identified: None.**

## Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	0	168,750	127,500
Waste Water	0	168,750	127,500

**Impact Identified:**

1. The proposed rezoning would subtract approximately 41,250 gpd from 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 & 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

## Stormwater

Floodplain	none
Drainage Basin	Marsh
Stormwater Management	Subject to stormwater regulations under Article 9 of UDO.
Overlay District	none

**Impact Identified: None.**

## Transit

1. No comments

**Impact Identified: None.**

## Transportation

### **Site Location and Context**

#### *Location*

The Z-35-19 site is on Capital Boulevard near the Brentwood neighborhood.

#### *Area Plans*

The Z-35-19 site located within study area of the Capital Boulevard North Corridor Study, which is active at this time. This plan is expected to recommend changes to the transportation, land use, and urban form guidance of the Comprehensive Plan. Draft recommendations were presented at public meetings in November 2019.

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

The City of Raleigh is designing sidewalks to complete gaps on Capital Boulevard between the I-440 interchange and existing sidewalk near Brentwood Road. This project is planned to be completed in early 2021.

The North Carolina Department of Transportation (NCDOT) began planning for project I-5790, which will expand the interchange of I-440 with US-1 and US-401. Preliminary concepts from NCDOT have included changes to Capital Boulevard as far north as Brentwood Road. These changes may include grade separation of through lanes on Capital Boulevard from major cross streets as well as additional street connections following square loop configurations. The subject property is one location where a square loop is being considered. A similar square loop was recently implemented at Peace Street and southbound Capital Boulevard by a different NCDOT project. Realignment of Highwoods

Boulevard with Westinghouse Boulevard is also being considered as a part of I-5790; this change is consistent with Raleigh's Comprehensive Plan (Map T-1).

## **Existing and Planned Infrastructure**

### *Streets*

The site fronts Capital Boulevard, which is designated as a six-lane divided avenue on Map T-1 of the comprehensive plan; it is maintained by NCDOT.

In accordance with UDO section 8.3.2, the maximum block perimeter for an CX-5 zoning district is 2,500 feet. The existing block perimeter is approximately 4,550 feet, following Glenridge Drive, Bardwell Road, Brentwood Road, Capital Boulevard, and Highwoods Boulevard. The planned realignment of Highwoods Boulevard with Westinghouse Boulevard would reduce the block perimeter to approximately 4,100 feet.

The preliminary recommendations of the Capital Boulevard North Corridor Study include two local streets affecting this site: one parallel to and approximately 500 feet north of Capital Boulevard and another perpendicular to Capital Boulevard roughly midway between Westinghouse Boulevard and Brentwood Road. These streets would form a square loop interchange with Capital Boulevard; the street perpendicular to Capital Boulevard would be right-in and right-out only at Capital Boulevard. This street network would result in converting the existing large block into one block with a perimeter of approximately 2,990 feet and two blocks facing Capital Boulevard with a perimeter of approximately 1,950 feet. This plan was presented to the public for comment on November 7 and November 16. These streets would bring the entire block into compliance with the block perimeter standards of UDO Section 8.3.2.

The applicant has submitted a condition to exempt the subject property from the block perimeter requirements of UDO Section 8.3.2, instead providing a five-foot sidewalk connecting through the site to Capital Boulevard. A memo from Rick Slater PE was submitted with the condition. This memo states that NCDOT would not allow a connection to Capital Boulevard at this location. However, the NCDOT-led planning process for project I-5790 is considering a public street at the location as a potential outcome of the NCDOT project. Best practices for access management generally support vehicle access on minor streets, while limiting the number of points of vehicle access on major corridors like Capital Boulevard. Exempting the subject property from providing a public street may increase the demands for vehicle access to the Capital Boulevard by eliminating the ability to have lots fronting on a new public street.

The applicant's memo assumes that a public street in this location would have a full-movement intersection with Capital Boulevard and states that the intersection would be too close to the existing intersections. The square loop concept uses a combination of a grade separation and a right-in-right-out intersection to move vehicle traffic while also supporting an urban grid of public streets. A new right-in-right-out street midway between Brentwood Road and Highwoods Boulevard would support these nearby intersections by shifting some of the turning movements away from the constrained full movement intersections.

The condition is inconsistent with the existing comprehensive plan; block perimeter standards scale with the height and intensity of development in order to support the goals of the comprehensive plan including creating a balanced, efficient, multi-modal transportation network that minimizes impact to the environment and reinforces the livability of neighborhoods. The condition is also inconsistent with the preliminary recommendations of the Capital Boulevard North Corridor Study and in conflict with the likely design of NCDOT project I-5790. Removing the block perimeter condition will improve consistency with the comprehensive plan.

#### *Pedestrian Facilities*

There are no sidewalks currently along the site's frontage on Capital Boulevard. Subdivision or site plan approval for this property will require sidewalk improvements on public street frontages. The City of Raleigh has this sidewalk currently in design; construction is planned to be completed in early 2021. Any new public streets constructed as a part of development of the site would be required to have sidewalks on both sides.

#### *Bicycle Facilities*

There are no existing bikeways serving the subject property. Highwoods Boulevard is designated for a bicycle lane and Capital Boulevard is designated for a separated bikeway in the long-term bike plan.

#### *Transit*

GoRaleigh Route 1 serves Capital Boulevard every 15 minutes. The Wake Transit Plan includes another frequent service that will traverse the area parallel to I-440. It is likely to operate on Highwoods Boulevard and Westinghouse Boulevard, approximately 400 feet from the subject property.

#### *Access*

Access to the subject property may be via Capital Boulevard or a new street constructed through the adjacent Z-34-19 site connecting the subject property to Highwoods Boulevard.

#### **TIA Determination**

Approval of case Z-35-19 may increase trip generation by 51 vehicles in the AM peak hour and 71 vehicles in the PM peak hour. Trips generated may increase by 666 vehicles per day. These increases are below thresholds for daily and total peak hour trips in the Raleigh Street Design Manual for requiring a Traffic Impact Analysis.

Z-35-19 Existing Land Use Vacant	Daily	AM	PM
	0	0	0
Z-35-19 Current Zoning Entitlements Mixed Use	Daily	AM	PM
	3,415	284	370
Z-35-19 Proposed Zoning Maximums Mixed Use	Daily	AM	PM
	4,081	335	441
Z-35-19 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	<b>666</b>	<b>51</b>	<b>71</b>

**Impact Identified:** Development of the site under the proposed zoning may marginally increase the number of vehicle trips on nearby streets. A Traffic Impact analysis is not required. An offered zoning condition would exempt the site from constructing a new public street extending north from Capital Boulevard into the site. This street would likely be required by the Block Perimeter standard of the UDO in the absence of this condition. The street is also potentially important to NCDOT project I-5970 and the Capital Boulevard North Corridor Study. The planning processes for these two projects are still in progress and so do not have a policy or regulatory impact at this time.

### Urban Forestry

1. The proposed rezoning does not affect how UDO 9.1 (Tree Conservation) would be applied to a development plan.

**Impact Identified: None.**

### Impacts Summary

The request would remove a requirement to build a new public street that is important to two pending planning processes, one by NCDOT and one by the City of Raleigh. The absence of this public street may reduce the functional benefits of both projects upon their completion.

### Mitigation of Impacts

The applicant would avoid the potential detriment to future transportation projects by removing the condition that relaxes the Block Perimeter standard or by revising the condition to require construction of a public street in a location that would serve the two pending plans.

## CONCLUSION

This case is a request to change the zoning of approximately 8 acres on the north side of Capital Boulevard from CX-5-PL-CU to CX-5-GR-CU. The site lies between property fronting on Capital Boulevard and the Brentwood neighborhood. Uses along Capital Boulevard in the area are highway-style commercial and light industrial.

The offered zoning conditions prohibit a small number of uses and reduce the Block Perimeter standard for the site. The effect of this conditions is to enable new development that would not include a public street which would be required otherwise. The request would increase the allowed density on the site by around 15%. The request would remove a condition that requires residential development to be Congregate Care, which only allows residents of 62 years or older.

By allowing residential development with housing unitson the groun  
The rezoning request is inconsistent with the Future Land Use Map designation of Business & Commercial Services in terms of allowed uses and height. It is also consistent with the 2030 Comprehensive Plan. A number of policies support the request, specifically those that call for compact, mixed use, and transit-supportive development in areas that are already served by City infrastructure and services.

A policy calling for street connectivity conflicts with the proposed zoning because the proposal would exempt the property from construction of a public street. The requested frontage is inconsistent with surrounding frontages and is somewhat more urban than what is recommended by the Urban form designation. Overall, the proposed zoning is consistent with the 2030 Comprehensive Plan.

## CASE TIMELINE

Date	Action	Notes
9/19/2019	Presented at Atlantic CAC	
9/23/2019	Application submitted	
11/1/2019	Application complete	
11/12/2019	Placed on Planning Commission agenda; deferred to 11/26 without presentation	
11/21/2019	Atlantic CAC voted to recommend approval of the request if a pedestrian-friendly connection was required from Capital Boulevard to the rear of the site.	

11/26/2019	Presented to Planning Commission; deferred to allow for revision of conditions	
------------	--	--

# APPENDIX

## SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	CX-5-PL-CU	R-6	CX-3-PL	CX-3-PL	CX-3-PL
Additional Overlay	None	None	None	None	None
Future Land Use	Business & Commercial Services	Office & Residential Mixed Use	Business & Commercial Services	Business & Commercial Services	Business & Commercial Services
Current Land Use	Vacant hotel	Undeveloped	Retail	Wholesale, Retail	Vehicle Sales, Pawn Shop
Urban Form	Transit Emphasis Corridor	None	Transit Emphasis Corridor	Transit Emphasis Corridor	Transit Emphasis Corridor, Urban Thoroughfare

## CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	CX-5-PL-CU	CX-5-GR-CU
Total Acreage	8.02	8.02
Setbacks:		
Front	5' to 100' (Build-to)	20' to 50' (Build-to)
Side	0' or 6'	0' or 6'
Rear	0' or 6'	0' or 6'
Residential Density:	84.16*	63.6
Max. # of Residential Units	675*	510
Max. Gross Building SF	533,000	599,000
Max. Gross Office SF	304,000	347,000
Max. Gross Retail SF	138,000	163,000
Max. Gross Industrial SF	Not permitted	Not permitted
Potential F.A.R	1.53	1.71

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

\*\*Congregate Care units



# COMPREHENSIVE PLAN AMENDMENT ANALYSIS – CASE Z-35-19

## OVERVIEW

The request is inconsistent with the Future Land Use Map designation of Business & Commercial Services. The Business & Commercial Services designation does not recommend developments that contain only residential uses. In a mixed-use development, the designation recommends that residential uses not be allowed on the ground floor. The proposed zoning would allow residential units on the ground floor as well as development composed solely of residential buildings.

## LIST OF AMENDMENTS

1. Amend the Future Land Use Map for the subject parcel to Community Mixed Use.

## AMENDED MAPS

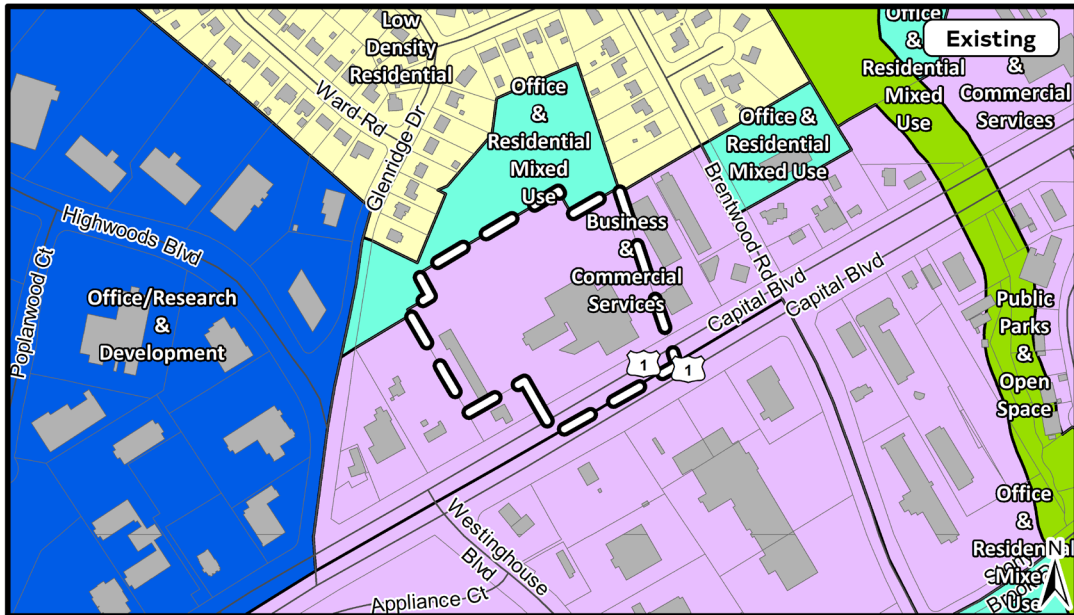
If the request is approved, the Future Land Use Map must be amended from the existing designation of Business & Commercial Services. The Future Land Use Map designation most closely aligned with the permitted uses and height of the proposed zoning is Community Mixed Use.

## IMPACT ANALYSIS

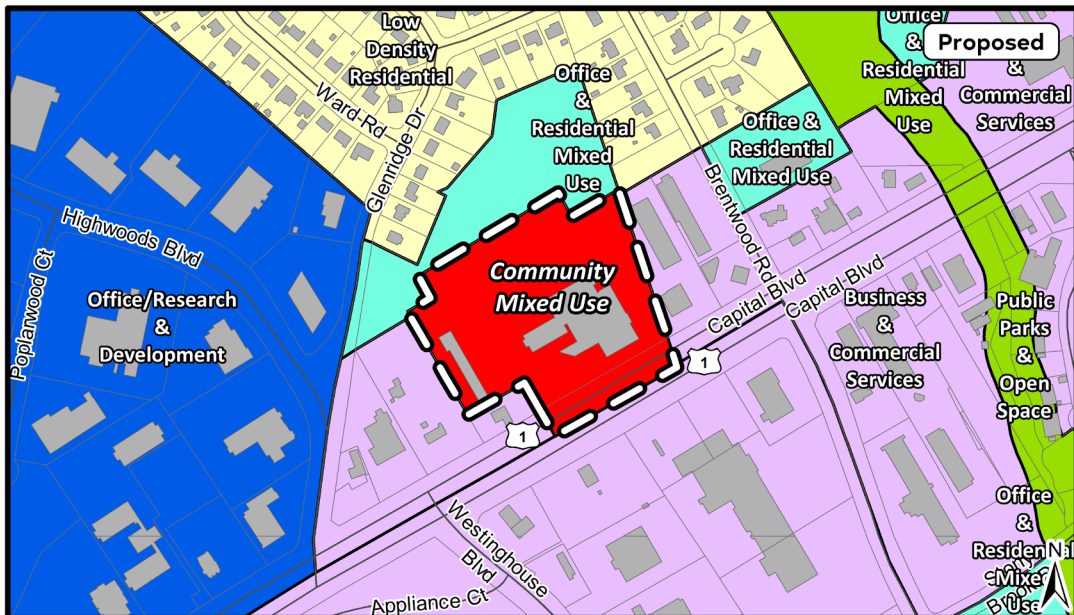
The required amendment may allow residential units in an area that has existing light industrial and intense commercial developments such as Vehicle Sales, Wholesale Trade, and Vehicle Fuel Sales. Residents of potential future developments may perceive nuisance impacts from neighboring developments in the form of light, noise, fumes, and vibration.

## Z-35-19: Required Amendment to the Future Land Use Map

Existing Designation: Business & Commercial Services



Proposed Designation: Community Mixed Use



**AGENDA ITEM (D) 5: Z-35-19 – 2815 Capital Blvd.**

The site is various parcels located directly south of Western Boulevard bordered by S. Saunders Street to the west, S. Dawson Street to the east and the intersection of those roads to the south. Approximately 9.15 acres are requested by Corey Mason of Merge Capital to be rezoned from IX-3 and RX-3 to PD.

Planner Anagnost gave a brief overview of the case regarding CAC voting in favor of the case requesting a pedestrian access connection in which the applicant has agreed to add private connection with public access.

There discussion regarding the concern regarding the condition to remove the block perimeter.

Molly Stuart representing the applicant gave a brief overview regarding the applicant offered conditions and additional options.

Chair Jeffreys asked if the applicant would be willing to hold the case for a month to allow for further understanding.

Ms. Stuart asked that the case not be held.

**Mr. Geary made a motion to allow the public an additional 2 minutes to speak regarding this case. Ms. Winters seconded the motion. The vote was unanimous 6-0**

Robert Maulder 3116 Warrick Road spoke regarding having consideration of how the future fire trucks would navigate through this area.

**Mr. Tomasulo made a motion to approve with a request that City Council consider block perimeter and access for future vehicle access. Ms. Winters seconded the motion. The vote was unanimous 6-0.**

# Rezoning Application



RALEIGH  
DEPARTMENT OF  
CITY PLANNING



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

## REZONING REQUEST

☐ General Use ☒ Conditional Use ☐ Master Plan

Existing Zoning Base District **CX** Height **5** Frontage **PL** Overlay(s) \_\_\_\_\_

Proposed Zoning Base District **CX** Height **5** Frontage **GR** Overlay(s) \_\_\_\_\_

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

### OFFICE USE ONLY

Transaction #

Rezoning Case #

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

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

## GENERAL INFORMATION

Date

Date Amended (1)

Date Amended (2)

Property Address **2815 Capital Boulevard**

Property PIN **1715930251**

Deed Reference (book/page) **14236/107**

Nearest Intersection **Brentwood Road and Capital Boulevard**

Property Size (acres) **8.02**

For Planned  
Development  
Applications Only:

Total Units

Total Square Footage

Total Parcels

Total Buildings

Property Owner/Address

Alliance Realty Partners, LLC  
200 Providence Rd., Ste. 250  
Charlotte, NC 28207

Phone **N/A**

Fax

Email **N/A**

Project Contact Person/Address

Molly M. Stuart  
Morningstar Law Group  
421 Fayetteville Street, #530  
Raleigh, NC 27601

Phone **919.890.3318**

Fax

Email **mstuart@morningstarlawgroup.com**

Owner/Registered Agent Signature 

Email **N/A**

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

**OFFICE USE ONLY**

Date Submitted September 18, 2019

Transaction #

Existing Zoning CX-5-PL-CU

Proposed Zoning CX-5-GR-CU

Rezoning Case #

**Narrative of Zoning Conditions Offered**

The following uses shall be prohibited: Type B emergency  
1. shelters, telecommunications towers, cemeteries, adult  
establishments, outdoor sports or entertainment facilities,  
heliports, vehicle sales/rentals, self-service storage,  
2. car wash, vehicle repair.

3. See Exhibit 1

4.

5.

6.

7.

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/Registered Agent Signature

Print Name

Donald Santos

**CONDITIONAL USE DISTRICT ZONING CONDITIONS**

Zoning Case Number

**OFFICE USE ONLY**Date Submitted **September 18, 2019**

Transaction #

Existing Zoning **CX-5-PL-CU** Proposed Zoning **CX-5-GR-CU**

Rezoning Case #

**Narrative of Zoning Conditions Offered**

The following uses shall be prohibited: Type B emergency shelters; telecommunications towers; cemeteries; adult establishments;  
1. outdoor sports or entertainment facilities; heliports; vehicle sales/rental; detention center/jail/prison; self-service storage; car wash; vehicle repair.

2. See Exhibit 1

3.

4.

5.

6.

7.

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/Registered Agent Signature

Print Name

**BALBINE S. BRAN**

**Exhibit 1**

1. The block perimeter requirements of §8.3.2.A of the UDO shall not be applicable to the property, and the applicable maximum block perimeter shall be 4,550 feet.
2. A publicly accessible sidewalk or other paved path (the "Capital Connector") a minimum of five feet in width, which may be reserved for pedestrian use or may be a multi-use path but shall not be accessible by automobile except in any location where such sidewalk or path crosses a street, driveway, or drive aisle, shall be provided to connect Capital Boulevard to the common boundary between the property and either (i) that certain lot most recently conveyed via a deed recorded at Book 17451, Page 1192 of the Wake County Registry (the "Adjacent Parcel") , or (ii) any public right of way or public access easement located between the property and the Adjacent Parcel. The Capital Connector may be provided within a public access easement on the property or within any public right of way dedicated in connection with development of the property.

Submittal Date: \_\_\_\_\_, 2019

Case Number: Z-35-19

Owner Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**September 17, 2019**

**To:** City of Raleigh

**From:** Rick Slater, P.E.  
Project Manager- Commercial  
McAdams  
919-287-0894 / [slater@mcadamsco.com](mailto:slater@mcadamsco.com)

**RE:** 2815 Capital Boulevard (1715-93-0251)  
Block Perimeter justification

Based upon limitations posed by the existing surrounding development within the immediate area as well as NCDOT's restrictions on connections to major State roads, the applicant proposes the following improvements in order to advance the City's efforts in providing a well-connected street network system.

Specifically, the applicant proposes to provide a public street on a portion of northern boundary of the property that will connect to Glenridge Drive. This public road, with additional future public road improvements through surrounding property, would ultimately provide direct pedestrian and vehicular connectivity between Brentwood Road and Glenridge Drive. While the applicant does not own nor control the surround properties necessary to fully construct and activate a new public street network, they are working with the immediately adjacent property owner to facilitate an initial connection of this public street to Glenridge Drive. To further advance the City's efforts, public access and connectivity will be provided from Capital Boulevard through an internal connection to the new public street.

A strict application of the block perimeter requirements of §8.3.2 would necessitate an additional public street on the subject property between Capital Boulevard and the newly proposed public street. With respect to this requirement, a full-movement intersection at Capital Boulevard would be necessary in order to provide a well-connected street network. This, however, would not be allowed by NCDOT as they require a minimum of 1,200 linear feet between full-movement intersections. The spacing between the intersections of Brentwood Drive and Highwoods Boulevard along Capital Boulevard is approximately 1,600 linear feet. Thus, the existing street network precludes a new public street of this type from being allowed based on NCDOT standards.

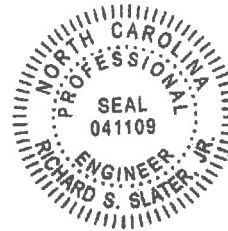
We believe the proposed enhancements noted above will benefit the public by providing for safe, efficient and convenient additional means of access and connectivity within the development and between adjacent developments. We do not believe traffic congestion will be adversely impacted based on these improvements as they are intended to facilitate the desired connectivity sought by the City of Raleigh.

Please contact me should you have any questions or require any additional information or clarifications.

Sincerely,



Rick Slater, P.E.



REZONING APPLICATION ADDENDUM #1	
<b>Comprehensive Plan Analysis</b>	<b>OFFICE USE ONLY</b>  <b>Transaction #</b>  <b>Rezoning Case #</b>
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.</p>	
<b>STATEMENT OF CONSISTENCY</b>	
<p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p>	
<p>1. The Business &amp; Commercial Services designation provides some overlap with the proposed CX base zoning, and draft updates to the Comprehensive Plan generally support the Wake Transit Plan and implementation of frequent bus service along Capital Boulevard, evidencing an evolution from the current designation supporting uses that are "quasi-industrial or highway-oriented in character" to uses better suited to maximize that public investment in transportation infrastructure.</p>	
<p>2. The property fronts on Capital Boulevard, a transit emphasis corridor, and the proposed mixed-use zoning is supportive of the envisioned frequent transit service.</p>	
<p>3. The proposed rezoning is consistent with several Comprehensive Plan policies, including LU 4.8 (Station Area Land Uses); LU 5.4 (Density Transitions); LU 8.1 (Housing Variety); LU 8.11 (Development of Vacant Sites); ED 1.1 (Corridor Revitalization); ED 1.2 (Mixed-Use Redevelopment); ED 1.3 (Gateway Reinvestment); ED 2.5 (Blight Abatement); H 1.1 (Mixed-Income Neighborhoods); H 1.8 (Zoning for Housing); and UD 3.7 (Parking Lot Placement).</p>	
<p>4.</p>	
<b>PUBLIC BENEFITS</b>	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>1. The proposed rezoning will allow for redevelopment of an underutilized site at a prominent location joining the Capital/440 interchange with the Brentwood neighborhood and Highwoods district.</p>	
<p>2. Significant additional housing will be permitted in an area of high demand in the city, providing greater options for housing and transit and employment access for residents.</p>	
<p>3. An existing zoning condition presenting a barrier to redevelopment will be removed from the site.</p>	
<p>4.</p>	

REZONING APPLICATION ADDENDUM #2	
<b>Impact on Historic Resources</b>  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.	<b>OFFICE USE ONLY</b>  <b>Transaction #</b>  <b>Rezoning Case #</b>
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.	
PROPOSED MITIGATION	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	

## URBAN DESIGN GUIDELINES

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

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

Urban Form Designation Transit Emphasis Corridor Click [here](#) to view the Urban Form Map.

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><b>Response:</b></p> <p>The property is within walking distance of existing retail uses, including a food market and convenience store, restaurants, and a post office.</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><b>Response:</b></p> <p>The neighboring property to the north has requested rezoning to RX-3-CU, and the proposed CX-5-GR-CU zoning provides</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><b>Response:</b></p> <p>A connection is proposed to Glenridge Drive</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><b>Response:</b></p> <p>Connecting streets are proposed.</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><b>Response:</b></p> <p>Block perimeter and block face issues will be resolved during the site plan approval process.</p>
6.	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p><b>Response:</b></p> <p>The property will comply with Green frontage requirements.</p>

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

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p><b>Response:</b></p> <p>The property will comply with applicable streetscape requirements.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p><b>Response:</b></p> <p>The property will comply with Green frontage requirements.</p>
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p><b>Response:</b></p> <p>The property will comply with Green frontage requirements.</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p><b>Response:</b></p> <p>The property will comply with Green frontage and other design requirements of the UDO.</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p><b>Response:</b></p> <p>The property is located adjacent to an existing transit stop.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p><b>Response:</b></p> <p>The property will comply with Green frontage requirements.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p><b>Response:</b></p> <p>While none of the the city's most sensitive natural areas are located on this previously developed site, all UDO requirements will be followed.</p>

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

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

## SUMMARY OF ISSUES

A neighborhood meeting was held on September 17, 2019 (date) to discuss a potential rezoning located at 2815 Capital Boulevard (property address).  
The neighborhood meeting was held at 3315 Vinson Court (location).  
There were approximately 13 (number) neighbors in attendance. The general issues discussed were:

### Summary of Issues:

The proposed zoning changes were described, together with an overview of Alliance Residential's previous projects.
A neighbor noted that any new traffic from this site will be "a drop in the bucket" and that better transportation is planned for Capital Boulevard.
Several neighbors expressed support for redevelopment of the hotel site.
Concerns were expressed regarding existing and new traffic on Glenridge Drive, particularly during the morning commute.

## ATTENDANCE ROSTER

[illegible]

### ATTENDANCE ROSTER

[illegible]