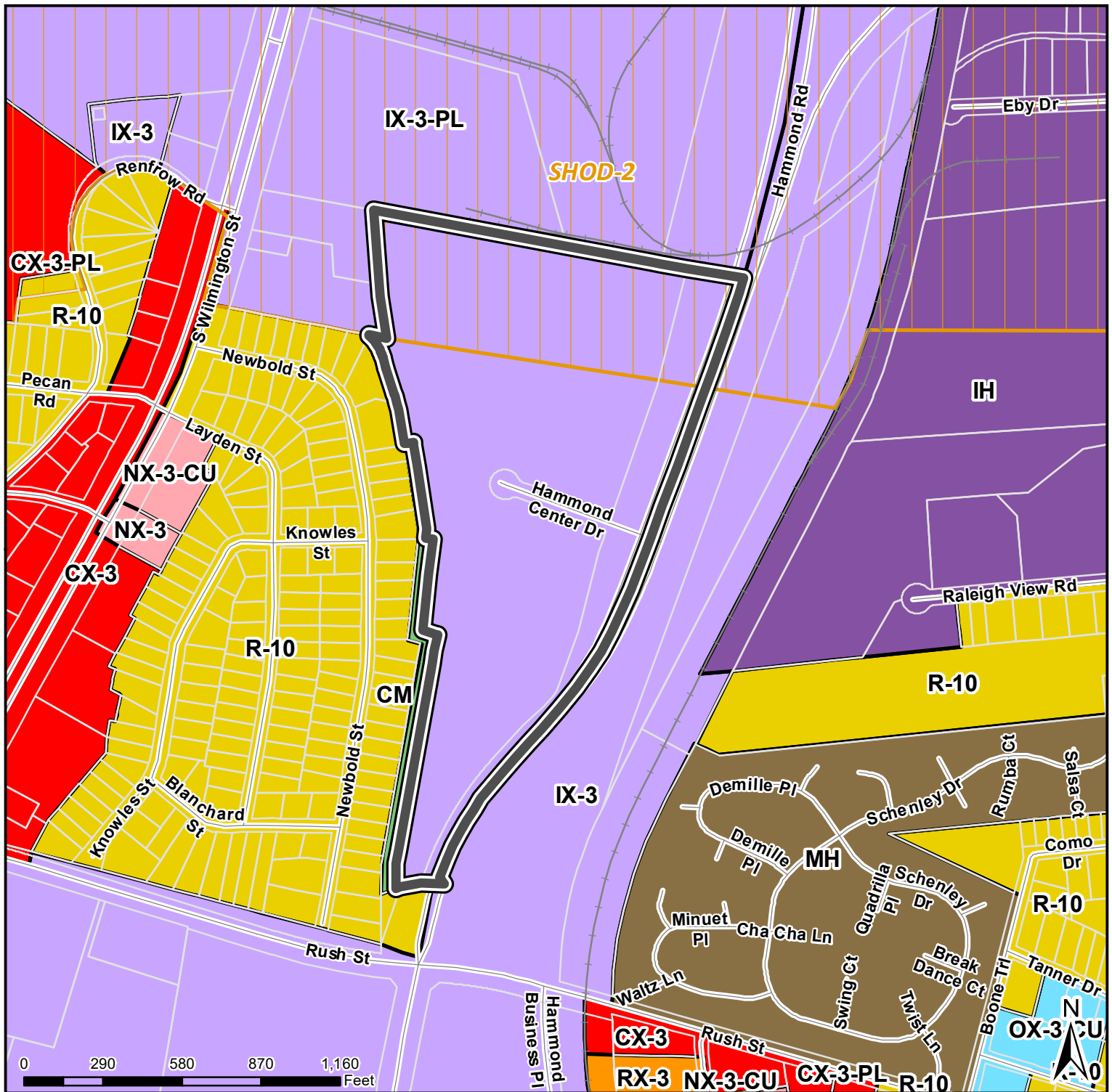


Existing Zoning

Z-38-2021



Property	100 Knowles St
Size	35.77 acres
Existing Zoning	IX-3 (part SHOD-2)
Requested Zoning	CX-5-CU (part SHOD-2)



To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Matthew Klem
Department	Planning and Development
Date	October 26, 2021
Subject	City Council agenda item for November 16, 2021 – Z-38-21

City Council authorized the public hearing for the following item:

Z-38-21 Knowles Street, approximately 35.77 acres located at [100 Knowles Street](#).

Signed zoning conditions received on June 17, 2021, limit residential development to 350 units, prohibit certain uses, and require a 50-foot protective yard on the western property boundary.

Current zoning: Industrial Mixed Use-3 stories with Special Highway Overlay District 2 (IX-3 w/ SHOD-2)

Requested zoning: Commercial Mixed Use-5 stories-Conditional Use with Special Highway Overlay District 2 (CX-5-CU w/ SHOD-2)

The request is **consistent** with the 2030 Comprehensive Plan.

The request is **inconsistent** with the Future Land Use Map.

The request is **inconsistent** with the Urban Form Map.

The Planning Commission recommends approval/denial of the request (7 - 1). The opposing vote was case over concern with a known hazardous waste site associated with the industrial use located on the property to the north.

Attached are the Planning Commission Certified Recommendation (including Staff Report), the Zoning Conditions, the Petition for Rezoning, and the Neighborhood Meeting Report.



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 13067

CASE INFORMATION: Z-38-21 KNOWLES

Location	Surrounding the cul-de-sac of Hammond Center Drive west of its intersection with Hammond Road. Address: 100 Knowles Street PINs: 1702760750 iMaps , Google Maps , Directions from City Hall
Current Zoning	IX-3 w/ SHOD-2
Requested Zoning	CX-5-CU w/ SHOD-2
Area of Request	35.77 acres
Corporate Limits	The subject site is within and surrounded by the corporate limits of the city.
Property Owner	Bell Investments Limited Partnership
Applicant	Bell Investments Limited Partnership
Council District	District D (Forte)
PC Recommendation Deadline	November 27, 2021

SUMMARY OF PROPOSED CONDITIONS

1. Residential development limited to 350 units.
2. Prohibited uses: adult establishment; cemetery; detention center; jail; prison; vehicle service' vehicle fuel sales; school, public or private (k-12); community college; and university.
3. A minimum 50-foot Type 3 neighborhood transition yard shall be provided along the western property line.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Business & Commercial Services
Urban Form	Core Transit Area
Consistent Policies	LU 1.2 Future Land Use and Zoning Consistency LU 1.3 Conditional Use District Consistency LU 2.2 Compact Development LU 2.6 Zoning and Infrastructure Impacts

	LU 4.7 Capitalizing on Transit Access
Inconsistent Policies	UD 1.10 Frontage LU 11.1 Preserving Industrial Land H 1.8 Zoning for Housing

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

First Neighborhood Meeting	Second Neighborhood Meeting	Planning Commission	City Council
May 20, 2021 10 attendees	August 4, 2021 7 attendees	September 28, 2021 October 12, 2021	October 19, 2021

PLANNING COMMISSION RECOMMENDATION

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

Reasonableness and Public Interest	The rezoning request will encourage more mixed use development in an area planned for bus rapid transit service.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	<p>If approved, the Future Land Use Map will be amended as to the subject parcel(s) only from Business and Commercial Services to Community Mixed Use.</p> <p>If approved, the Comprehensive Plan policies will be amended as to the subject parcel(s) only and, in addition, only if the property is developed in accordance with the approved ordinance.</p>
Recommendation	Approve
Motion and Vote	Motion: Dautel; Second: Elder; In favor: Dautel, Elder, Fox, Lampman, Miller, O'Haver and Rains; Opposed: Bennett
Reason for Opposed Vote(s)	The opposing vote was case over concern with a known hazardous waste site associated with the industrial use to the north.

ATTACHMENTS

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

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

Ken A. Bowers, AICP
Planning and Development Deputy Director

Date:

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



ZONING STAFF REPORT

Z-38-21 KNOWLES STREET

Conditional Use District

OVERVIEW

The request is to rezone 35.77 acres from Industrial Mixed Use-3 stories (IX-3) to Commercial Mixed Use-5 stories-Conditional Use (CX-5-CU) and maintaining the Special Highway Overlay District-2 (SHOD-2). Proposed zoning conditions limit residential development to 350 units, prohibit high intensity uses, and required a landscaped transitional yard along the western property boundary.

The rezoning site is a single property located at 100 Knowles Street. The site is currently vacant. It contains a stream called the Wildcat Branch that traverses the site from south to north and feeds into the Walnut Creek. The stream is also mapped with FEMA floodplains which accounts for nearly 15 acres of the site, reducing its buildable land area by that much.

To the west of the subject site is a residential subdivision called Hertford Village created in the mid 1950's. The subdivision contains 157 detached residential structures and a four-plex. To the north, there are several non-residential uses included a funeral home, self-service storage, and two warehouses. East, across Hammond Road and a railroad corridor, there are several industrial uses with sizable outdoor storage operations and a manufactured home development of several hundred units. South of the site, across Rush Street, is a two-story office building.

Existing zoning in the area is predominantly Industrial Mixed Use (IX-). At the edges of the industrially zoned properties are pockets of Residential-10 (R-10) zoning, Manufactured Housing (MH) zoning, and Commercial Mixed Use (CX-) zoning.

The Future Land Use Map equally designated a significant portion of the area as Business & Commercial Services, including the subject site. There is also Moderate Density Residential, Community Mixed Use, and Office and Residential Mixed Use designations in the area. Overall, the Future Land Use Map is generally planning for less industrial uses in the area and encouraging more mixed-use development.

The subject site is within the Core Transit Area in the Urban Form Map. This designation corresponds to the future southern bus rapid transit corridor and is within a half-mile from a planned bus rapid transit station.

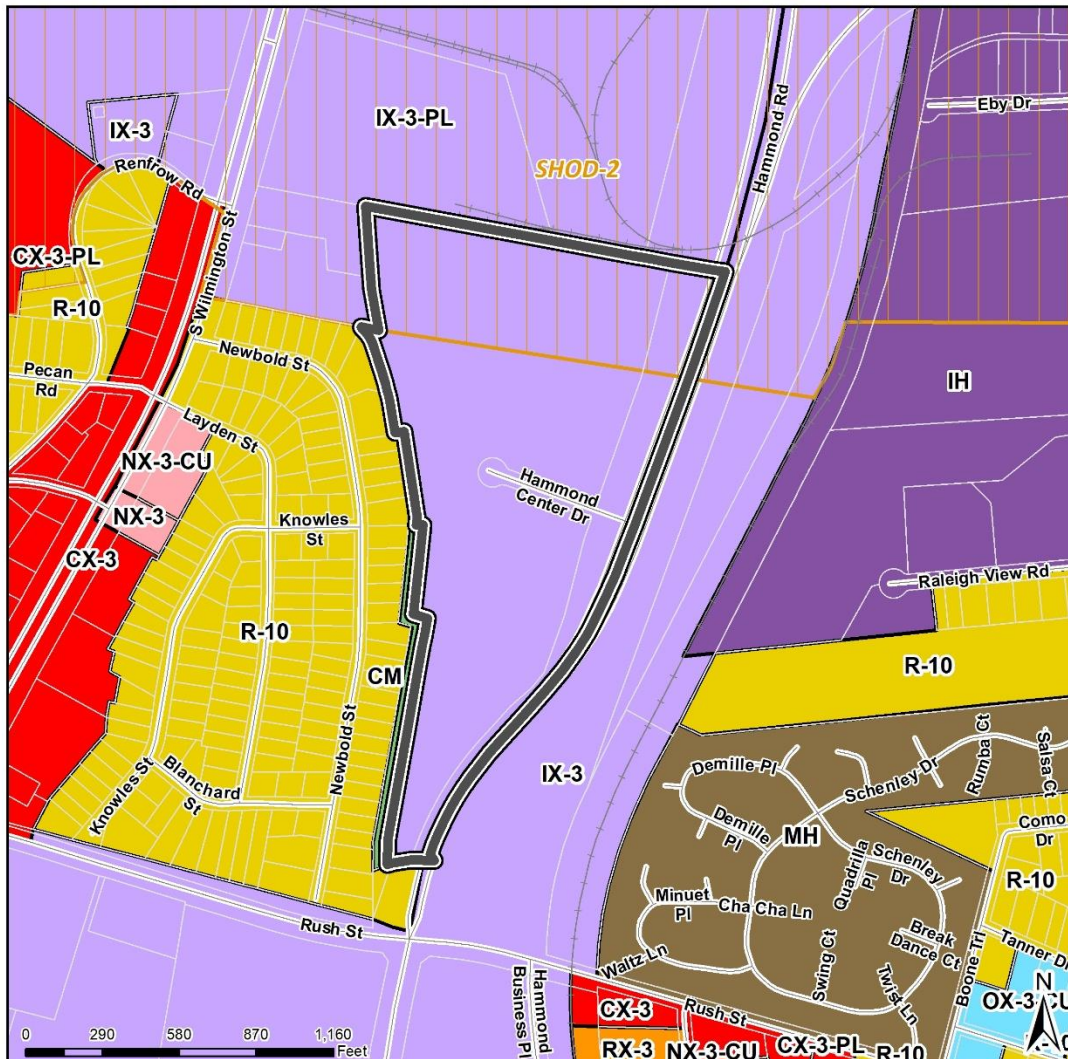
More generally, the area of the rezoning request is less than two-miles south of Downtown bound by several major thoroughfares. The area is a blend of residential and non-residential uses in relative proximity to the future southern bus rapid transit corridor connecting Downtown Raleigh to Garner.

OUTSTANDING ISSUES

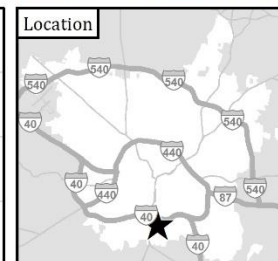
Outstanding Issues	1. None.	Suggested Mitigation	1. None
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Existing Zoning

Z-38-2021



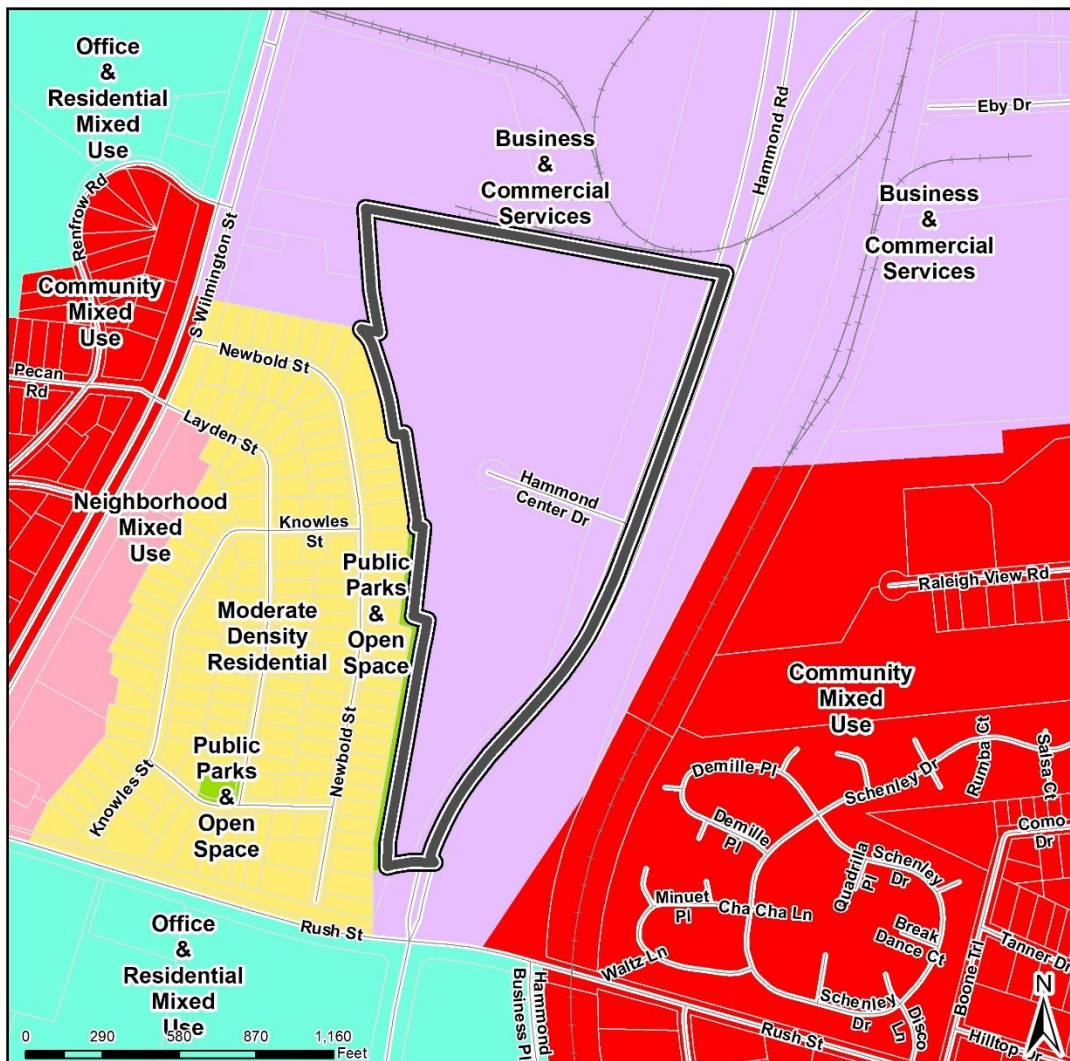
Property	100 Knowles St
Size	35.77 acres
Existing Zoning	IX-3 (part SHOD-2)
Requested Zoning	CX-5-CU (part SHOD-2)



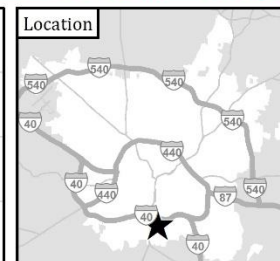
Map by Raleigh Department of Planning and Development (kuanc): 6/16/2021

Future Land Use

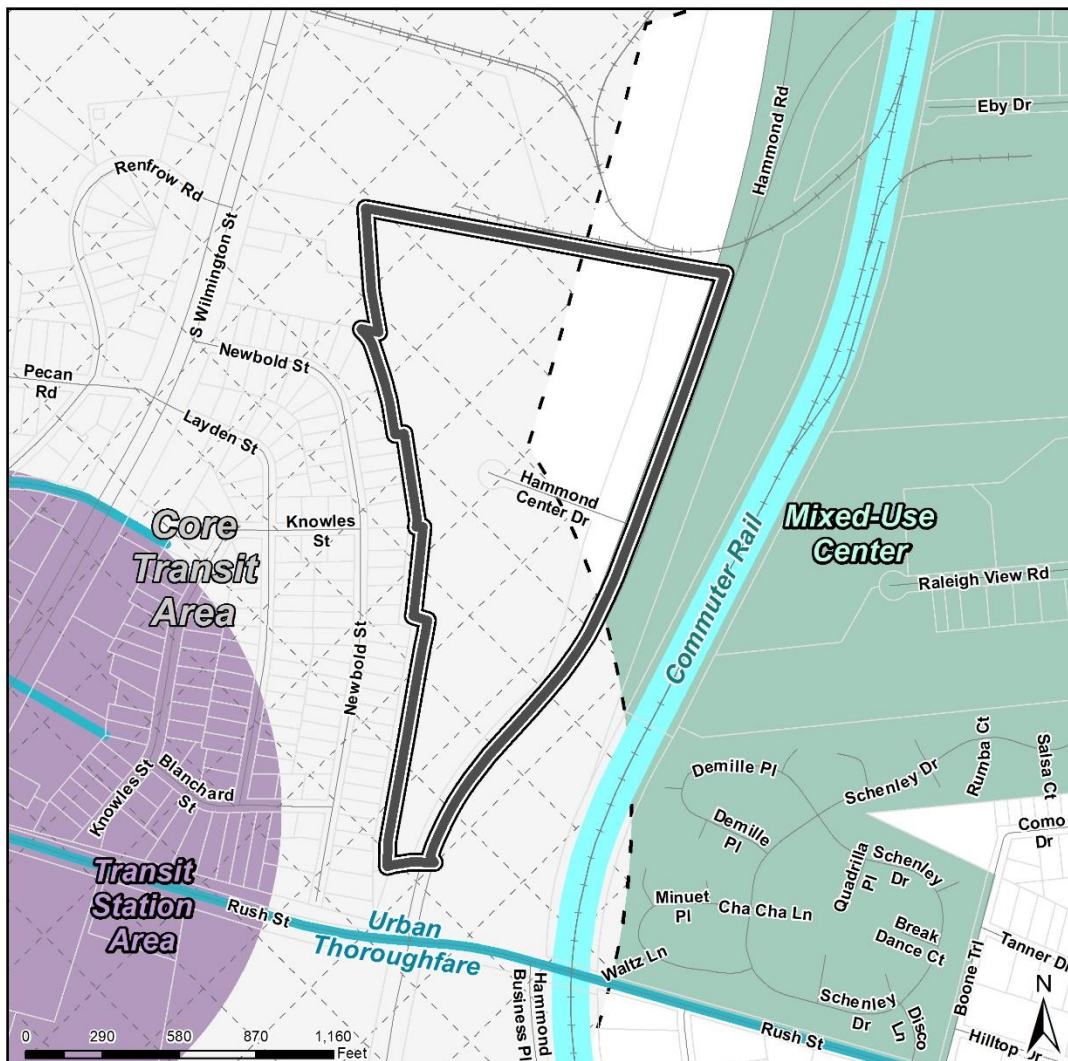
Z-38-2021



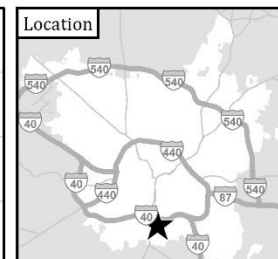
Property	100 Knowles St
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Map by Raleigh Department of Planning and Development (kuanc): 6/16/2021



Property	100 Knowles St
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Map by Raleigh Department of Planning and Development (kuanc): 6/16/2021

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 request is consistent with the 2030 Comprehensive Plan themes and policies. The request is consistent with the Growing Successful Neighborhoods theme by encouraging housing and mixed use development and by reducing permitted high impact industrial uses in an area adjacent to residential use.

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

No the request is inconsistent with the Future Land Use Map which recommends light industrial uses and zoning. The request will not permit those industrial uses envisioned by the Future Land Use Map.

- 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 request will permit more housing and other commercial in an area already characterized by those uses. Allowing development under the proposed request will not adversely alter the recommended land use and character of the area.

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

Yes. Community facilities and streets are anticipated to adequately serve development under the proposed zoning.

Future Land Use

Future Land Use designation: Business and Commercial Services

The rezoning request is

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

☒ **Inconsistent**

The request is inconsistent with the Future Land Use Map which recommends light industrial uses and zoning. The request will not permit those industrial uses.

Urban Form

Urban Form designation: Core Transit Area

The rezoning request is

- ☐ **Consistent** with the Urban Form Map.
- ☒ **Inconsistent**
- ☐ **Other**

Overview: The Core Transit designation recommends a urban approach to frontage. The rezoning request does not include a frontage designation of any type.

Impact: There are no frontage requirements as the request does not include a frontage designation.

Compatibility: The large undeveloped site does not currently have a zoning frontage. An adjacent development to the north does have a Parking Limited (PL-) frontage. While the Urban Form Map would recommend a frontage, the lack of one in the request is not totally incompatible with the area as there are few sites in the immediate vicinity with that type of zoning.

Compatibility

The proposed rezoning is

- ☒ **Compatible** with the property and surrounding area.
- ☐ **Incompatible.**

The request is compatible with the property and surround area. While there are no other five story buildings in the area, development of this scale will not be incompatible. The subject is roughly 10- to 30-feet lower in elevation than the existing neighboring subdivision so development of 5-story structures will not appear as tall from those existing homes. Also, zoning condition require that development of the site specify the installation of a 50-foot protective yard which will provide buffer to adjacent uses.

Public Benefits of the Proposed Rezoning

- The request will reduce industrial uses permitted next to an existing residential area.

Detriments of the Proposed Rezoning

- The request will reduce the estimated residential unit entitlement.

Policy Guidance

Key policies are marked with an orange dot (●).

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

● **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 proposed zoning conditions to limit high intensity uses and buffer adjacent properties are consistent with the Comprehensive Plan.

● **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.

● **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.

● **LU 4.7 Capitalizing on Transit Access**

Sites within walking distance of existing and proposed rail and bus rapid transit stations should be developed with intense residential and mixed uses to take full advantage of and support investment in transit infrastructure.

- The request will permit more commercial and mixed use development including office uses within a half-mile of the planned southern bus rapid transit corridor. Development under the requested zoning will also be more compact development pattern than is currently permitted because more building height is requested. Infrastructure is anticipated to sufficiently serve development under the proposed zoning.

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

● **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 request does not include an urban frontage.

● **LU 1.2 Future Land Use 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.

LU 11.1 Preserving Industrial Land

Support land use policies that protect competitive opportunities to locate industrial, flex, and warehouse sites near major transportation corridors and the airport.

- The request is inconsistent with the recommendations of the Future Land Use Map which encourages light industrial uses. The request also rezones existing industrial zoning to non-industrial zoning.

● **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. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.

- The request is anticipated to reduce the permitted housing amount by an estimated 29 units. To be consistent with this policy, the rezoning request can be amended to remove the cap of residential development and/or increase the permitted cap to at more than the current estimated entitlement.

EQUITY AND CLIMATE CHANGE ANALYSIS

Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	30	11	Almost all errands require a car.
Transit Score	30	44	A few nearby public transportation options.
Bike Score	41	29	Minimal bike infrastructure.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	76	The area scores 76 out of 100. A higher value means a lower cost of transportation.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	75	The area scores 75 out of 100. A higher value means more access to jobs.

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. HUD index scores are percentiles indicating how well the subject tract performs compared to all other census tracts in the United States. A higher percentile for Low Transportation Cost or Jobs Proximity indicates a lower the cost of transportation and higher access to jobs in the nearby area, respectively.

Housing Energy Analysis

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.

Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Subtracts	The rezoning request caps residential development to 350 units. Staff estimates that under existing zoning, 379 units could be built.
Is naturally occurring affordable housing present on the site?	Unlikely	The site is currently undeveloped.
Does it include any subsidized units?	No	No subsidized units are specified in zoning conditions.
Does it permit a variety of housing types beyond detached houses?	Yes	All housing types are permitted under the existing zoning.
If not a mixed-use district, does it permit smaller lots than the average? *	N/A	The request is for a mixed use district.
Is it within walking distance of transit?	Yes.	The site is within walking distance of several transit routes including planned bus rapid transit.

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

Demographic Indicators from EJSCREEN*

Indicator	Site Area	Raleigh
Demographic Index** (%)	50	36
People of Color Population (%)	54	46
Low Income Population (%)	46	30
Linguistically Isolated Population (%)	6	3
Population with Less Than High School Education (%)	16	9
Population under Age 5 (%)	9	6
Population over Age 64 (%)	5	11
% change in median rent since 2015	7	20.3

*Environmental Justice Screening and Mapping Tool from the Environmental Protection Agency (<https://www.epa.gov/ejscreen>)

**The Demographic Index represents the average of the percentage of people who are low income and the percentage of people who are minorities

Health and Environmental Analysis

What is the life expectancy in this zip code tract? Is it higher or lower than the City average?	81.8	The life expectancy in this census tract is 81.8 compared to the state average of 78.1.
Are there known industrial uses or industrial zoning districts within 1,000 feet?	Yes	There are known industrial uses to the north and east of the site within 1,000 feet.
Are there hazardous waste facilities are located within one kilometer?	Yes/no	There is a known hazardous waste site associated with the industrial use to the north.
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	Yes	Yes the site contains flood-prone areas.
Is this area considered a food desert by the USDA?	Yes	This tract has a relatively high number of households (121 of 2897 total households roughly 4.2%) without vehicles that are more than one-half mile from a supermarket.

Land Use History

When the property was annexed into the City or originally developed, was government sanctioned racial segregation in housing prevalent?*	Yes	Yes the subject site was annexed in to the city in 1960 when government sanctioned racial segregation was a prevalent practice.
Has the area around the site ever been the subject of an urban renewal program?*	No	No evidence of an urban renewal project was found within vicinity of the subject site.
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups?*	No	No racially restrictive covenants have been found for the subject site.
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires?*	Yes	The adjacent subdivision Hertford Village does have recorded restrictive covenants that specify lot size and other dimensional standards for property development. There is no explicit racially restrictive language in those covenants.

**The response to this question is not exhaustive, and additional information may be produced by further research. Absence of information in this report is not conclusive evidence that no such information exists.*

Analysis Questions

1. Does the rezoning increase the site's potential to provide more equitable access to housing, employment, and transportation options? Does the rezoning retain or increase options for housing and transportation choices that reduce carbon emissions?

Response: The census tract containing the subject site has a higher demographic index, higher percentage population of people of color, and a higher low-income population than the city average. Average rents in this tract have increased at a significantly slower rate than the city average. Encouraging more housing and mixed use development in an area with these characteristics may provide more equitable access to jobs and housing because rents have not increased as dramatically compared to the rest of the city.

2. Is the rezoning in an area where existing residents would benefit from access to lower cost housing, greater access to employment opportunities, and/or a wider variety of transportation modes? Do those benefits include reductions in energy costs or carbon emissions?

Response: The rezoning request does limit potential housing development by an estimated 29 units. Considering the demographic indicators and real-estate trends analyzed above, increasing residential development of the subject site may increase access to lower cost housing within relative proximity to future bus rapid transit.

3. Have housing costs in this area increased in the last few years? If so, are housing costs increasing faster than the city average?

Response: Housing costs are increasing in this area at a much slower rate than the city average.

4. Are there historical incidences of racial or ethnic discrimination specific to this area that have deprived Black, Indigenous, and People of Color (BIPOC) of access to economic opportunity, public services, or housing? If so, does the rezoning request improve any current conditions that were caused, associated with, or exacerbated by historical discrimination?

Response: There was no specific substantial evidence of historical incidences of racial discrimination in this area, though that does not mean it did not occur.

5. Do residents of the area have disproportionately low life expectancy, low access to health insurance, low access to healthy lifestyle choices, or high exposure to environmental hazards and/or toxins? If so, does the rezoning create any opportunities to improve these conditions?

Response: There are known industrial uses in the area. The site is currently zoned for industrial use. Development under the proposed zoning would limit new industrial uses in the area.

IMPACT ANALYSIS

Historic Resources

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

This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors. Nearest existing park access is provided by Hertford Village Park (1.1 miles) and Biltmore Hills Park (1.5 miles). Nearest existing greenway trail access is provided by the Walnut Creek Greenway Trail (1.4 miles). Current park access level of service in this area is graded a C letter grade.

Impact Identified: None

Public Utilities

The proposed rezoning would add 115,073 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.

At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy

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

Impact Identified: None

Stormwater

Floodplain	Yes. There is FEMA floodplain on the site.
Drainage Basin	Wild Cat
Stormwater Management	Subject to stormwater regulations under Article 9 of UDO
Overlay District	None

Impact Identified: While there is FEMA floodplain on the site, development in those areas is severely limited and is not anticipated to have a negative impact on the basin.

Transportation and Transit

Site Location and Context

Location

The Z-38-2120 site is located in south Raleigh at the intersection of Hammond Round and Hammond Center Drive. The site is bounded by Hammond Drive to the east, Newbold Street to the south and west, and the NC railroad to the north.

Area Plans

The Z-38-21 site is located within the Southern Gateway Corridor Study Boundary, specifically within the Wilmington/Rush Focus Area. The plan centers on largely on South Wilmington Street as a bus rapid transit corridor. The recommendations from the study emphasize improved connectivity in the street network in the areas surrounding South Wilmington Street. Bicycle and pedestrian connections are essential for the success of the plan's vision. Not only are safe and convenient bike and pedestrian access critical to transit ridership, they are key to the vitality of the denser mixed use development intended for the focus areas, including the Wilmington/Rush focus area in which the proposed site is located.

Existing and Planned Infrastructure

Streets

Hammond Road is a 4-lane divided avenue in Map T-1 of the Comprehensive Plan; it is maintained by NCDOT. Hammond Center Drive is designated local street and maintained by the City of Raleigh.

In accordance with UDO section 8.3.2, the maximum block perimeter for CX-5 zoning districts is 2,500 feet, and the maximum length for a dead-end street is 300 feet. The current block perimeter is approximately 18,000 ft and is bisected by the NC Railroad, I-40, and Walnut Creek. Hammond Center Drive is approximately 400 feet in length.

An improved block perimeter would help provide a well-connected street network and improve access to the future Southern BRT corridor located a half mile from the site. This would be consistent with several of the City's policies in the 2030 Comprehensive Plan. There is a former stub immediately west of the site, but was previously abandoned by the

City. At that time, the City of Raleigh did not have policies supporting a well-connected street grid. Connection to the former stub is one possible solution for improving the block perimeter.

Pedestrian Facilities

There is approximately 675 feet of existing sidewalk on the west side of Hammond Road south of the site. There are no additional sidewalks on Hammond Road. There is approximately 240 feet of existing sidewalk along the southern portion of Hammond Center Drive, which dead-ends into the site. The sidewalk on Rush Street is complete. Construction of a portion of this sidewalk would be required for development of the Z-38-21 site under a tier 3 site plan or a subdivision.

Bicycle Facilities and Greenways

There are no existing bikeways in the vicinity of the Z-38-21 site. Map T-3 of the Comprehensive Plan calls for a separated bikeway on Hammond Road and a bicycle lane on Rush Street.

Transit

GoRaleigh Route 7L operates on Rush Street and provides service every 30 minutes during peak hours and 60 minutes off-peak. The nearest stop is located 0.2 miles south of the site on Rush Street.

Wilmington Street, which is located approximately 0.5 miles west of the site, is identified as the corridor for the Wake BRT Southern Corridor. It will connect downtown Raleigh with the North South Station and Purser Drive in Garner. The project is currently in the planning phase and is expected to start design in summer 2021. Without new connectivity from the site to the west, walking distances to South Wilmington are at least 0.75 miles.

Access

Access to the subject site is via Hammond Center Drive and Hammond Road.

Other Projects in the Area

There are no additional projects near the Z-38-21 site.

TIA Determination

Based on the Envision results, approval of case Z-38-21 would increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from IX-3 w/ SHOD-2 to CX-5-CU w/ SHOD-2 is projected to generate 63 new trips in the AM peak hour and no new trips in the PM peak hour. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual. A TIA may be required during site permit review.

Z-38-20 Existing Land Use	Daily	AM	PM
	0	0	0
Z-38-20 Current Zoning Entitlements	Daily	AM	PM
	6,958	530	753
Z-38-20 Proposed Zoning Maximums	Daily	AM	PM
	6,897	592	753
Z-38-20 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	-62	63	0

Impact Identified:

Urban Forestry

Proposed rezoning does not impact Urban Forestry (UDO 9.1) requirements.

Impact Identified: None

Impacts Summary

Traffic impacts of the proposed zoning are anticipated to be less than the existing zoning. While there is FEMA floodplain on the site, development in those areas is severely limited and is not anticipated to have a negative impact on the basin.

Mitigation of Impacts

No impacts identified for mitigation.

CONCLUSION

The request is consistent with the 2030 Comprehensive Plan overall by increasing mixed use development in an area planned for frequent transit. While the request is inconsistent with the Future Land Use Map which recommends industrial uses, development under the proposed zoning will permit more neighborhood and community services commercial uses and prohibit high intensity uses that may be noxious and impactful to residential uses. Overall, the request is consistent with the Growing Successful Neighborhoods and Communities theme

CASE TIMELINE

Date	Action	Notes
May 20, 2021	1 st Neighborhood Meeting	10 attendees
August 4, 2021	2 nd Neighborhood Meeting	7 attendees
September 28, 2021	Planning Commission	Deferred
October 12, 2021	Planning Commission	Recommend approval (7-1)
October 19, 2021	City Council	

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	IX-3	IX-3-PL	R-10	IH	R-10
Additional Overlay	-	-	-	-	-
Future Land Use	Business and Commercial Services	Business and Commercial Services	Office and Residential Mixed Use	Business and Commercial Services	Moderate Density Residential
Current Land Use	Vacant	Light Industrial	Office	Industrial and Residential	Residential
Urban Form					

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	IX-3	CX-5-CU
Total Acreage	37.55	37.55
Setbacks:		
Front	5'	5'
Side	0' to 6'	0' to 6'
Rear	0' to 6'	0' to 6'
Residential Density:	10.6	9.78
Max. # of Residential Units	379	350
Max. Gross Building SF	1,917,313	682,370
Max. Gross Office SF	565,012	635,091
Max. Gross Retail SF	315,273	315,273
Max. Gross Industrial SF	1,917,313	-
Potential F.A.R	1.23	0.44

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



COMPREHENSIVE PLAN AMENDMENT ANALYSIS – Z-38-21

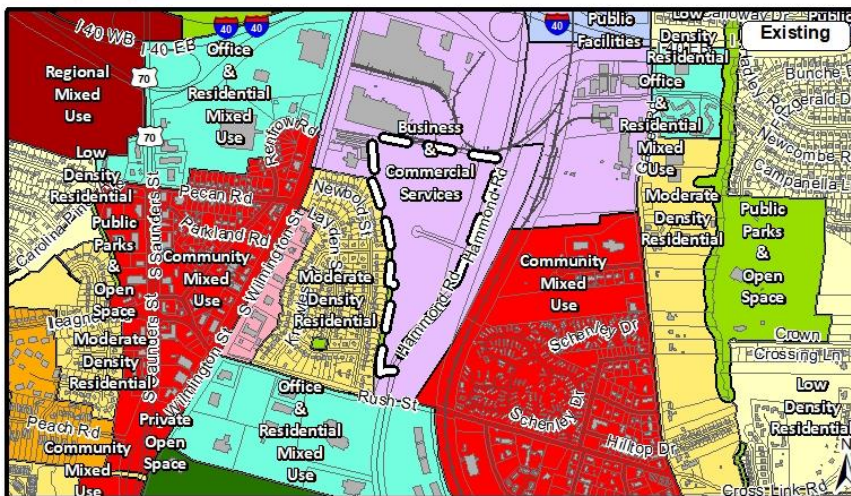
OVERVIEW

Approval of the request will result in an amendment of the Future Land Use Map from Business and Commercial Services to Community Mixed Use.

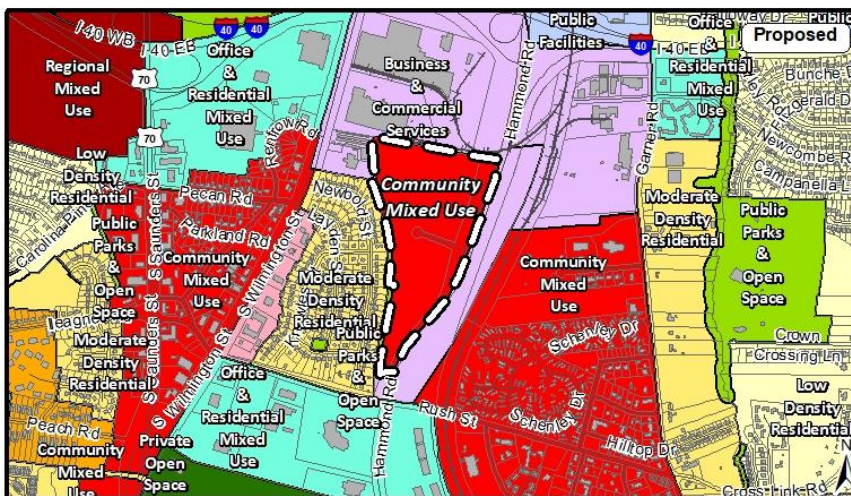
AMENDED MAPS

Z-38-2021: Required Amendment to the Future Land Use Map

Existing Designation: Business & Commercial Services



Proposed Designation: Community Mixed Use



Rezoning Application and Checklist

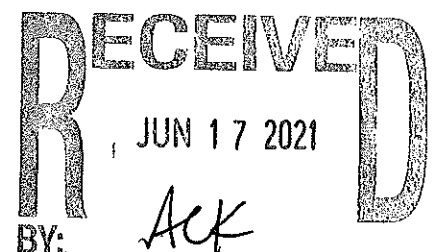
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Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email rezoning@raleighnc.gov.

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
Existing zoning base district: IX-3		Height: 3	Frontage:
Proposed zoning base district: CX		Height: 5	Frontage:
			Overlay(s):
			Overlay(s):
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number: Z-27B-2014			

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: Portion of 100 Knowles Street, Raleigh, NC 27603 (see attached)		
Property PIN: 1702760750		
Deed reference (book/page): 11160/1360		
Nearest intersection: Hammond Rd and Rush St		Property size (acres): 35.77
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Bell Investments Limited Partnership		
Property owner email:		
Property owner phone:		
Applicant name and address: Jamie Schwedler, 301 Fayetteville Street, Suite 1400, Raleigh, NC 27601		
Applicant email: jamieschwedler@parkerpoe.com		
Applicant phone: 919-835-4529		
Applicant signature(s): BELL INVESTMENTS LIMITED PARTNERSHIP BY: VICTOR E. BELL III, GENERAL PARTNER		
Additional email(s):		



Conditional Use District Zoning Conditions		
Zoning case #: Z-38-21	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning: IX-3	Proposed zoning: CX-5-CU	

Narrative of Zoning Conditions Offered
<p>1. No more than 350 dwelling units shall be permitted.</p> <p>2. The following uses are prohibited: adult establishment; cemetery; detention center; jail; prison; vehicle service; vehicle fuel sales; school, public or private (K-12); college; community college; and university.</p> <p>3. For that portion of the western boundary line adjacent to Wake County Parcel Identification Number (PIN) 1702674576 (as described in Deed Book 10619, Page 126 in the Wake County Register of Deeds office); PIN 1702675307 (Deed Book 8802, Page 1015); PIN 1702675217 (Deed Book 16141, Page 502); PIN 1702675221 (Deed Book 14827, Page 189); PIN 1702675135 (Deed Book 4539, Page 379); PIN 1702675049 (Deed Book 18031, Page 602); and PIN 1702675042 (Deed Book 17977, Page 1946), a minimum 50 foot Type 3 neighborhood transition yard shall be provided. Existing natural vegetation may count toward the yard requirements. Where the Conservation Management District overlaps with this yard, the Conservation Management District shall count toward the width of the 50 foot Type 3 protective yard.</p>

The property owner(s) hereby offers, consents to, and agrees to abide, if the rezoning request is approved, the conditions written above. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Property Owner(s) Signature: BELL INVESTMENTS LIMITED PARTNERSHIP
BY: Victor E. Bell III, GENERAL PARTNER

Printed Name: VICTOR E. BELL III

Rezoning Application Addendum #1	
<p align="center">Comprehensive Plan Analysis</p> <p>The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.</p>	<p align="center">OFFICE USE ONLY</p> <p align="center">Rezoning case # _____</p>
<p align="center">Statement of Consistency</p> <p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p> <p>See attached addendum.</p>	
<p align="center">Public Benefits</p> <p>Provide brief statements explaining how the rezoning request is reasonable and in the public interest.</p> <p>See attached addendum.</p>	

Rezoning Application Addendum #2	
<p align="center">Impact on Historic Resources</p> <p>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.</p>	<p align="center">OFFICE USE ONLY</p> <p align="center">Rezoning case # _____</p>
<p align="center">Inventory of Historic Resources</p> <p>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.</p>	
<p>N/A</p>	
<p align="center">Proposed Mitigation</p> <p>Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.</p>	
<p>N/A</p>	

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: Core Transit Area

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>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.</p> <p>Response: N/A</p>

7	<p>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.</p> <p>Response: N/A</p>
8	<p>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.</p> <p>Response: N/A</p>
9	<p>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.</p> <p>Response: N/A</p>
10	<p>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.</p> <p>Response: N/A</p>
11	<p>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.</p> <p>Response: N/A</p>
12	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p>Response: N/A</p>
13	<p>New public spaces should provide seating opportunities.</p> <p>Response: N/A</p>

14	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p>Response: N/A</p>
15	<p>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.</p> <p>Response: N/A</p>
16	<p>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.</p> <p>Response: N/A</p>
17	<p>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.</p> <p>Response: N/A</p>
18	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p>Response: N/A</p>
19	<p>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.</p> <p>Response: N/A</p>
20	<p>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.</p> <p>Response: N/A</p>

21	<p>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.</p> <p>Response: N/A</p>
22	<p>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.</p> <p>Response: N/A</p>
23	<p>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.</p> <p>Response: N/A</p>
24	<p>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.</p> <p>Response: N/A</p>
25	<p>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.</p> <p>Response: N/A</p>
26	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p>Response: N/A</p>

Rezoning Checklist (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – General Use or Conditional Use Rezoning	Yes	N/A	Yes	No	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Pre-application conference.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Neighborhood meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Rezoning application review fee (see <u>Fee Guide</u> for rates).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Completed application submitted through Permit and Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Completed Comprehensive Plan consistency analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Completed response to the urban design guidelines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties with 500 feet of area to be rezoned.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Trip generation study	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Traffic impact analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If applicable, see page 11:					
12. Proof of Power of Attorney or Owner Affidavit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Proposed conditions signed by property owner(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

May 7, 2021

Re: Notice of Neighborhood Meeting

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on May 20, 2021 from 6–8pm. The purpose of the meeting is to discuss an upcoming application to rezone one parcel of land located at 100 Knowles Street (PIN 1702760750). The site is currently zoned Industrial Mixed Use-3 (IX-3) and Conservation Management (CM), with a portion along the northern property line within the Special Highway Overlay District-2 (SHOD-2), and is proposed to be rezoned to Commercial Mixed Use-4-Conditional Use (CX-4-CU). The applicant will describe the nature of this rezoning request and field any questions from the public. Enclosed are: (1) an aerial photograph of the parcel (2) a vicinity map outlining the location of the parcel; (3) a zoning map of the subject area; (4) a draft of the Rezoning Application cover page; and (5) draft conditions for the rezoning.

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

Visit:	https://zoom.us/join
Enter the following meeting ID:	883 8343 3854
Enter the following password:	192448

To participate by telephone:

Dial:	1 929 436 2866
Enter the following meeting ID:	883 8343 3854 #
Enter the Participant ID:	#
Enter the Meeting password:	192448 #

The City of Raleigh requires a neighborhood meeting involving the residents and 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. Information about the rezoning process is available online; visit www.raleighnc.gov and search for "Rezoning Process." If you have further questions about the rezoning process, please contact:

Carmen Kuan
Raleigh Planning & Development
(919) 996-2180
Carmen.Kuan@raleighnc.gov

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

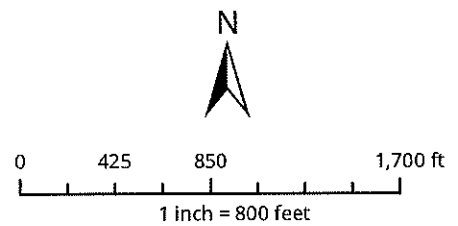
Thank you,

Jamie Schwedler

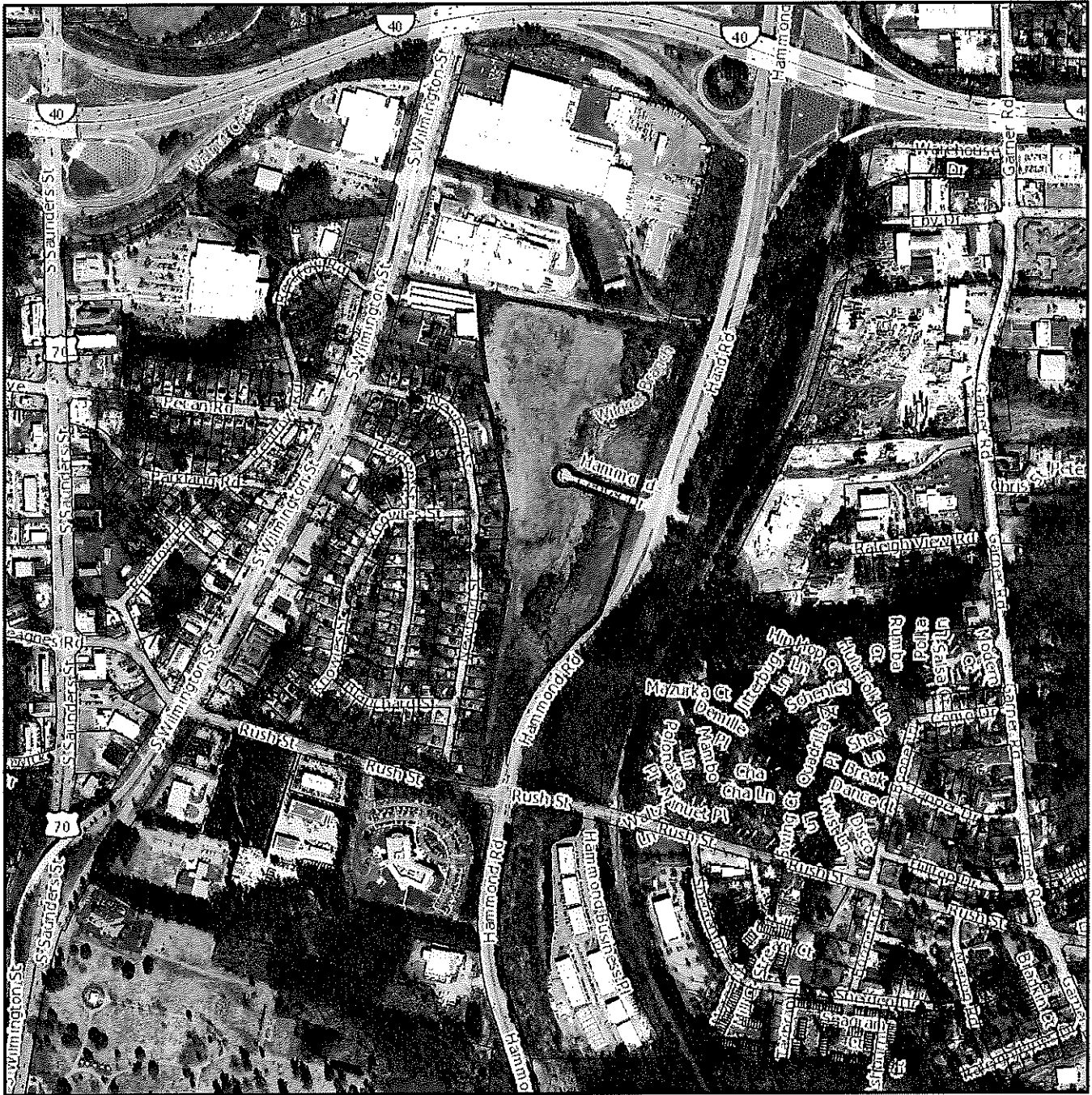


100 Knowles Street

Aerial Map

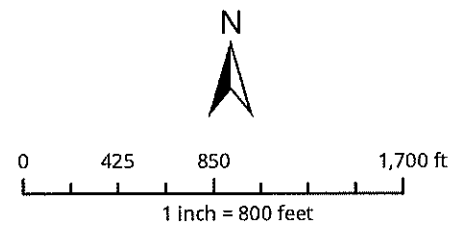


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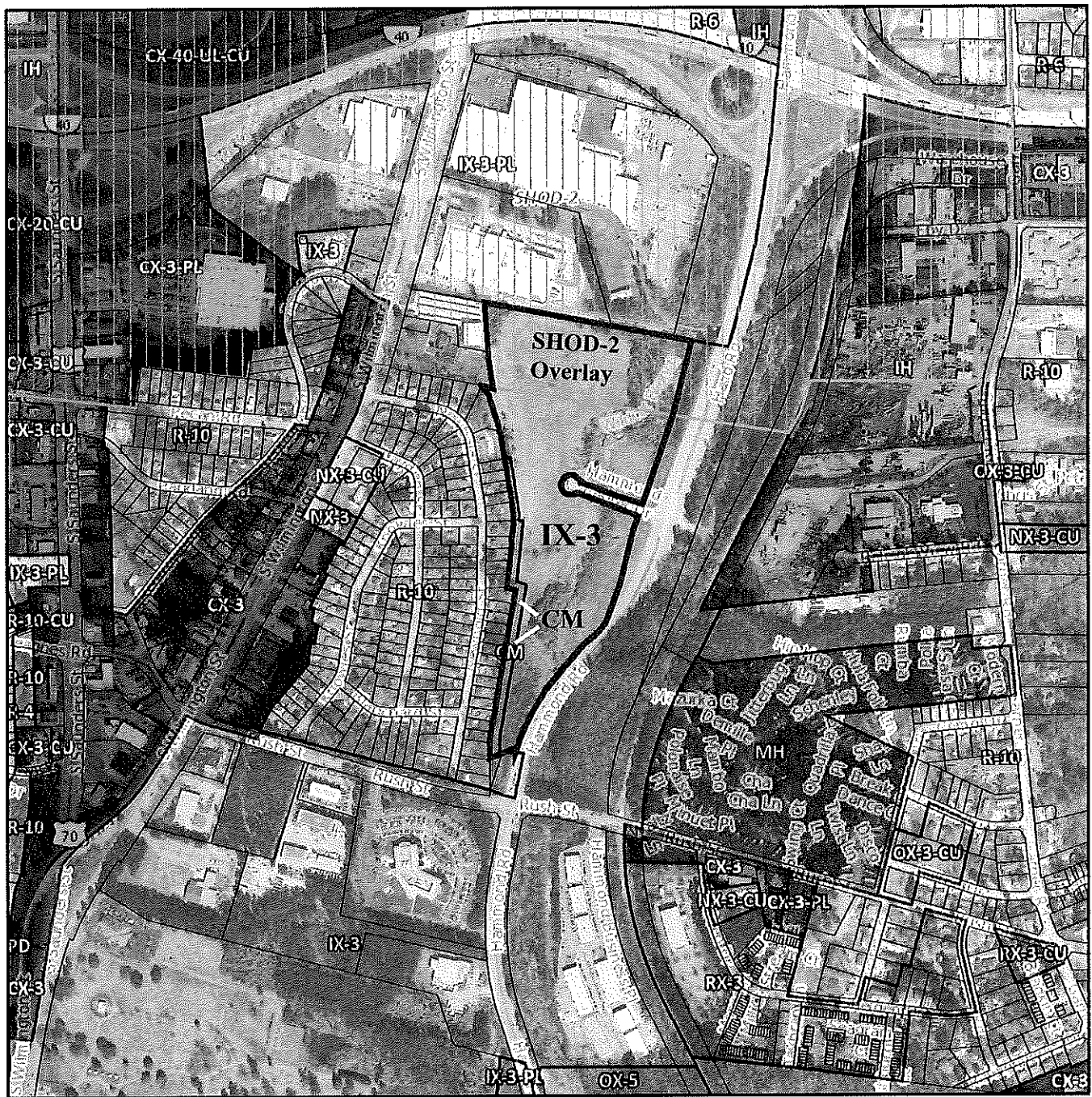
100 Knowles Street

Vicinity Map



Disclaimer

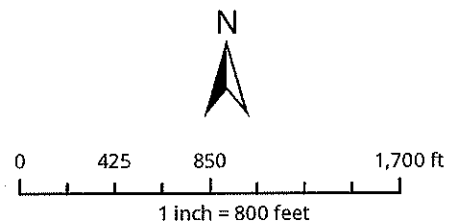
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100 Knowles Street

Zoning Map

Current Zoning:
IX-3 and CM w/ SHOD-2 Overlay



Disclaimer

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Rezoning Application and Checklist

Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500



Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email rezoning@raleighnc.gov.

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
			OFFICE USE ONLY Rezoning case # _____
Existing zoning base district: IX-3	Height: 3	Frontage:	Overlay(s):
Proposed zoning base district: CX	Height: 4	Frontage:	Overlay(s):
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number: Z-27B-2014			

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: 100 Knowles Street, Raleigh, NC 27603		
Property PIN: 1702760750		
Deed reference (book/page): 11160/1360		
Nearest intersection: Hammond Rd and Rush St		Property size (acres): 35.77
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Bell Investments Limited Partnership		
Property owner email:		
Property owner phone:		
Applicant name and address: Jamie Schwedler, 301 Fayetteville Street, Suite 1400, Raleigh, NC 27601		
Applicant email: jamieschwedler@parkerpoe.com		
Applicant phone: 919-835-4529		
Applicant signature(s):		
Additional email(s):		

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning:	Proposed zoning:	

Narrative of Zoning Conditions Offered
<p>1. No more than 350 dwelling units shall be permitted.</p> <p>2. The following uses are prohibited: adult establishment; cemetery; detention center; jail; prison; vehicle service; vehicle fuel sales; school, public or private (K-12); college; community college; university; and self-service storage.</p> <p>3. No more than 10,000 square feet of office use shall be permitted.</p>

The property owner(s) hereby offers, consents to, and agrees to abide, if the rezoning request is approved, the conditions written above. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Property Owner(s) Signature: _____

Printed Name: _____

ATTESTATION TEMPLATE

Attestation Statement

I, the undersigned, do hereby attest that the electronic verification document submitted herewith accurately reflects notification letters, enclosures, envelopes and mailing list for mailing the neighborhood meeting notification letters as required by Chapter 10 of the City of Raleigh UDO, and I do hereby further attest that that I did in fact deposit all of the required neighborhood meeting notification letters with the US. Postal Service on the 7th, day of May, 2021. I do hereby attest that this information is true, accurate and complete to the best of my knowledge and I understand that any falsification, omission, or concealment of material fact may be a violation of the UDO subjecting me to administrative, civil, and/or, criminal liability, including, but not limited to, invalidation of the application to which such required neighborhood meeting relates.

W. Gardner Culp
Signature of Applicant/Applicant Representative

5/7/21
Date

SUMMARY OF ISSUES

A neighborhood meeting was held on May 20, 2021 (date) to discuss a potential rezoning located at 100 Knowles St (property address). The neighborhood meeting was held at via Zoom (location). There were approximately 10 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Presentation of rezoning proposal and comprehensive plan consistency
Discussion of whether road connections to the Hertford Village subdivision to the west
Discussion of project timeline
Discussion of neighborhood transition yard
Discussion of environmental studies on the site and stormwater retention standards
Discussion of building height and impacts to viewshed
Discussion of floodplain restrictions on development

[illegible]

REZONING APPLICATION ADDENDUM
HAMMOND ROAD REZONING

OWNER INFORMATION

Site Address:	100 Knowles Street, Raleigh, NC 27603 (partial*)
PIN:	1702760750
Deed Reference (book/page):	011160/01360
Acreage:	35.77 total
Owner:	Bell Investments Limited Partnership
Owner Address:	PO Box 17274, Raleigh, NC 27619-7274
*Note:	The portion of this parcel zoned Conservation Management is not included in this rezoning application. See attached graphic.

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 portion of the Property requested to be rezoned is designated as "Business and Commercial Services" in the Future Land Use Map ("FLUM"). Business and Commercial Services is primarily for higher-impact commercial activities that have locational needs. Housing is limited, but live-work units or housing combined with an employment-generating ground floor could be permitted in certain locations. The plan generally recommends the industrial mixed use zoning district. Comprehensive Plan, p. 3-12. The proposed rezoning to Commercial Mixed Use will allow for a mix of commercial and residential uses. Conditions have been added prohibiting the more objectionable types of commercial uses that would otherwise be permitted, and limiting the amount of potential residential units. Therefore, the proposed rezoning is consistent with the Property's FLUM designation.

2. The Property is located in within a half mile of the planned BRT station located at the intersection of S. Wilmington St and Rush St, which is designated as an "Emerging Urban Center." Comprehensive Plan, Map LU-2. While this Property's FLUM designation is not included in the recommended height designations, Emerging Urban Centers are recommended to have a height designation up to 12 stories, with transitions down to 3 or 4 stories to meet adjacent lower scale developments. Comprehensive Plan, Table LU-2. Therefore, the requested 5 stories is consistent with the Comprehensive Plan's recommended height for the Property.

3. The Property is partially within the Core Transit Area on the Urban Form Map. This designation refers to areas within a quarter mile of corridors proposed for bus rapid transit or within a half-mile of identified transit station locations. An urban or hybrid approach to frontage is recommended, depending on context. Comprehensive Plan, p. 11-4. A frontage designation is not proposed for this rezoning because a large portion of the site's frontage along Hammond Road is either within the floodplain or has a major utility easement, removing any possibility for development in that area. Development on the remaining frontage along Hammond Road is severely limited because that area is so narrow and separated from the remainder of the parcel by the floodplain. While a frontage is not proposed due to site constraints, this request is consistent with the Comprehensive Plan policies set forth below.

4. The Property also falls within the Southern Gateway Area Plan ("AP-SG") of the 2030 Comprehensive Plan. The planning goals for this corridor are to implement improvements, generate strategies for connectivity, identify infrastructure investments, implement public realm improvements, and protect natural resources in order to support growth and reinvestment. The corridor plan identifies that this corridor lacks a cohesive character and identity, and that many vacant, deteriorated, and/or underutilized sites and buildings contribute to the negative character and perception of this area. While this site is not located in one of the area plan's focus areas, this request will facilitate the development of a large vacant area within the corridor and create a more cohesive identity as one approaches downtown Raleigh. The proposed zoning will also provide housing variety that is connected to nearby downtown Raleigh through accessible public transit.

The requested zoning district will enhance the character of the area by allowing uses that are consistent with the surrounding area and preserving the site's natural features.

5. The Property also falls within the Priority Area for Economic Development ("ED") of the 2030 Comprehensive Plan. The Comprehensive Plan refers to "economic development" as the process of local wealth creation, manifested by growth in jobs, income and investment, and supported by improvements in the social, built, and natural environment." The zoning request is consistent with the following ED policies:

a. **Policy ED 1.3 Gateway Reinvestment**, *Focus reinvestment efforts on those commercial areas that also serve as key gateways to the city and downtown, such as Avent Ferry Road, Six Forks Road Corridor, and South Saunders Street (Southern Gateway Corridor Plan).* The proposed zoning district will allow for investment into a large vacant site located in the Southern Gateway Corridor. The requested zoning district will facilitate development consistent with the surrounding area, creating a positive image for the corridor as one approaches the city from the south.

b. **Policy ED 5.12 Equitable Development around Transit**, *Support the creation of employment and retail options near bus rapid transit stations, with a focus on assisting existing small business thrive and grow.* The proposed zoning designation will allow for a mixed use development within a half mile from the planned BRT station at the intersection of S. Wilmington St and Rush Street. This will take advantage of the investments in transit, and any commercial and retail development will be well supported by the surrounding residential areas in a pedestrian friendly environment.

6. The proposed rezoning is also consistent with the following policies of the Land Use Element ("LU") of the 2030 Comprehensive Plan:

a. **Policy LU 3.2 Location of Growth**, *The development of vacant properties should occur first within the city's limits, then within the city's planning jurisdiction, and lastly within the city's USA's to provide for more compact and orderly growth, including provision of conservation areas.* This rezoning will enable the development of a large site close to downtown and within the city's limits.

b. **Policy LU 4.4 Reducing Vehicle Miles Traveled Through Mixed-Use**, *Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).* The proposed commercial mixed use district promotes the development of a mixed use development in close proximity to residential uses directly to the west. The proposed zoning district will also allow for a broad range of housing types in close proximity to downtown, that are connected to downtown through public transit. This will provide the opportunity for a lifestyle that has access to employment and services without the need for a vehicle.

c. **Policy LU 4.6 Transit-oriented Development**, *Promote transit-oriented development around planned bus rapid transit (BRT) and fixed commuter rail stations through appropriate development regulation, education, station area planning, public-private partnerships, and regional cooperation.* The proposed zoning district will provide

a mix of uses in a core transit area, located within a half mile of the planned BRT station at the intersection of S. Wilmington St and Rush St. This rezoning will provide appropriate development regulations to promote development that will take advantage of the investments in transit infrastructure.

d. **Policy LU 4.7 Capitalizing on Transit Access**, *Sites within walking distance of existing and proposed rail and bus rapid transition stations should be developed with intense residential and mixed uses to take full advantage of and support investment in transit infrastructure.* The proposed zoning district permits both residential and commercial uses on a site located within a half mile of the planned BRT station at the intersection of S. Wilmington St and Rush St.

e. **Policy LU 4.8 Station Area Land Uses**, *A complementary mix of uses, including multifamily residential, offices, retail, civic, and entertainment uses, should be located within transit station areas.* The proposed zoning will replace the current entitlement for industrial uses with a mix of commercial, office, and residential uses more appropriate for this site, which is located within a half mile of a planned BRT station.

f. **Policy LU 4.18 Transit Station Area Recommended Heights**, *Building heights in transit station area type as designated on Map LU-5 Transit Station Types Where there is not a recommended building height for a specific FLUM category in Table LU-2, or if there is internal conflict between FLUM designations and transit station areas types, recommended building height for stations areas should prevail.* The Property is located in the Core Transit Area for a BRT station designated as an "Emerging Urban Center." Comprehensive Plan, Map LU-2. While this Property's FLUM designation is not included in the recommended height designations, Emerging Urban Centers are recommended to have a height designation up to 12 stories, with transitions down to 3 or 4 stories to meet adjacent lower scale developments. The proposed zoning to 5 stories is consistent with this policy.

g. **Policy LU 5.1 Reinforcing the Urban Pattern**, *New development should acknowledge existing buildings, and, more generally, the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.* The requested zoning designation reinforces the urban pattern of the surrounding area by allowing for a mix of uses that is consistent with the surrounding residential, commercial, and office uses.

h. **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.* The requested zoning is for a large, vacant site located in an area built with a mix of residential, commercial, and office uses. This request would allow for infill development with consistent uses, and eliminate a gap in the urban fabric within the Southern Gateway Corridor.

i. **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 FLUM. Examples include land in the immediate vicinity of planned transit stations.* The subject property is currently zoned for industrial uses, but is within a half mile of a BRT transit station and is adjacent to a single family residential subdivision. Rezoning the large vacant site to allow for non-industrial uses is more consistent with the surrounding area and planned transit infrastructure.

7. The proposed rezoning is also consistent with the following policies of the Housing Element ("H") of the 2030 Comprehensive Plan:

a. **Policy H 1.1 Mixed-income Neighborhoods**, *Promote mixed-income neighborhoods throughout the city, particularly within high-density development at employment centers, downtown, within NSRAs, and along transit corridors.* The requested zoning designation will allow for higher density residential and additional housing types along a planned BRT corridor and close to a BRT station.

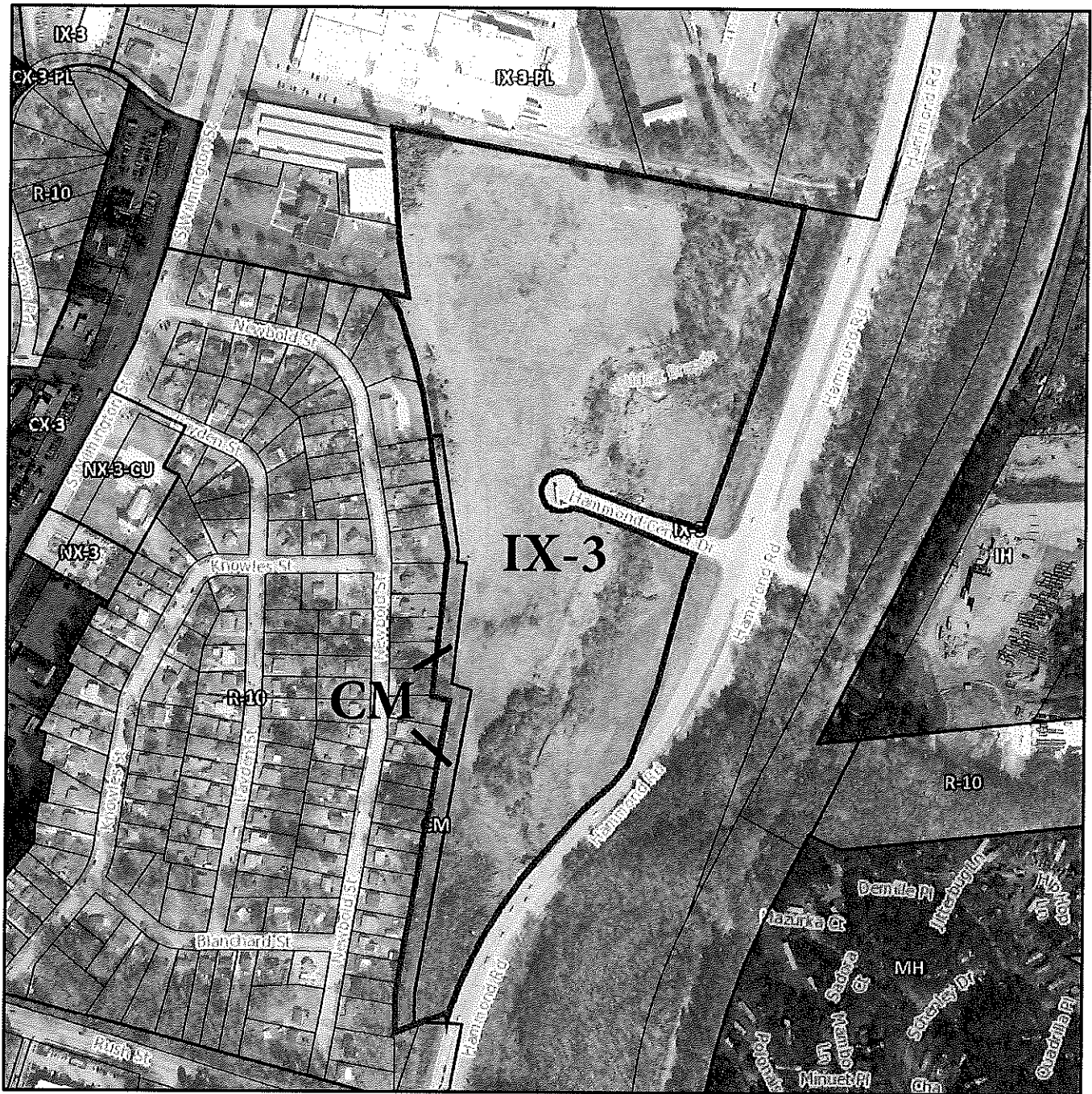
b. **Policy H 1.5 Scattered Site Infill**, *Support small, scattered-site residential developments on infill lots where appropriate and where design respects the neighborhood scale and context.* The requested zoning will facilitate residential development on an infill lot appropriately located near transit infrastructure and consistent with the surrounding area.

c. **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. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.* The requested zoning designation will provide entitlement to develop a variety of housing types close to downtown and along a BRT corridor.

PUBLIC BENEFITS

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

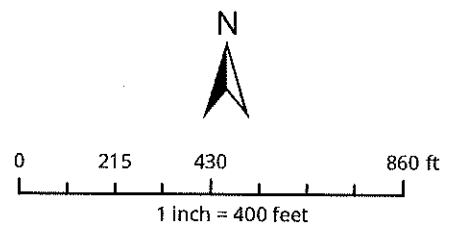
The requested rezoning will allow for the development of a large, vacant site within the Southern Gateway corridor. The proposed zoning designation will prime the site for a variety of uses that will take full advantage of the site's close proximity to a planned BRT corridor and station. The current Industrial Mixed use designation is inconsistent with the type of development adjacent to the site, and the type of development the Comprehensive Plan is calling for around public transit. This request will facilitate transit oriented development, increase the positive image of the southern gateway to downtown, and support the growing need for residential uses by allowing a variety of housing types that are connected to downtown and the surrounding area through public transit. Preservation of the existing Conservation Management zoning designation will ensure appropriate buffers between the proposed use and existing neighborhoods.



100 Knowles Street

PIN: 1702760750

*The portion of the parcel currently zoned CM is not included in this rezoning request.



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SUMMARY OF ISSUES

A neighborhood meeting was held on August 4, 2021 (date) to discuss a potential rezoning located at 100 Knowles St (property address).
The neighborhood meeting was held at Biltmore Hills Park (location).
There were approximately 7 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Presentation of rezoning request, updates since first neighborhood meeting, and conditions.

Discussion of stormwater drainage.

Discussion on location of floodplain and easements and impact on location of development.

Discussion of buffer requirements/commitments along western boundary.

Discussion of impacts to school capacity.

Discussion of transportation improvements and whether a connection to Hertford Village is required.

Discussion of rezoning timeline and expected time of construction.

[illegible]