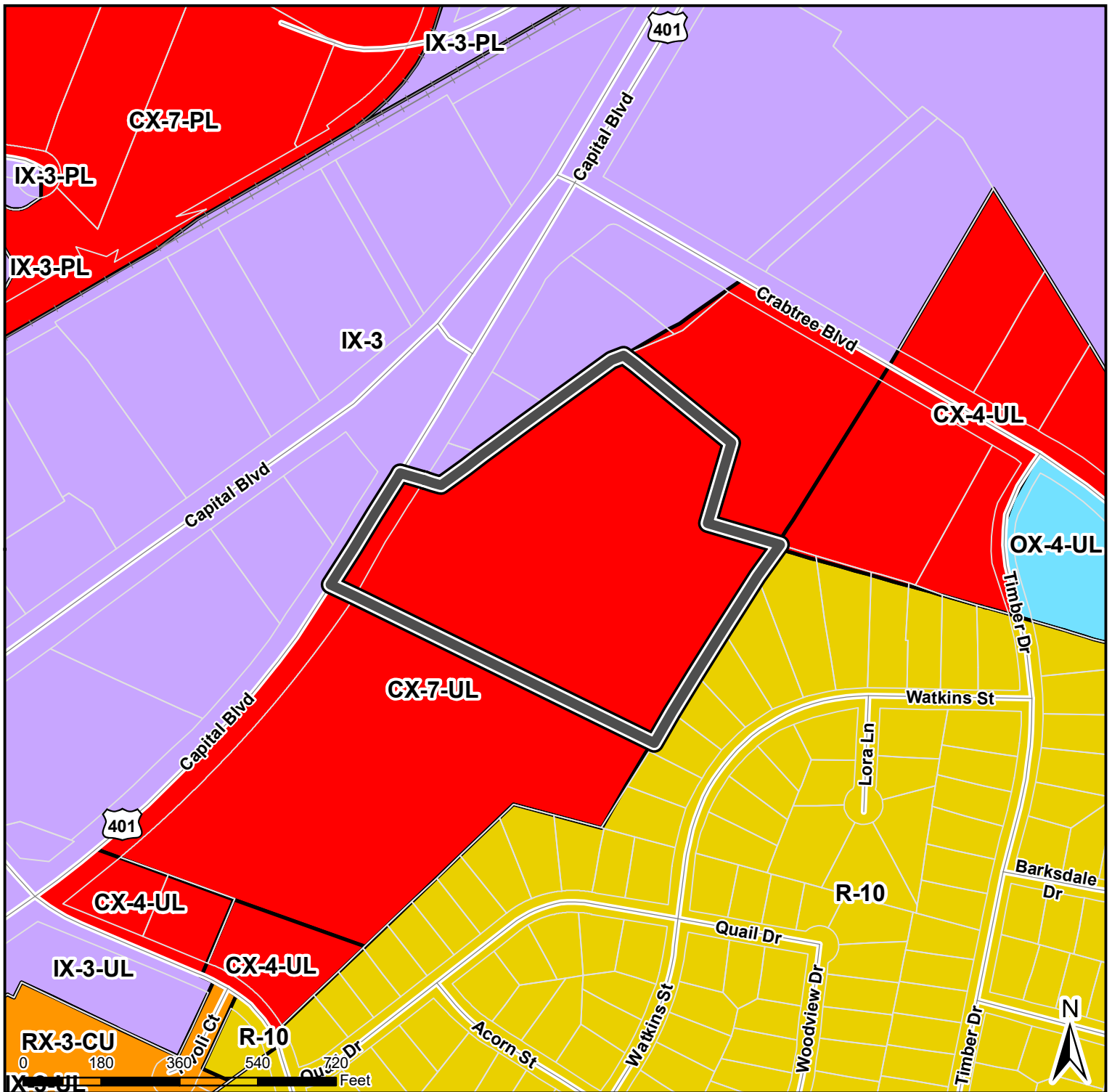
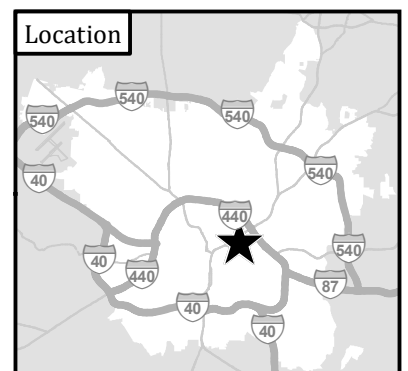


Existing Zoning

Z-59-2020



Property	1920 Capital Blvd
Size	10.9 acres
Existing Zoning	CX-7-UL
Requested Zoning	CX-7-CU



To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Ira Mabel, AICP, Senior Planner
Department	Planning and Development
Date	April 5, 2021
Subject	City Council agenda item for April 20, 2021 – Z-59-20 Capital Boulevard

On March 16, 2021, City Council authorized the public hearing for the following item:

Z-59-20 1920 Capital Boulevard, approximately 10.87 acres located [at the intersection of Capital Boulevard and Crabtree Boulevard, behind the Greyhound bus terminal \(District C\).](#)

Signed zoning conditions provided on March 9, 2021 specify a build-to for non-residential buildings, prohibit parking between new buildings and a primary street, and require new buildings to have at least one street-facing entrance.

Current zoning: Commercial Mixed Use-7 stories-Urban Limited (CX-7-UL).

Requested zoning: Commercial Mixed Use-7 stories-Conditional Use (CX-7-CU).

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

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

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

The Planning Commission recommends approval of the request (9 - 0).

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# 12091

CASE INFORMATION: Z-59-20 CAPITAL BOULEVARD

Location	Near the intersection of Capital Boulevard and Crabtree Boulevard, behind the Greyhound bus terminal Address: 1920 Capital Boulevard PINs: 1714389080 iMaps , Google Maps , Directions from City Hall
Current Zoning	CX-7-UL
Requested Zoning	CX-7-CU
Area of Request	10.87 acres
Corporate Limits	The subject site is within the city's corporate limits.
Property Owner	Food Bank of Central & Eastern NC, Inc 1924 Capital Boulevard Raleigh, NC 27604
Applicant	Cerretta Amos, Smith Anderson
Council District	C
PC Recommendation Deadline	April 26, 2021

SUMMARY OF PROPOSED CONDITIONS

1. Non-residential buildings shall have a 0'-20' primary street build-to for 50% of the frontage.
2. No on-site parking shall be permitted between new buildings and a primary street.
3. New buildings shall have at least one primary street-facing entrance.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Community Mixed Use, Public Parks and Open Space
Urban Form	City Growth Center, Transit Emphasis Corridor
Consistent Policies	Policy LU 1.2—Future Land Use Map and Zoning Consistency Policy LU 4.7—Capitalizing on Transit Access Policy LU 4.8—Station Area Land Uses Policy LU 6.2—Complementary Land Uses and Urban Vitality Policy UD 7.3—Design Guidelines Policy UD 1.10—Frontage

	Policy AP-CB 6—Business and Industry
Inconsistent Policies	Policy LU 5.2—Managing Commercial Development Impacts Policy LU 5.4—Density Transitions Policy LU 5.6—Buffering Requirements Policy LU 7.4—Scale and Design of New Commercial Uses Policy LU 7.5— High-impact Commercial Uses

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
11/5/2020 1 attendee	1/19/2021 1 attendee	1/26/2021 (consent agenda) 3/9/2021	3/16/2021

PLANNING COMMISSION RECOMMENDATION

The rezoning case is **Consistent** 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:

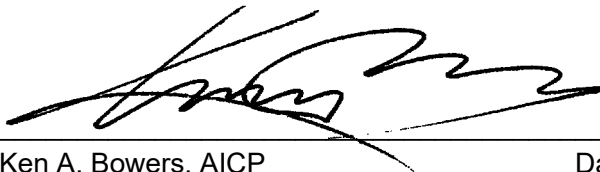
Reasonableness and Public Interest	Approval of the request is reasonable and in the public interest because the request is consistent with the policies of the Comprehensive Plan, would allow a high level of land use intensity adjacent to a BRT station, and would allow desired site improvements by an important community service provider.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	N/A

Recommendation	Approval
Motion and Vote	Motion: McIntosh; Second: Bennett In Favor: Bennett, Fox, Lampman, Mann, McIntosh, Miller, O'Haver, Rains and Winters
Reason for Opposed Vote(s)	N/A

ATTACHMENTS

1. Staff report
2. Original conditions
3. Rezoning application

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: 3/9/2021

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

AGENDA ITEM (D) 2: Z-59-20 – Capital Boulevard

This case is located on Glenwood Avenue, east of its intersection with Rembert Drive.

Approximately 10.87 acres are requested by Food Bank of Central & Eastern NC, Inc to be rezoned. Proposed conditions specify a build-to for non-residential buildings, prohibit parking between new buildings and a primary street, and require new buildings to have at least one street-facing entrance.

The request is consistent with the 2030 Comprehensive Plan.

The request is consistent with the Future Land Use Map.

The request is consistent with the Urban Form Map.

The case was placed on the consent agenda on January 26. This is the first meeting where it will be discussed. Legal notice was provided prior to this meeting. The deadline for the Planning Commission to make a recommendation is April 26, 2021.

Planner Mabel presented the case.

Toby Coleman, 150 Fayetteville Street, representing the applicant gave a brief overview of the case. Mr. Coleman stated that the reason for this request was to allow the food bank to place a sign on the property to show their location.

Ms. McIntosh made a motion to approve this case. Ms. Bennett seconded the motion. Commissioners how do you vote?

Bennett (Aye), Fox (Aye), Lampman (Aye), Mann (Aye), McIntosh (Aye), Miller (Aye), O'Haver (Aye), Rains (Aye), and Winters (Aye). The vote was unanimous 9-0.



ZONING STAFF REPORT – CASE Z-55-20

Conditional Use District

OVERVIEW

This request is to rezone approximately 10.87 acres from Commercial Mixed Use-7 stories-Urban Limited (CX-7-UL) to Commercial Mixed Use-7 stories-Conditional Use (CX-7-CU). Proposed zoning conditions specify a build-to for non-residential buildings, prohibit parking between new buildings and a primary street, and require new buildings to have at least one street-facing entrance.

Removal of the Urban Limited (UL) frontage is the primary motivation for the rezoning request. The property owner would like to construct a ground sign, which is not permitted under UL zoning and is not eligible for a variance.

The subject site consists of a single parcel on the east side Capital Boulevard, just south of Crabtree Boulevard. There is currently a 100,000 square foot warehouse building that serves as the main distribution center for the Food Bank of Central & Eastern North Carolina. The building is set far back toward the rear property line; most of the remainder of the site is surface parking.

The bulk of the site is relatively flat, sloping from east to west. However, Pigeon House Branch, which flows into Crabtree Creek nearby at Raleigh Boulevard, follows the site's northwestern property line. The creek at this location is effectively channelized, with steep banks on either side. There is substantial floodplain in the area, but the amount on the rezoning site is fairly limited on the northern and western sides.

To the north of the site is the recently renovated Gateway Plaza shopping center, a bank, and the Greyhound bus terminal. To the east are detached dwellings. To the south is a former car dealership now owned by the Wake County Board of Education. To the west across Capital Boulevard are stand-alone commercial uses.

Other nearby uses along Capital Boulevard and further west along Atlantic Avenue are uniformly commercial, primarily in IX zoning districts and accordingly industrial in nature. In contrast, directly to the east of the rezoning site is a sizable single-family neighborhood, zoned R-10.

The subject site is designated as Community Mixed Use on the Future Land Use Map, as is all the nearby land to the north, south, and west. A strip of Public Parks and Open Space FLUM designation follows Pigeon House Branch, and therefore also covers a portion of the site. The residential neighborhood to the east is designated Low Density Residential.

The site, and all adjacent commercially-zoned parcels, are located within a City Growth Center on the Urban Form Map; Capital Boulevard is a Transit Emphasis Corridor. These classifications suggest an urban or hybrid frontage approach, which is present in the existing zoning as Urban Limited frontage. Many other zoning districts nearby also include a UL frontage. In lieu of a frontage, the request includes zoning conditions that mimic some of the

requirements of the UL frontage that are the most responsible for creating pedestrian-oriented development.

The Core Transit Area on the Urban Form Map ends just south of the rezoning site, at the Capital Boulevard/Wake Forest interchange. This designation is applied to the four planned bus rapid transit (BRT) lines in the city. Although the Urban Form designation does not cover the rezoning site, the Equitable Development Around Transit (EDAT) guidebook anticipates the last BRT station of the northern route to be located at Capital Boulevard and Crabtree Boulevard, putting the site within the station's ¼-mile walkshed.

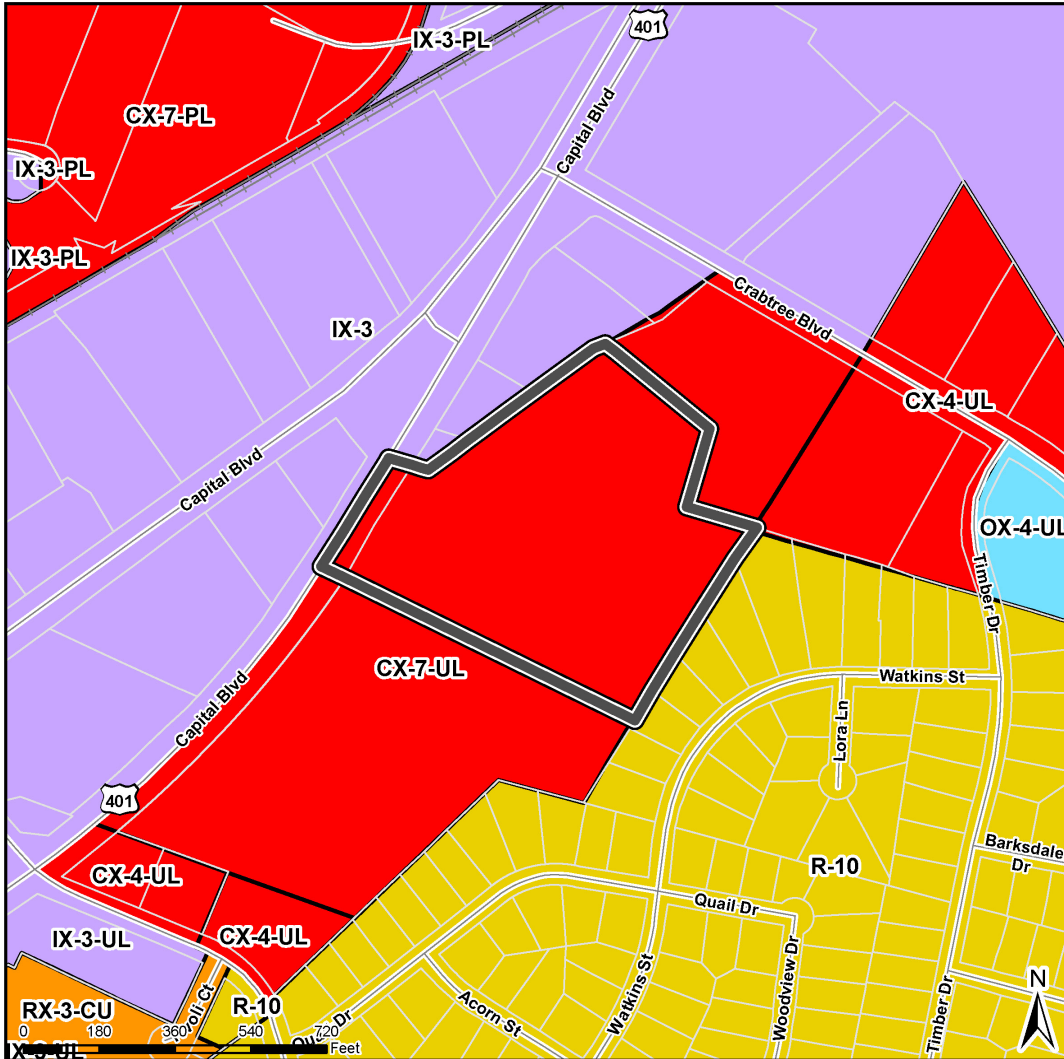
The site is within the boundaries of the Capital Boulevard Area Plan. The relevant policies for that site have to do with greenways, commercial land uses, and the street network. An internal drive runs across the site parallel to the creek, providing cross access to the Gateway Plaza shopping center to the north. Raleigh's Street Plan would require this drive be dedicated as new public right-of-way, should redevelopment of the site ever require a Tier 3 site plan.

OUTSTANDING ISSUES

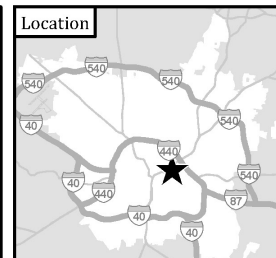
Outstanding Issues	1. None.	Suggested Mitigation	1. None.
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Existing Zoning

Z-59-2020



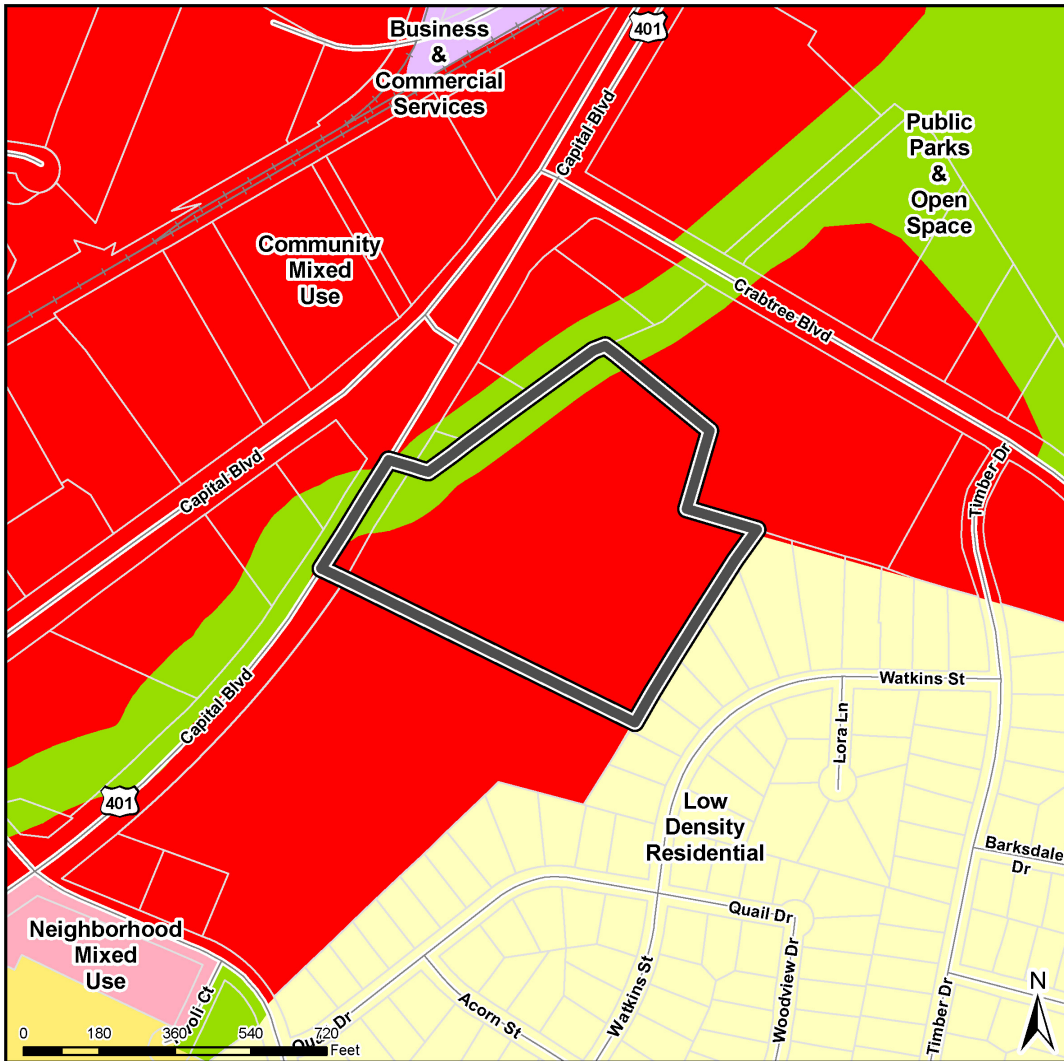
Property	1920 Capital Blvd
Size	10.9 acres
Existing Zoning	CX-7-UL
Requested Zoning	CX-7-CU



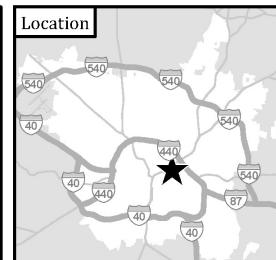
Map by Raleigh Department of City Planning (mansolf); 11/16/2020

Future Land Use

Z-59-2020



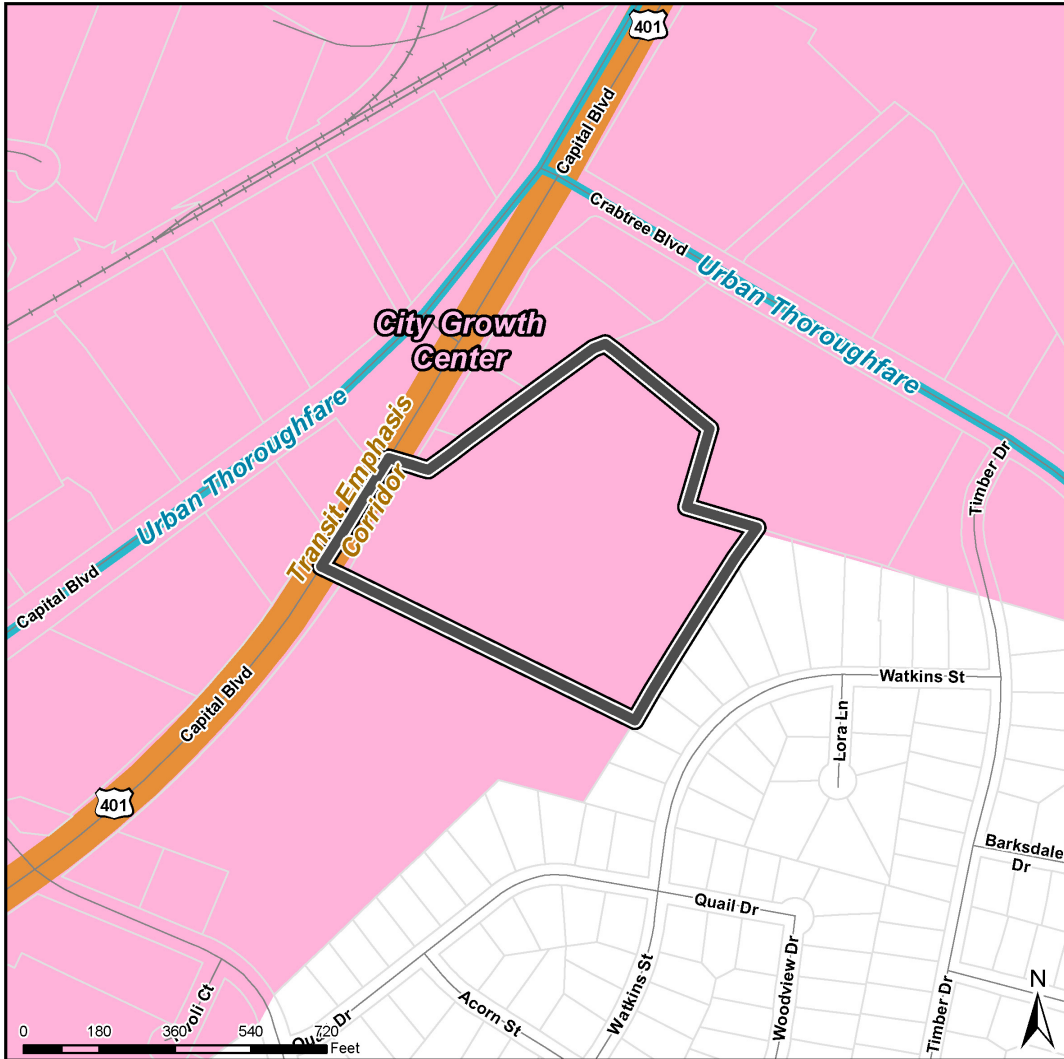
Property	1920 Capital Blvd
Size	10.9 acres
Existing Zoning	CX-7-UL
Requested Zoning	CX-7-CU



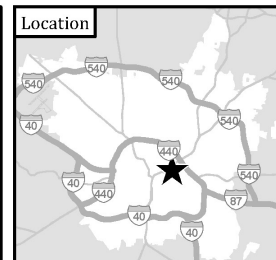
Map by Raleigh Department of City Planning (mansolf); 11/16/2020

Urban Form

Z-59-2020



Property	1920 Capital Blvd
Size	10.9 acres
Existing Zoning	CX-7-UL
Requested Zoning	CX-7-CU



Map by Raleigh Department of City Planning (mansolf): 11/16/2020

COMPREHENSIVE PLAN

Determination of the conformance of a proposed use or zone with the Comprehensive Plan includes consideration of the following questions:

- A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?

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

The request is consistent with the **Managing Our Growth** vision theme. This theme encourages integrated land uses; providing desirable spaces and places to live, work, and play; and development in areas where infrastructure is already in place. A mid-height mixed-use development within a City Growth Center, where Comprehensive Plan policy seeks to direct 60% of the city's future growth, fulfills these goals.

The request is consistent with the **Coordinating Land Use and Transportation** vision theme. This theme envisions higher density residential and mixed-use development to support new local and regional public transit services. Although final station locations are not known at this time, the subject site is 1/4 of a mile of a likely Capital Boulevard BRT station at Crabtree Boulevard.

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

Yes. The subject site is classified as Community Mixed Use on the Future Land Use Map, which recommends the Commercial Mixed Use zoning district.

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

N/A

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

Yes. Community facilities and streets appear to be sufficient to serve the proposed use. However, the Capital Boulevard Area Specific Guidance indicates that redevelopment of the site should create a new street grid.

Future Land Use

Future Land Use designation: Community Mixed Use, Public Parks and Open Space

The rezoning request is

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

☐ **Inconsistent**

The request is for Commercial Mixed Use (CX) zoning. The majority of the subject site is classified as Community Mixed Use on the Future Land Use Map, which recommends the CX zoning district. The description of the designation states that heights would generally be in the three to five story range, although additional height up to 12 stories would be appropriate in TOD areas and at the core of mixed-use centers.

The Core Transit Area on the Urban Form Map ends just south of the rezoning site, at the Capital Boulevard/Wake Forest interchange. This designation is applied to the four planned bus rapid transit (BRT) lines in the city. Although the Urban Form designation does not cover the rezoning site, the Equitable Development Around Transit guidebook anticipates the last BRT station of the norther route to be located at Capital Boulevard and Crabtree Boulevard, putting the site within the station's ¼-mile walkshed.

Considering these factors, Table LU-2 recommends a 5-story height limit at this location, making the 7-story CX request consistent with the FLUM in terms of uses, though not fully in terms of height.

The state-required buffer along Pigeon House Branch is sufficient to satisfy the Public Parks and Open Space designation.

Urban Form

Urban Form designation: City Growth Center, Transit Emphasis Corridor

The rezoning request is

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

☐ **Inconsistent**

Overview: The site is located within a City Growth Center and along a Transit Emphasis Corridor, which suggest an urban or hybrid frontage. An urban frontage is present in the existing zoning as Urban Limited (UL), but no frontage is included in the request.

Impact: The Urban Limited frontage is intended for areas where parking between the building and street is not allowed. Buildings abut the street and sidewalk, but to balance the needs of both the pedestrian and automobile, lower continuity of building facades is required.

The primary street build-to in UL is 0 – 20 feet, with a minimum of 50% of the building width being within that range. Street-facing entrances are required every 75 feet.

Compatibility: In lieu of a frontage, the request includes zoning conditions that mimic some of the requirements of the UL frontage that are the most responsible for creating pedestrian-oriented development. Specifically, no on-site parking shall be permitted between new buildings and a primary street, and new buildings must have at least one primary street-facing entrance. In addition, non-residential buildings shall have a primary street build-to identical the one required under UL, although no side street build-to is required. Townhouse and apartment buildings have their own build-to requirements.

Compatibility

The proposed rezoning is

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

☐ **Incompatible.**

The request is compatible with the property and other properties fronting along Capital Boulevard and Crabtree Boulevard, and generally compatible with the surrounding area. Nearby zoning districts include CX-4, CX-7, and IX-3, with general building types existing currently. However, the request is not compatible with the adjacent detached residential neighborhood to the east. Requiring the east side of the site to have enhanced buffering above UDO requirements, transitional building heights less than seven stories in addition to the transition yard height restrictions, and no high-impact commercial uses would improve compatibility here and reduce the chances of adversely impacting neighboring properties.

Public Benefits of the Proposed Rezoning

- The request would allow a high level of land use intensity adjacent to a BRT station, which represents the highest level of transit service available in the city.
- The request would allow desired site improvements by an important community service provider.

Detriments of the Proposed Rezoning

- The request would permit a relatively intense commercial zoning district adjacent to residential zoning with minimal or no transition above and beyond UDO requirements.
- The request would permit building heights slightly taller than recommended by policy.

Policy Guidance

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

Policy LU 1.2—Future Land Use Map and Zoning Consistency

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

- The request is consistent with the Future Land Use Map designation of Community Mixed Use, which applies to medium-sized shopping centers and larger pedestrian-oriented retail districts. Although building height up to 12 stories can be appropriate in Community Mixed Use areas, Table LU-2 recommends a 5-story height limit, making the 7-story CX request consistent with the FLUM in terms of uses, though not fully in terms of height.

Policy LU 4.7—Capitalizing on Transit Access

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

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 site is not within a Core Transit Area but is within walking distance of a potential BRT station. The CX zoning district allows a development intensity appropriate for a site with this level of transit access.

Policy LU 6.2—Complementary Land Uses and Urban Vitality

A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers to maintain the city's livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistently with this policy.

- Mixed-used development within the City Growth Center that includes the Capital Boulevard and Wake Forest interchanges with I-440 will further diversify and compliment the mix of uses already in the area. These potential uses are also more compatible with Capital Boulevard's role as a future BRT corridor.

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

- Overall, the proposed zoning conditions are consistent with the Urban Design Guidelines. The conditions replicating a build-to similar to what would be required with UL frontages makes the request conforming with Guidelines 6, 7, and 24. Prohibiting parking between buildings and the street, and requiring street-facing entrances conform to Urban Design Guidelines 15 and 25. Proximity to the future BRT route satisfies guideline 17.
- However, lack of increased transitional or buffering requirements to the single family neighborhood is nonconforming with Guideline 2.

Guideline 2	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.
Guideline 6	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.
Guideline 7	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.
Guideline 15	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.
Guideline 17	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.
Guideline 24	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.

Guideline 25

The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances should be designed to convey their prominence on the fronting facade.

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.

- A City Growth Center and Transit Emphasis Corridor urban form designation suggests an urban or hybrid frontage option; no frontage was included with this request. However, the request includes zoning conditions that mimic some of the requirements of the Urban Limited frontage that are most the responsible for creating pedestrian-oriented development.

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

Policy LU 5.2—Managing Commercial Development Impacts

Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas.

- The eastern boundary of the rezoning site is adjacent to a neighborhood of detached dwellings in an R-10 zoning district. Although neighborhood transition yards are required abutting residential districts, the difference in potential intensity between CX-7 and R-10 districts suggests that additional buffering and/or prohibition of intense uses above and beyond code-required minimums is warranted.

Policy LU 7.5— High-impact Commercial Uses

Ensure that the city's zoning regulations limit the location and proliferation of fast food restaurants, sexually-oriented businesses, late night alcoholic beverage establishments, 24-hour mini-marts and convenience stores, and similar high impact commercial establishments that generate excessive late night activity, noise, or otherwise affect the quality of life in nearby residential neighborhoods.

- The proposed conditions do not limit high-impact uses such as bars, restaurants, retail/personal service, fuel sales, and vehicle sales. Additional use restrictions, restrictions on built character or operations, or some combination could enhance compatibility and mitigate potential adverse impacts.

Policy LU 5.4—Density Transitions

Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.

Policy LU 5.6—Buffering Requirements

New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.

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 request would permit Commercial Mixed Use, which is a relatively intense commercial district, adjacent to a residential zoning district with no requirements for neighborhood transitions above and beyond those required by the UDO.

Area Plan Policy Guidance

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

Policy AP-CB 6—Business and Industry

Zoning should allow a wide variety of commercial land uses to continue to grow and develop along the corridor.

- CX districts permit a wide range of commercial land uses.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	43	GoRaleigh Route 1 currently serves Capital Boulevard and Route 3 serves Crabtree Boulevard. A BRT station is proposed in the general area.
Walk Score	30	33	The walk score for the site is much higher than the citywide 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: According to Walk Score, this part of Raleigh has walkability that is on par with the citywide average. The implementation of BRT will only increase the quality of transit service and walkability in the area.

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 district would not alter the types of housing possible on the site. Approval of this rezoning request would allow the most energy-efficient housing units to be developed.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Neither	Residential entitlement would remain the same.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	The proposed district does not change the types of housing allowed.
If not a mixed-use district, does it permit smaller lots than the average?*	N/A	
Is it within walking distance of transit?	Yes	The site is currently served by GoRaleigh Route 1, with stops close to the rezoning site.

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

Summary: The request will not alter the type of development that is possible under the existing entitlement.

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 contains the Crabtree Creek - Pigeon House Creek greenway corridor. At the time of a subdivision or site plan, this corridor will require the reservation of a 75-foot wide greenway easement, measured from waterbody top of bank, along the entire length of the water body within the property boundary (UDO Sec. 8.6.1 & Sec. 8.1.6(A)).
2. Nearest existing park access is provided by Lions Park (1.1 miles) and Meadowbrook Park (1.4 miles).
3. Nearest existing greenway trail access is provided by Crabtree Creek Greenway Trail (0.6 miles).
4. Current park access level of service in this area is graded a B letter grade.

Impact Identified: None.

Public Utilities

1. The proposed rezoning would add 0 gpd to the wastewater collection and water distribution systems of the City.
2. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.
3. 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.
4. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer.

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	1,611	200,416	200,416
Waste Water	1,611	200,416	200,416

Impact Identified: None.

Stormwater

Floodplain	FEMA
Drainage Basin	Pigeon House
Stormwater Management	UDO Chapter 9
Overlay District	n/a

Impact Identified: No downstream structural impacts identified.

Transportation

1. **Location:** The Z-59-20 site is north of Downtown Raleigh on Capital Boulevard southeast of its intersection with Crabtree Boulevard.
2. **Area Plans:** The Z-59-20 site is located within the boundaries of the adopted 2012 Capital Boulevard Corridor Study, which has important recommendations for this site and the surrounding transportation network. The site fronts Capital Blvd, a transit emphasis corridor and proposed BRT route as denoted by the Wake Transit Plan and Map T-2 in the Comprehensive Plan. Existing and planned transit near the subject site will provide access to local and regional transportation options.
3. **Streets:** The site is located on Capital Boulevard and has access to nearby Crabtree Boulevard through cross access. The Raleigh Street Plan calls for realigning Capital Boulevard as a six-lane divided avenue and extending Automotive Way to Crabtree Boulevard to form the Person Street extension as a two-lane divided avenue. The alignment of the new street would run through the Z-59-20 site. These proposed changes are shown in the Street Plan (Map T-1 in the Comprehensive Plan).

Crabtree Boulevard is designated as a two-lane divided avenue and is maintained by the City of Raleigh. Capital Boulevard is maintained by NCDOT.

In accordance with UDO section 8.3.2, the maximum block perimeter for a CX-7 zoning district is 2,500 feet. The block perimeter bound by Capital Boulevard, Fenton Street, Quail Drive, Watkin Street, Timber Drive, and Crabtree Boulevard is be approximately 6,500 feet. The planned North Person Street extension would reduce the block perimeter to approximately 6,000 feet.

4. **Pedestrian Facilities:** There is 400 feet of existing sidewalk on the east side Capital Boulevard near Crabtree Boulevard; there is no existing sidewalk along the site's frontage. There is existing sidewalk on the south side of Crabtree Boulevard from Capital Boulevard to Timber Drive and on both sides from Timber Drive to N Raleigh Boulevard.

The proposed Pigeon House Branch greenway trail identified in the Capital Boulevard Corridor study runs along the Z-29-20 site.

5. **Bicycle Facilities:** There are existing bike lanes on Crabtree Boulevard from Capital Boulevard to Raleigh Boulevard. There is no existing bikeway on Capital Boulevard. Map T-3 in the Comprehensive Plan designated Capital Boulevard as a separated bikeway and the Person Street Extension as a standard bike lane.

The site is located a half-mile to the Crabtree Creek greenway access on N Raleigh Boulevard. The site is also along the proposed alignment of the Pigeon House Greenway Trail as identified in the Capital Boulevard Corridor study, a portion of which would run along the site. The proposed greenway would connect into the Crabtree Creek greenway just north of the side.

The site is located approximately 300 feet south of a new bikeshare station that will be integrated into the City's bikeshare program Citrix Cycle. The station is anticipated to be installed later this year.

6. **Transit:** Nearby transit includes GoRaleigh Route 1 and GoRaleigh Route 3. Route 1 provides frequent service from downtown and along Capital Boulevard to north Raleigh. Route 3 runs from Downtown through the Woodcrest neighborhood and back to downtown. This route runs every 30 minutes during peak times and hourly during off-peak times. The nearest stop for route 1 is located approximately 250 feet from the site; the route 3 stop is located approximately a quarter mile from the site.

Bus rapid transit is proposed along Capital Boulevard with a stop identified in the general location directly west of the site. Intercity bus service serves the Greyhound Bus station adjacent to the site at the intersection of Crabtree Boulevard and Capital Boulevard.

7. **Access:** Access to the subject property is from Capital Boulevard and existing cross access to adjacent properties, which connect to both Crabtree Boulevard and Fenton Street.
8. **Other Projects in the Area:** The City of Raleigh recently improved Yonkers Road between Capital Boulevard and Raleigh Boulevard. Construction continues on other

sections of Yonkers Road. The project includes a shared use path.

The City of Raleigh has a project to install a roundabout at the intersection of Brookside Drive, Automotive Way, and Wake Forest Road. This work will occur with the Blount Street and Person Street two-way conversion and will include a sidewalk along Automotive Way to Fenton Street. The construction schedule is to be determined at this time.

NCDOT plans to replace the bridge of Capital Boulevard over Crabtree Creek in 2022. The new bridge will include a sidepath on one side and a sidewalk on the other. NCDOT plans to upgrade the interchange between Capital Boulevard and I-440. This project is I-5970 in the State Transportation Improvement Program; construction is planned to start after 2029.

9. **TIA Determination:** Based on the Envision results, approval of case Z-59-20 would not result in any change to vehicular peak hour trips for the site, as indicated in the table below. A TIA may be required during site permit review.

Z-59-20 Existing Land Use Industrial - Food bank warehouse	Daily	AM	PM
	193	19	24
Z-59-20 Current Zoning Entitlements Commercial Mixed Use	Daily	AM	PM
	3,640	328	391
Z-59-20 Proposed Zoning Maximums Commercial Mixed Use	Daily	AM	PM
	3,640	328	391
Z-59-20 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	0	0	0

Impact Identified: None.

Urban Forestry

1. This rezoning request does not affect the requirements of Urban Forestry.

Impact Identified: None.

Impacts Summary

The rezoning request is not anticipated to have major impacts on existing or planned infrastructure or services.

Mitigation of Impacts

No mitigation steps have been identified.

CONCLUSION

This request is to rezone a single parcel totaling approximately 10.87 acres from Commercial Mixed Use-7 stories-Urban Limited (CX-7-UL) to Commercial Mixed Use-7 stories-Conditional Use (CX-7-CU). Proposed zoning conditions prohibit parking between new buildings and a primary street, and require new buildings to have at least one street-facing entrance.

The request is **consistent** with Comprehensive Plan overall; **consistent** with the Future Land Use Map; and **consistent** with the Urban Form Map. The request is **consistent** with the Capital Boulevard gateway Area Specific Guidance.

The request is **consistent** with Comprehensive Plan policies regarding development near transit and frontages and urban design. The request is **inconsistent** with policies regarding managing commercial impacts.

The request would support the Vision Themes of *Managing Our Growth* and *Coordinating Land Use and Transportation*.

CASE TIMELINE

Date	Action	Notes
11/25/2020	Submitted application	
12/23/2020	Submitted revised conditions	
1/26/2021	Planning Commission	Consent agenda
1/27/2021	Submitted revised conditions	
3/9/2021	Planning Commission	

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	CX-7-UL	CX-7-U; IX-3	CX-7-UL	R-10	IX-3
Additional Overlay	N/A	N/A	N/A	N/A	N/A
Future Land Use	Community Mixed Use	Community Mixed Use	Community Mixed Use	Low Density Residential	Community Mixed Use
Current Land Use	Warehouse	Retail; bus terminal	Future school site	Detached dwellings	Retail
Urban Form	City Growth Center; Transit Emphasis Corridor	City Growth Center; Transit Emphasis Corridor; Urban Thoroughfare	City Growth Center; Transit Emphasis Corridor	N/A	City Growth Center; Transit Emphasis Corridor; Urban Thoroughfare

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	CX-7-UL	CX-7-CU
Total Acreage	10.87	10.87
Build-to's:	(for non-residential buildings)	(for non-residential buildings)
Primary street	0'/20', 50%	0'/20', 50%
Side street	0'/20', 25%	N/A
Residential Density:	28.15	28.15
Max. # of Residential Units	306	306
Max. Gross Building SF	420,429	420,429
Max. Gross Office SF	321,175	321,175
Max. Gross Retail SF	150,963	150,963
Max. Gross Industrial SF	-	-
Potential F.A.R	0.89	0.89

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

CONDITIONAL USE DISTRICT ZONING CONDITIONS	
Zoning Case Number Z-59-20	OFFICE USE ONLY
Date Submitted 3/9/21	
Existing Zoning CX-7-UL Proposed Zoning CX-7	
Narrative of Zoning Conditions Offered	
<p>1. General Building and Mixed Use Building shall be subject to a primary street build-to range between 0' and 20'. The front facade of General Building and Mixed Use Building types shall be placed in a primary street build-to range until the front facade of buildings occupy 50% of the subject lot's primary street frontage.</p> <p>2. No on-site parking shall be permitted between new buildings and a primary street.</p> <p>3. New buildings shall have at least one primary street-facing entrance.</p>	

The property owner(s) hereby offers, consents to, and agrees to abide by, 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

DocuSigned by:

Peter Werbicki

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Print Name

Peter Werbicki, President/CEO

RECEIVED**By Ira Mabel at 2:00 pm, Mar 09, 2021**

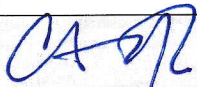
Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



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

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Rezoning Case #
Existing Zoning Base District CX Height 7 Frontage UL Overlay(s) _____			
Proposed Zoning Base District CX Height 7 Frontage _____ Overlay(s) _____			
Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			
GENERAL INFORMATION			
Date	Date Amended (1)	Date Amended (2)	
Property Address 1920 Capital Blvd., Raleigh, NC 27604			
Property PIN 1714389080		Deed Reference (book/page) 16105/1747	
Nearest Intersection Capital Blvd and Crabtree Blvd			
Property Size (acres) 10.87	For Planned Development Applications Only:	Total Units	Total Square Footage
		Total Parcels	Total Buildings
Property Owner Name/Address Food Bank of Central & Eastern North Carolina 1924 Capital Blvd, Raleigh, NC 27604		Phone 919.865.3075	Fax 919.875.0801
		Email mweeks@foodbankcenc.org	
Applicant Name/Address Cerretta G. Amos Smith Anderson 150 Fayetteville St., Ste. 2300 Raleigh, NC 27601		Phone 919-838-2012	Fax
		Email camos@smithlaw.com	
Applicant* Signature(s) 		Email chale@foodbankcenc.org	

*Please see Page 11 for information about who may submit rezoning applications. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

REZONING APPLICATION ADDENDUM #1	
<p align="center">Comprehensive Plan Analysis</p>	<p align="center">OFFICE USE ONLY</p> <p align="center">Rezoning Case #</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">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>1. The request is to keep Commercial Mixed Use zoning with a maximum height of seven stories, which were instituted by the City during Citywide remapping and reflect the City's determination that the zoning and height designation are consistent with the future land use designation, the urban form map, and the policies contained in the 2030 Comprehensive Plan.</p> <p>2. The subject site is classified as Community Mixed Use on the Future Land Use Map. This designation envisions higher-intensity retail, residential, and office uses.</p> <p>3. The Urban Form Map identifies the subject site within the City Growth Center. The subject site fronts along a Transit Emphasis Corridor, and therefore has a Core/Transit context. Table LU-2 Recommended Height Designations recommends a building height range from 2 stories to 12 stories in areas classified Community Mixed Use on the Future Land Use Map with a Core/Transit context.</p> <p>4. The Urban Form Map identifies the subject site within the City Growth Center, which recommends an urban or hybrid approach to frontage. The proposed zoning conditions are consistent with an urban approach to frontage.</p> <p>5. The proposed rezoning is consistent with the following Comprehensive Plan policies: LU 1.2 (Future Land Use Map and Zoning Consistency), LU 1.3 (Conditional Use District Consistency), LU 2.2 (Compact Development), LU 4.9 (Corridor Development), LU 5.2 (Managing Commercial Development Impacts), LU 6.2 (Complementary Land Uses and Urban Vitality), LU 7.2 (Shopping Center Reuse), LU 7.4 (Scale and Design of New Commercial Uses), LU 7.6 (Pedestrian-friendly Development), UD 1.6 (Gateways), UD 1.10 (Frontage), UD 2.1 (Building Orientation), UD 3.7 (Parking Lot Placement), AP-CB 6 (Business and Industry).</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>1. This rezoning will permit ground signs to be installed on the property for the benefit of the Food Bank of Central and Eastern North Carolina. (The City contends that ground signs are prohibited under the current Urban Limited frontage zoning.)</p> <p>2. As noted in the Capital Boulevard Corridor Study, the speed and design of Capital Boulevard makes it difficult for the driving public to identify uses on the property. Permitting ground signage along the street will allow the driving public to locate the Food Bank.</p> <p>3. Permitting ground signs for uses in the Food Bank's existing building on the property is reasonable and in the public interest because the existing buildings are located more than 400' from the road.</p> <p>4. Proposed zoning conditions provide that new buildings will be developed with an urban approach to frontage.</p>	

REZONING APPLICATION ADDENDUM #2	
Impact on Historic Resources The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	OFFICE USE ONLY Rezoning Case #
INVENTORY OF HISTORIC RESOURCES List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource. There are no known historic resources located on the property.	
PROPOSED MITIGATION Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above. N/A	

URBAN DESIGN GUIDELINES

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

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

Urban Form Designation City Growth Center

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

- | | |
|----|---|
| 1. | <p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>Response:
This proposed rezoning and conditions anticipates uses arranged in a compact and pedestrian friendly form and retains an urban approach to frontage for new buildings consistent with this guideline.</p> |
| 2. | <p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p>Response:
The property is primarily surrounded by a mix of "IX" and "CX" zoning districts. The Woodcrest neighborhood (zoned R-10) is located to the east of the property. The UDO's neighborhood transition requirements provide for necessary transitions.</p> |
| 3. | <p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>Response:
The property currently fronts along Capital Boulevard, which provides multiple, direct connections to the surrounding road network. Map AP-CB1 in the Capital Boulevard Area Plan further provides for future road network improvements, including the creation of a street grid on the property, the realignment of Capital Boulevard, and the construction of the Person Street extension on this property. The Capital Boulevard Area Plan also calls on the City to install of sidewalks along the Person Street Extension and a new greenway along Pigeon House Branch.</p> |
| 4. | <p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p>Response:
No new streets are contemplated as part of the development. Map AP-CB1 in the Capital Boulevard Area Plan provides for a future road network improvements, including the creation of a street grid on the property, the realignment of Capital Boulevard, and the construction of the Person Street extension on and through this property. The proposed rezoning permits future development consistent with this guidance.</p> |
| 5. | <p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>Response:
No new streets are contemplated as part of the development. Map AP-CB1 in the Capital Boulevard Area Plan includes guidance for the creation of a street grid on the property. Zoning conditions require new buildings to have an urban approach to frontage.</p> |
| 6. | <p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p>Response:
Zoning conditions require new buildings to have an urban approach to frontage, ensuring that future development will be consistent with this guideline.</p> |

7.	<p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i></p> <p>Response: Zoning conditions prohibit off-street parking between the new buildings and the primary street, ensuring that future development will be consistent with this guideline.</p>
8.	<p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p>Response: The property is not currently located at a street intersection. Zoning conditions require new buildings to have an urban approach to frontage, ensuring that future development will be consistent with this guideline.</p>
9.	<p><i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i></p> <p>Response: No new development is currently anticipated in connection with this rezoning. Future development will take this guideline into account.</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p>Response: No new development is currently anticipated in connection with this rezoning. Future development will take this guideline into account.</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p>Response: No new development is currently anticipated in connection with this rezoning. Future development will take this guideline into account.</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p>Response: No new development is currently anticipated in connection with this rezoning. Zoning conditions require new buildings to have an urban approach to frontage, ensuring that future development will be consistent with this guideline.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response: No new development is currently anticipated in connection with this rezoning. Future development will provide seating opportunities consistent with the requirements in the UDO.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response: The property is not currently located at a street intersection. Zoning conditions require new buildings to have an urban approach to frontage, ensuring that future development will be consistent with this guideline.</p>
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p>Response: The property is not currently located at a street intersection. Zoning conditions require new buildings to have an urban approach to frontage, ensuring that future development will be consistent with this guideline.</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p>Response: There are no parking structures contemplated with this development. Any future development will comply with applicable UDO requirements.</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p>Response: This rezoning does not change the permissible building density or permit additional land uses. The property fronts along a Transit Emphasis Corridor, and is within walking distance of transit stops. Accordingly, future development consistent with existing zoning is appropriate.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response: The Capital Boulevard Area Plan calls for the City to undertake bicycle and pedestrian improvements on Capital Boulevard and other planned right-of-ways in the area. Zoning conditions require new buildings to have an urban approach to frontage. The City's planned infrastructure improvements, in conjunction with the proposed conditional use zoning for the property, will ensure that future development is consistent with this guideline.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>Response: No new development is currently anticipated in connection with this rezoning. Any future development will comply with applicable UDO requirements to identify and respect natural resources consistent with this guideline.</p>

20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p>Response: No new development is currently anticipated in connection with this rezoning. Zoning conditions require new buildings to have an urban approach to frontage, ensuring that future development will be consistent with this guideline.</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p>Response: No new development is currently anticipated in connection with this rezoning. Any future development will comply with applicable UDO requirements.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>Response: No new development is currently anticipated in connection with this rezoning. Any future development will comply with applicable UDO 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>Response: No new development is currently anticipated in connection with this rezoning. Zoning conditions require new buildings to have an urban approach to frontage, ensuring that future development will be consistent with this guideline.</p>
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p>Response: No new development is currently anticipated in connection with this rezoning. Zoning conditions require new buildings to have an urban approach to frontage, ensuring that future development will be consistent with this guideline.</p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p>Response: No new development is currently anticipated in connection with this rezoning. Future development will take this guideline into account.</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p>Response: No new development is currently anticipated in connection with this rezoning. Future development will take this guideline into account.</p>

SUMMARY OF ISSUES

A neighborhood meeting was held on _____(date) to discuss a potential rezoning located at _____(property address).
The neighborhood meeting was held at _____(location).
There were approximately _____(number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

ATTENDANCE ROSTER

[illegible]

SUMMARY OF ISSUES

A neighborhood meeting was held on 1/19/2021 (date) to discuss a potential rezoning located at 1920 Capital Blvd., Raleigh, NC 27604 (property address).
The neighborhood meeting was held at virtually (location).
There were approximately 1 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

None. Mr. Stancil shared his support for this rezoning application and his support of the Food Bank overall.

ATTENDANCE ROSTER

[illegible]