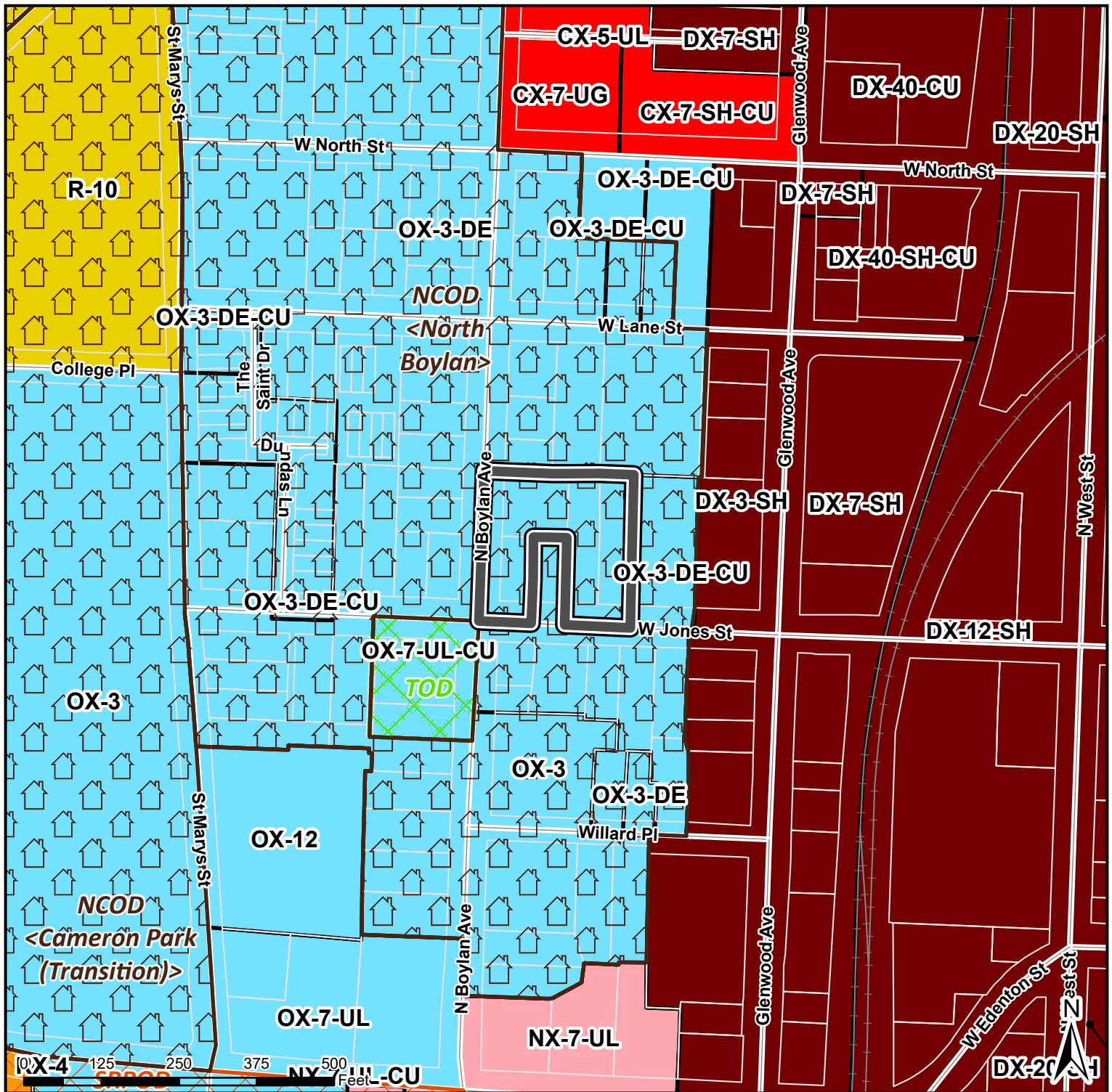


# Existing Zoning

# Z-68-2022



Property	620, 624, 628 W Jones St; 212 N Boylan Ave
Size	0.87 acres
Existing Zoning	OX-3-DE w/NCOD
Requested Zoning	OX-7 w/TOD





# 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](http://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](mailto:rezoning@raleighnc.gov).

Rezoning Request			
Rezoning Type	<input checked="" type="checkbox"/> General use	<input type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
Existing zoning base district: OX		Height: 3	Frontage: DE
Proposed zoning base district: OX		Height: 7	Frontage:
			Overlay(s): NCOD
			Overlay(s): TOD
<b>Helpful Tip:</b> <a href="#">View the Zoning Map</a> 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:			

General Information		
Date: 8/9/22	Date amended (1):	Date amended (2):
Property address: 620, 624, 628 W Jones St & 212 N Boylan Avenue, Raleigh, NC 27603		
Property PIN: 1704402197, 1704402148, 1704401133, 1704401273		
Deed reference (book/page): DWLG CONVERTED INTO APTS, 624 W JONES STREET, W JONES ST, 212 N BOYLAN AVENUE		
Nearest intersection: W Jones St & N Boylan Ave		Property size (acres): 0.87
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: CASA 624 W Jones St, Raleigh, NC 27603		
Property owner email: <a href="mailto:jbrandes@casanc.org">jbrandes@casanc.org</a>		
Property owner phone: 919-754-9960		
Applicant name and address: Jess Brandes, CASA, 624 W Jones St, Raleigh, NC 27603		
Applicant email: <a href="mailto:jbrandes@casanc.org">jbrandes@casanc.org</a>		
Applicant phone: 540-220-1582		
Applicant signature(s): <i>Jessica Brandes</i>		
Additional email(s):		

**RECEIVED**

By Sarah Shaughnessy at 10:39 am, Aug 15, 2022

raleighnc.gov

**Rezoning Application Addendum #1****Comprehensive Plan Analysis**

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.

**OFFICE USE ONLY**

Rezoning case # \_\_\_\_\_

**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.

This rezoning request is consistent with the 2030 Comprehensive Plan's vision of "Expanding Housing Choices" by increasing the supply of affordable and workforce housing.

With the rezoning request, CASA plans to redevelop the properties into a higher density, mixed-income development with both affordable and market rate units. This supports the 2030 Comprehensive Plan's Policy H 1.1 Mixed-Income Neighborhoods, which emphasizes higher density near downtown.

Per the 2030 Comprehensive Plan, Emerging Urban Center recommends up to 12 stories if affordable units are included.

This rezoning request contributes to the 2030 Comprehensive Plan's Equitable Development around Transit program by increasing density and affordable housing in the Glenwood South District, a Frequent Transit Area.

Consistent with the Comprehensive Plan's "Greenprint Raleigh – Sustainable Development," this request will produce a more compact development pattern, allowing more people to live on the rezoning site, which is located in one of the most walkable and transit oriented areas of the city, reducing per capita carbon emissions for users of the site.

This rezoning request supports the City of Raleigh Affordable Housing Location Policy providing affordable housing in and near downtown Raleigh, existing and proposed transit, and employment and commercial centers. This location also avoids further concentrations of minority and low-income persons and subsidized housing.

This project also supports the following elements of the Raleigh Comprehensive Plan:

LU 2.2 Compact Development

LU 6.3 Mixed-use and Multi-Modal Transportation

H 1.2 Geographic Dispersal of Affordable Housing

H 1.8 Zoning for Housing

**Public Benefits**

Provide brief statements explaining how the rezoning request is reasonable and in the public interest.

This rezoning will promote environmental sustainability in Raleigh by opening the door for more compact office and residential use in one of the most walkable and transit-oriented areas of Raleigh.

The rezoning request will increase access to housing for a broader range of household incomes compared to existing zoning. The site also has very low transportation costs and very high access to employment. Increasing the number of permitted units on the site will increase the number of families who can benefit from low transportation costs and high access to jobs.

This request is similar to Z-18-21 located at 115 and 119 N Boylan Avenue which was rezoned from OX-3-DE w/ NCOD to OX-7-UL-CU w/ TOD.

### 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 historical landmarks, features or overlays on the parcel.

#### Proposed Mitigation

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

N/A



# Urban Design Guidelines Addendum

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## 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", "Mixed-Use Center", or "Transit Station Areas", 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.

Policy UD 7.3:

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.

Urban Form Designation: Downtown

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

1	All mixed-use developments should generally provide retail (such as eating establishments, food stores, and banks), and other uses such as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian-friendly form.
	<b>Response:</b> Any future development plans will be arranged in a compact and pedestrian-friendly form.
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.
	<b>Response:</b> This rezoning would provide a transition to the retail and office space on Glenwood Ave from the lower heights along Boylan and Jones Street.
3	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 street. Preferred and discouraged street networks.
	<b>Response:</b> Any future redevelopment will front W Jones St/N Boylan Ave and be integrated into the larger neighborhood.
4	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 Street Plan. Streets should connect adjacent developments.
	<b>Response:</b> No cul-de-sacs or dead-end streets are associated with this rezoning. Any future redevelopment would be on the corner of W Jones St and N Boylan.

5	New development should be composed 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.
	<b>Response:</b> No block faces would exceed 660 feet given the dimensions of the existing property.
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.
	<b>Response:</b> Any future buildings would be pulled close to the property line. Sidewalk connections will be made from the building to the public sidewalk.
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.
	<b>Response:</b> Any future buildings would be pulled close to the property line. Sidewalk connections will be made from the building to the public sidewalk.
8	If the site is located at a street intersection, the main building of a complex or main part of a single building should be placed at the corner. Parking, loading, or service should not be located at an intersection.
	<b>Response:</b> Parking would not be located at the intersection.
9	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.
	<b>Response:</b> Applicant is not proposing public open space or public amenities.
10	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.
	<b>Response:</b> Applicant is not proposing public open space or public amenities.
11	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.
	<b>Response:</b> Applicant is not proposing public open space or public amenities.
12	A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor “room” that is comfortable to users.
	<b>Response:</b> Applicant is not proposing public open space or public amenities.

13	New public spaces should provide seating opportunities.
	<b>Response:</b> Applicant is not proposing public open space or public amenities.
14	Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.
	<b>Response:</b> Parking lots will not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.
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.
	<b>Response:</b> The parking lot will be located behind or next to the building whenever possible.
16	Parking structures are clearly an important and necessary element of the overall urban infrastructure, but, given their utilitarian elements, can have 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.
	<b>Response:</b> Any future redevelopment will be consistent with this 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.
	<b>Response:</b> The property proposed for rezoning is 0.1 mile or less from two transit stops and is located in a Frequent Transit Area.
18	Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.
	<b>Response:</b> An entry to the public sidewalk from the building will be incorporated into any future plans. An easy walk to the of either St Mary's or Glenwood provides access to transit stops.
19	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.
	<b>Response:</b> There are no steep slopes, watercourses, or floodplains on the property.
20	All development should incorporate high-quality, productive landscapes that serve multiple functions. Such functions include noise mitigation and absorption; capturing and cleaning of particulate matter; collection and filtering of stormwater; and reduction of the urban heat island effect. Strategies include green walls, trellises, carefully planted trees, green infrastructure, and green roofs.
	<b>Response:</b> Landscaping for any future development will be consistent with the UDO and these guidelines.

21	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.
	<b>Response:</b> Sidewalks and driveways provided will be consistent with the UDO.
22	Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and other areas where walkability is a focus should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising, and outdoor seating.
	<b>Response:</b> Sidewalks and driveways provided will be consistent with the UDO.
23	Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees that complement the face of the buildings and that shade the sidewalk. Residential streets should provide for an appropriate tree 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 ¼" caliper and should be consistent with the city's landscaping, lighting, and street sight distance requirements.
	<b>Response:</b> Street trees will be consistent with the UDO and this 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.
	<b>Response:</b> Buildings will be pulled up close to the street and will be consistent with the UDO and this 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.
	<b>Response:</b> Any future redevelopment will be consistent with the UDO and this guideline.
26	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.
	<b>Response:</b> Architectural details will provide interest along the primary front facade, including windows, signage and ornamentation.
27	The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.
	<b>Response:</b> Sidewalks will comply with applicable UDO standards and consistent with this guideline.

## Downtown Urban Design Guidelines

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

- a) The property to be rezoned is within "Downtown" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Policy DT 7.18:

The design guidelines in Table DT-1 shall be used to review rezoning, alternative means of compliance, special use permits, and planned development master plan applications in downtown.

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

1	Fayetteville Street should be free of service elements, including loading docks, mechanical equipment, and driveways.
	<b>Response:</b> N/A
2	Loading or service entrances should be embedded within the block where possible. If embedding the loading dock is not possible, the loading dock should be located to the side or rear of a building. The width should be minimized and doors or gates should shield the loading docks from view. Roll-down gates should be decorative if facing the public realm.
	<b>Response:</b> N/A
3	Surface and structured parking should be landscaped, emphasizing interior tree canopies in surface lots, formal borders, and street trees to reinforce the streetwall.
	<b>Response:</b> Parking will be landscaped to comply with the UDO and this guideline.
4	Mechanical equipment, satellite or microwave dishes, elevator penthouses, and other utilitarian equipment should be screened from view by a structure that complements the design of the building through the use of similar materials, colors, finishes, and architectural details. Views from buildings above should also be considered when designing rooftop mechanical equipment.
	<b>Response:</b> All mechanical equipment, etc... will be screened from view by a structure that complements the design of the building through the use of similar materials, colors, finishes, and architectural details.
5	The widths of all curb cuts at parking deck entrances should be minimized. Design techniques should be used (such as lane splits within the deck to encourage consolidated single exit or entrance lanes at the street side, and/or columns between lanes to reduce the perceived size of the openings), while maintaining adequate ingress and egress capacity to provide efficient operations and meet air quality conformity.
	<b>Response:</b> Design for any future development will factor in these guidelines and comply with the UDO.
6	Building entries should be emphasized with architectural features, changes in roofline, different massing, or unique materials.
	<b>Response:</b> Design for any future development will factor in these guidelines for emphasizing building entries with architectural features, changes in roofline, different massing, or unique materials.

7	The primary pedestrian building entrances should be located along the store front. For buildings that front on three streets, the primary pedestrian entrances should be located on the axial street or the corner if the building is located at an intersection.
	<b>Response:</b> Design for any future redevelopment will comply with the UDO and this guideline.
8	Building entries should be at grade.
	<b>Response:</b> Design for any future redevelopment will comply with the UDO.
9	The level of architectural detail should be most intense at street level, within view of pedestrians on the sidewalk.
	<b>Response:</b> Design for any future development will factor in these guidelines for and comply with the UDO.
10	The use of solid roll-down security gates is discouraged.
	<b>Response:</b> Design for any future development will factor in these guidelines and comply with the UDO.
11	Façades should be broken into distinct 20-30 foot modules or bays from side to side to prevent a monolithic edge to the street.
	<b>Response:</b> Design for any future development will factor in these guidelines and comply with the UDO.
12	Large unarticulated walls are discouraged and should have a window or functional public access at least every 10 feet.
	<b>Response:</b> Design for any future development will factor in these guidelines for avoiding large unarticulated walls and comply with the UDO.
13	The articulation of the façade should be designed to appear more vertical than horizontal.
	<b>Response:</b> Design for any future development will factor in these guidelines for articulating the facade design to appear more vertical than horizontal and comply with the UDO.
14	Entries that provide access to a building's upper floors should be located along a street to promote street life. They should be designed as separate entries and distinguished from ground level spaces with different architectural details, materials, colors, lighting, signage, and/or paving so that it is clear which entries are public and which are private.
	<b>Response:</b> Design for any future development will factor in these guidelines and comply with the UDO.
15	Recessed entries are encouraged. They should be no wider than one-third of the width of the storefront or 20 feet, whichever is less. Recessed entries should be a minimum of 4 feet deep, except where necessary to meet fire code.
	<b>Response:</b> Design for any future development will factor in these guidelines and comply with the UDO.

16	A minimum of 2/3 of the first story façade should be windows. Of the total amount of glass on the first-floor façade, a minimum of 85 percent must be transparent. Tinted or reflective glass is discouraged. First-story windows should be located a maximum of three (3) feet above the adjacent sidewalk.
	<b>Response:</b> Design for any future development will factor in these guidelines and comply with the UDO.
17	Windows should be used to display products and services and maximize visibility into storefronts. Windows should not be obscured with elements that prevent pedestrians from seeing inside.
	<b>Response:</b> N/A
18	The first-story, floor-to-floor height of any new building on Fayetteville Street should be a minimum of twenty (20) feet.
	<b>Response:</b> Design for any future development will factor in these guidelines and comply with the UDO.
19	If ceilings must be lowered below the height of ground level windows, provide an interior, full-height, three (3) foot minimum deep space immediately adjacent to the window before the drop in the ceiling.
	<b>Response:</b> Design for any future development will factor in these guidelines and comply with the UDO.
20	The use of deep awnings and canopies on the first story is recommended to help mitigate wind, reduce glare, and shade ground level spaces.
	<b>Response:</b> Design for any future development will factor in these guidelines and comply with the UDO.
21	Arcades, colonnades, and galleries are discouraged within the public right-of-way.
	<b>Response:</b> Design for any future redevelopment will take this guideline into account and comply with the UDO.
22	Stairs and stoops in the public right-of-way are discouraged along Fayetteville Street in order to make entries more accessible.
	<b>Response:</b> N/A
23	An outdoor ground plane that abuts or is adjacent to the public right-of-way should be paved with terrazzo, concrete pavers, concrete, stone, brick, tile, or another high-quality hardscape material. Asphalt and loose paving materials such as gravel are discouraged. The paving design and materials should complement the building or storefront architecture.
	<b>Response:</b> Design for any future development will factor in these guidelines and comply with the UDO.

24	In larger courtyard style spaces visible from the public right-of-way, use groundcovers, shrubs, and flowers to accent and fill blank areas with interest. Minimize the use of bare mulch and rocks. Areas of bare earth are discouraged.
	<b>Response:</b> If any larger courtyard style spaces are visible from the public ROW, design will incorporate groundcovers, shrubs, and flowers and avoid the use of bare mulch and rocks.
25	Walls of buildings should parallel the orientation of the street grid.
	<b>Response:</b> Walls of buildings will be designed to parallel the orientation of the street grid.
26	Towers or high-rise buildings should have three zones: a streetwall or base zone, a tower transition zone, and a tower top zone. Cornices should be considered to separate base zone from tower transition zone.
	<b>Response:</b> Design for any future development will comply with the UDO and this guideline.
27	Distance between towers on different blocks should be a minimum of 100 feet to ensure access to light and air.
	<b>Response:</b> Design for any future redevelopment will comply with the UDO and this guideline.
28	Public art, performance facilities, and/or civic monuments should be an integral part of any building plan.
	<b>Response:</b> No public art, performance facilities, or civic monuments are planned as part of this redevelopment.
29	Fences, railings, and walls are discouraged except to screen surface parking lots and unimproved lots, to protect pedestrians from grade changes, and to delineate a private courtyard. Fences are preferred over walls except where designed to hold grade.
	<b>Response:</b> Design for any future redevelopment will take this guideline into account and comply with the UDO.
30	Fences should be a minimum of 36 inches and a maximum of 42 inches tall and a minimum of 70 percent open. Railings should be 42 inches tall. Solid walls should be a minimum of 18 inches and a maximum of 32 inches tall.
	<b>Response:</b> Fences and railings will comply with the UDO and this guideline.
31	Fences, railings, and walls should be designed to complement the adjacent architecture through the use of similar materials, colors, finishes, and architectural details.
	<b>Response:</b> Fences, railings, and walls will be designed to taken into account adjacent architecture.

32	Designs should be contextual to adjacent buildings, including their cornice lines and horizontal banding.
	<b>Response:</b> Design for any future redevelopment will comply with the UDO and this guideline.
33	Innovative design and unusual lighting of the exterior of the building is important to emphasize the monumentality of government buildings.
	<b>Response:</b> Design for any future redevelopment will take into account this guideline.
34	The principal building entrance should be easily identified by building features and landscape elements; additional public entrances should be provided at every street face.
	<b>Response:</b> Principal building entrances will be designed to comply with the UDO and this guideline.
35	Building materials should be of stone, brick, or similar durable, high quality materials. Building form, articulation, and materials should respect and be sympathetic to the major governmental and institutional buildings in the area.
	<b>Response:</b> Building materials of durable, high quality materials will be taken into account in the design of any future redevelopment.
36	Preferred materials (other than glass) include metal, brick, stone, concrete, plaster, and wood trim; discouraged materials include vinyl siding, pressed wood siding, and exterior insulated finishing systems (EIFS).
	<b>Response:</b> Design for any future redevelopment will contemplate this guideline's preferred materials.
37	Materials covering original architectural features of historic or architecturally significant buildings are discouraged.
	<b>Response:</b> No historic or architecturally significant buildings are on the parcels proposed for rezoning.
38	A minimum of 35 percent of each upper story should be windows.
	<b>Response:</b> Design for any future development will comply with the UDO and these guidelines.
39	Building corners that face an intersection should strive for a distinctive form and high level of articulation.
	<b>Response:</b> Design for any future development will factor in these guidelines and comply with the UDO.
40	Buildings may step back further at intersections in order to articulate the corners.
	<b>Response:</b> Design for any future development will factor in these guidelines and comply with the UDO.

41	<p>Buildings downtown and in Pedestrian Business Overlays should have stepbacks and articulated facades to mitigate wind effects and increase light and air. Buildings should step back 10 to 15 feet at the 60-foot point above the ground on a wide street and 15 feet on a narrow street. A wide street is 75 feet in width or more.</p> <p><b>Response:</b></p> <p>Design for any future development will factor in these guidelines and comply with the UDO.</p>
42	<p>Flat roof buildings should have decorative parapets with elements, such as detailed cornices, corbeling, applied medallions, or other similar architectural treatments.</p> <p><b>Response:</b></p> <p>If any flat roofs are designed during redevelopment, the design will incorporate decorative parapets with elements such as detailed cornices, corbeling, applied medallions, or other similar architectural treatments.</p>
43	<p>Signage should be compatible in scale, style, and composition with the building or storefront design as a whole.</p> <p><b>Response:</b></p> <p>Signage will be compatible in scale, style, and composition with any future buildings.</p>
44	<p>Diverse graphic solutions are encouraged to help create the sense of uniqueness and discovery found in an urban, mixed-use environment.</p> <p><b>Response:</b></p> <p>Diverse, graphic solutions will be taken into account in the design phase of redevelopment.</p>
45	<p>All mechanical and electrical mechanisms should be concealed.</p> <p><b>Response:</b></p> <p>All mechanical and electrical mechanisms will be screened or placed discretely so as not be seen from the street or other buildings.</p>
46	<p>Signs should not obscure a building's important architectural features, particularly in the case of historic buildings.</p> <p><b>Response:</b></p> <p>Signs will not obscure a building's important architectural features.</p>
47	<p>Signs should be constructed with durable materials and quality manufacturing.</p> <p><b>Response:</b></p> <p>Signs will be constructed using durable materials and quality manufacturing.</p>
48	<p>Sign bands above transom and on awnings are preferred signage locations.</p> <p><b>Response:</b></p> <p>Any sign bands associated with future redevelopment would be located above transom and on awnings.</p>
49	<p>Only the business name, street address, building name, and logo should be on an awning or canopy. The lettering should not exceed 40 percent of the awning area.</p> <p><b>Response:</b></p> <p>If any awnings or canopies are included in future redevelopment, only the business name, street address, building name, or logo will appear on them. The lettering would not exceed 40 percent of the awning area.</p>

50	Illuminated signs should avoid the colors red, yellow, and green when adjacent to a signal controlled vehicular intersection.
	<b>Response:</b> <b>No illuminated signs are planned for future redevelopment.</b>
51	Allowed sign types: channel letter signs, silhouette signs (reverse channel), individualized letter signs, projecting signs, canopy/marquee signs, logo signs, awning signs, and interior window signs.
	<b>Response:</b> Any signage associated with future redevelopment will follow Raleigh's design standards.
52	Discouraged sign types: signs constructed of paper, cardboard, styrofoam-type materials, formed plastic, injected molded plastic, or other such materials that do not provide a sense of permanence or quality; signs attached with suction cups or tape; signs constructed of luminous vacuum-formed plastic letters; signs with smoke-emitting components. Changeable copy signs are prohibited.
	<b>Response:</b> Any signage associated with future redevelopment will follow Raleigh's design standards.

### 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 <b>Rezoning Checklist</b> and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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 <a href="#">Fee Guide</a> for rates).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Completed application submitted through Permit and Development Portal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Completed Comprehensive Plan consistency analysis	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>For properties requesting a Conditional Use District:</b>					
11. Completed zoning conditions, signed by property owner(s).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>If applicable, see page 11:</b>					
12. Proof of Power of Attorney or Owner Affidavit.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>For properties requesting a Planned Development or Campus District:</b>					
13. Master plan (see Master Plan submittal requirements).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>For properties requesting a text change to zoning conditions:</b>					
14. Redline copy of zoning conditions with proposed changes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Proposed conditions signed by property owner(s).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## SUMMARY OF ISSUES

A neighborhood meeting was held on August 3rd, 2022 (date) to discuss a potential rezoning located at 408 Ashe Ave, Raleigh, NC 27606 (property address). The neighborhood meeting was held at Pullen Park Community center (location). There were approximately 2 (number) neighbors in attendance. The general issues discussed were:

### Summary of Issues:

Sidewalk width requirements if a taller building were constructed close to the street

## ATTENDANCE ROSTER

[illegible]