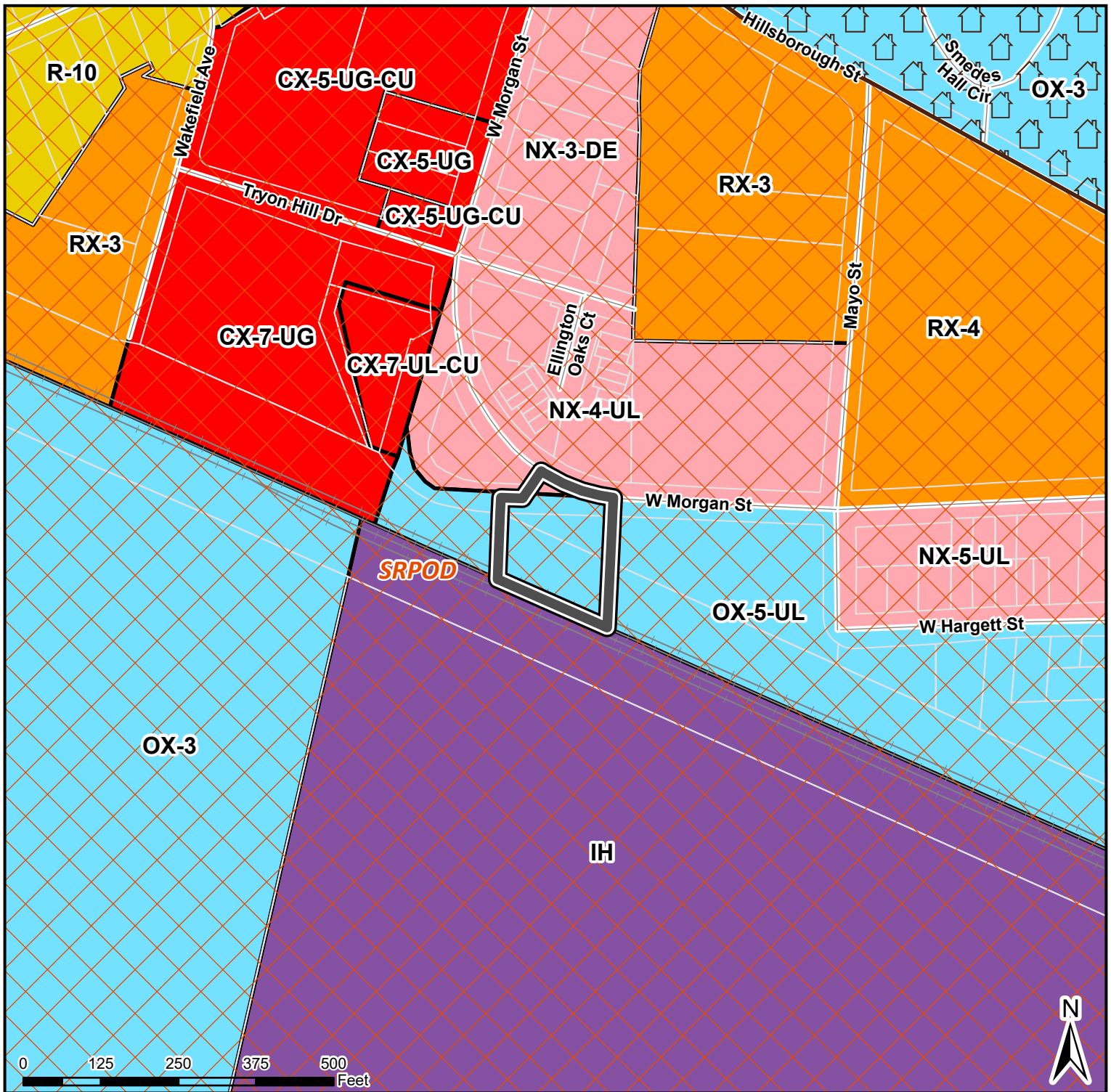


Existing Zoning

Z-71-2022



Property	849 W Morgan St
Size	0.26 acres
Existing Zoning	OX-5-UL w/SRPOD
Requested Zoning	CX-5-UL-CU w/SRPOD





Rezoning Application and Checklist

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

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

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

General Information		
Date: 8/26/2022	Date amended (1):	Date amended (2):
Property address: 849 W. Morgan Street, Raleigh, NC 27603		
Property PIN: 1703282980		
Deed reference (book/page): 18929/197		
Nearest intersection: W. Morgan St. and Mayo St.		Property size (acres): 0.16 ac
For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A
Property owner name and address: Bend on Morgan, LLC		
Property owner email: davidcmeeker@gmail.com		
Property owner phone:		
Applicant name and address: Mark D. Frederick; 301 Fayetteville Street, Suite 1400 Raleigh, NC 27601		
Applicant email: markfrederick@parkerpoe.com		
Applicant phone: (919) 835-4023		
Applicant signature(s):		
Additional email(s):		

Bend on Morgan, LLC,
a North Carolina limited liability company

DocuSigned by:

David C. Meeker

F95FDE27B74A41D

David C. Meeker, Authorized Signatory

RECEIVED

By Robert Tate at 9:00 am, Aug 29, 2022

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

Narrative of Zoning Conditions Offered
<p>The following uses are prohibited: adult establishment, vehicle fuel sales, vehicle sales/rental, light manufacturing, self-service storage, car wash, and vehicle repair.</p>

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

Bend on Morgan, LLC,
a North Carolina limited liability company

DocuSigned by:
David C. Mecker
F05FDE27B74A41D
David C. Mecker, Authorized Signatory

RECEIVED

By Robert Tate at 9:00 am, Aug 29, 2022

REVISION 10.27.20

raleighnc.gov

Rezoning Application Addendum #1	
Comprehensive Plan Analysis	OFFICE USE ONLY Rezoning case # _____
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.	
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.	
See attached.	
Public Benefits	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	
See attached.	

Rezoning Application Addendum #2	
Impact on Historic Resources	OFFICE USE ONLY Rezoning case # <hr/>
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	
Inventory of Historic Resources	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
N/A	
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	
<p>The Applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:</p> <ul style="list-style-type: none"> 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. <p>Policy UD 7.3:</p> <p>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.</p>	
<p>Urban Form Designation: N/A</p> <p><i>Click here to view the Urban Form map.</i></p>	
1	<p>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.</p> <p>Response: N/A</p>
2	<p>Within all mixed-use areas, buildings that are adjacent to lower density neighborhoods should transition (height, design, distance, and/or landscaping) to the lower heights or be comparable in height and massing.</p> <p>Response: N/A</p>
3	<p>A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major street. Preferred and discouraged street networks.</p> <p>Response: N/A</p>
4	<p>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Street Plan. Streets should connect adjacent developments.</p> <p>Response: N/A</p>

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.
	Response: N/A
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.
	Response: N/A
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.
	Response: N/A
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.
	Response: N/A
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.
	Response: N/A
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.
	Response: N/A
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.
	Response: N/A
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.
	Response: N/A

13	New public spaces should provide seating opportunities.
	Response: N/A
14	Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.
	Response: N/A
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.
	Response: N/A
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.
	Response: N/A
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.
	Response: N/A
18	Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.
	Response: N/A
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.
	Response: N/A
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.
	Response: N/A

21	<p>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the city and should be scaled for pedestrians.</p> <p>Response: N/A</p>
22	<p>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.</p> <p>Response: N/A</p>
23	<p>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 1/4" caliper and should be consistent with the city's landscaping, lighting, and street sight distance requirements.</p> <p>Response: N/A</p>
24	<p>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</p> <p>Response: N/A</p>
25	<p>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.</p> <p>Response: N/A</p>
26	<p>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</p> <p>Response: N/A</p>
27	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p>Response: N/A</p>

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	<p>Fayetteville Street should be free of service elements, including loading docks, mechanical equipment, and driveways.</p> <p>Response: N/A</p>
2	<p>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.</p> <p>Response: This rezoning contemplates adaptive re-use of the existing structures.</p>
3	<p>Surface and structured parking should be landscaped, emphasizing interior tree canopies in surface lots, formal borders, and street trees to reinforce the streetwall.</p> <p>Response: No parking facilities are contemplated for this site.</p>
4	<p>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.</p> <p>Response: Appropriate screening of mechanical equipment will be incorporated at site plan.</p>
5	<p>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.</p> <p>Response: No curb cuts are contemplated for this site.</p>
6	<p>Building entries should be emphasized with architectural features, changes in roofline, different massing, or unique materials.</p> <p>Response: This rezoning contemplates adaptive re-use of the existing structures.</p>

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.
	Response: This rezoning contemplates adaptive re-use of the existing structures, which currently contain street facing entrances.
8	Building entries should be at grade.
	Response: This rezoning contemplates adaptive re-use of the existing structures, which have at-grade entries.
9	The level of architectural detail should be most intense at street level, within view of pedestrians on the sidewalk.
	Response: This rezoning contemplates adaptive re-use of the existing structures.
10	The use of solid roll-down security gates is discouraged.
	Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.
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.
	Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.
12	Large unarticulated walls are discouraged and should have a window or functional public access at least every 10 feet.
	Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.
13	The articulation of the façade should be designed to appear more vertical than horizontal.
	Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.
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.
	Response: N/A because this rezoning contemplates adaptive re-use of the existing structures, which are all one story.
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.
	Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.

16	<p>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.</p> <p>Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.</p>
17	<p>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.</p> <p>Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.</p>
18	<p>The first-story, floor-to-floor height of any new building on Fayetteville Street should be a minimum of twenty (20) feet.</p> <p>Response: N/A</p>
19	<p>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.</p> <p>Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.</p>
20	<p>The use of deep awnings and canopies on the first story is recommended to help mitigate wind, reduce glare, and shade ground level spaces.</p> <p>Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.</p>
21	<p>Arcades, colonnades, and galleries are discouraged within the public right-of-way.</p> <p>Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.</p>
22	<p>Stairs and stoops in the public right-of-way are discouraged along Fayetteville Street in order to make entries more accessible.</p> <p>Response: N/A</p>
23	<p>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.</p> <p>Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.</p>

24	<p>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.</p> <p>Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.</p>
25	<p>Walls of buildings should parallel the orientation of the street grid.</p> <p>Response: The existing structures are generally parallel with the adjacent right of way.</p>
26	<p>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.</p> <p>Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.</p>
27	<p>Distance between towers on different blocks should be a minimum of 100 feet to ensure access to light and air.</p> <p>Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.</p>
28	<p>Public art, performance facilities, and/or civic monuments should be an integral part of any building plan.</p> <p>Response: This site will create a pedestrian friendly environment through the adaptive re-use of existing structures.</p>
29	<p>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.</p> <p>Response: The use of fences, railings, and walls will be minimal, if at all.</p>
30	<p>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.</p> <p>Response: The use of fences, railings, and walls will be minimal, if at all.</p>
31	<p>Fences, railings, and walls should be designed to complement the adjacent architecture through the use of similar materials, colors, finishes, and architectural details.</p> <p>Response: The use of fences, railings, and walls will be minimal, if at all.</p>

32	Designs should be contextual to adjacent buildings, including their cornice lines and horizontal banding.
	Response: This rezoning contemplates adaptive re-use of the existing structures, preserving the character of the neighborhood.
33	Innovative design and unusual lighting of the exterior of the building is important to emphasize the monumentality of government buildings.
	Response: N/A
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.
	Response: Principal building entrances are currently located at the street face.
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.
	Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.
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).
	Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.
37	Materials covering original architectural features of historic or architecturally significant buildings are discouraged.
	Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.
38	A minimum of 35 percent of each upper story should be windows.
	Response: N/A because this rezoning contemplates adaptive re-use of the existing structures, which are one story.
39	Building corners that face an intersection should strive for a distinctive form and high level of articulation.
	Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.
40	Buildings may step back further at intersections in order to articulate the corners.
	Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.

41	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.
	Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.
42	Flat roof buildings should have decorative parapets with elements, such as detailed cornices, corbeling, applied medallions, or other similar architectural treatments.
	Response: N/A because this rezoning contemplates adaptive re-use of the existing structures.
43	Signage should be compatible in scale, style, and composition with the building or storefront design as a whole.
	Response: Signage will be compatible with the existing structures.
44	Diverse graphic solutions are encouraged to help create the sense of uniqueness and discovery found in an urban, mixed-use environment.
	Response: The adaptive re-use of the structures will create a unique environment.
45	All mechanical and electrical mechanisms should be concealed.
	Response: Mechanical and electrical mechanism will be concealed.
46	Signs should not obscure a building's important architectural features, particularly in the case of historic buildings.
	Response: Signs will be incorporated in a way that complements the architecture of the existing structures.
47	Signs should be constructed with durable materials and quality manufacturing.
	Response: Signs will be constructed with durable materials.
48	Sign bands above transom and on awnings are preferred signage locations.
	Response: Signs will be incorporated in a way that complements the architecture of the existing structures.
49	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.
	Response: N/A

50	<p>Illuminated signs should avoid the colors red, yellow, and green when adjacent to a signal controlled vehicular intersection.</p> <p>Response: N/A</p>
51	<p>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.</p> <p>Response: Signs will comply with UDO requirements.</p>
52	<p>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.</p> <p>Response: Signs will comply with UDO requirements.</p>

Beginning at an existing iron pipe located on the southern edge of the W Morgan Street right-of-way, said iron being located S 87°47'31" W a distance of 365.09' from the centerline of the intersection of W Morgan Street and Mayo Avenue, said iron pipe also having NC Grid coordinates (NAD 83/2011) of N = 738,935.70 ft, E = 2,102,337.58 ft, coordinates being derived from GPS observations tied to the NC CORS Network; thence leaving the southern edge of the W Morgan Street right-of-way S 02°49'53" W a distance of 78.51' to an existing iron pipe, located along the northern edge of the NC Railroad property; thence following the NC Railroad property N 64°49'07" W a distance of 214.16' to an existing iron pipe; thence leaving the NC Railroad property S 86°19'18" E a distance of 17.56' to a point located along southern edge of the now abandoned portion of the W Morgan Street right-of-way, thence N 02°09'22" E a distance of 19.79' to an existing magnetic nail; thence S 87°47'27" E a distance of 35.18' to an existing magnetic nail; thence N 34°14'58" E a distance of 21.81' to an existing iron pipe located on the southern edge of the W Morgan Street right-of-way; thence running with the southern edge of the W Morgan Street right-of-way with a curve to the left having an arc length of 119.20', a radius of 340.27', a chord bearing of S 66°53'13" E and a distance of 118.59' to a point; thence continuing with the southern edge of the W Morgan Street right-of-way S 86°19'18" E a distance of 22.97' to an existing iron pipe, which is the point of Beginning.

849 W MORGAN STREET REZONING – APPLICATION ADDENDUM #1

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.

The subject property is designated as “Office and Residential Mixed Use” in the Future Land Use Map (“FLUM”), which is “applied primarily to frontage lots along major streets where low-density residential uses are no longer appropriate, as well as office parks and developments suitable for a more mixed-use development pattern. This category encourages a mix of residential and office use.” OX is the primary corresponding zoning district. 2030 Comprehensive Plan, p. 3-10. The requested CX designation generally conforms with the FLUM by offering conditions that align the permitted uses with the OX district.

The site is within the Downtown area on the Urban Form Map. An urban approach to frontage is recommended throughout Downtown. 2030 Comprehensive Plan, p. 11-4. The proposed zoning is consistent with the Urban Form Map by retaining the existing Urban Limited Frontage designation.

The proposed rezoning is consistent with the following policies of the Land Use Element (“LU”) of the 2030 Comprehensive Plan:

- a. **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 proposed zoning is consistent with the Office and Residential Mixed Use designation in the FLUM by offering conditions to align the uses permitted on the site with the OX district.
- b. **Policy LU 1.3 – Conditional Use District Consistency,** *All conditions proposed as part of a conditional use district should be consistent with the Comprehensive Plan.* The proposed conditions are consistent with the site’s FLUM designation by limiting uses to those considered appropriate for the Office and Residential Mixed Use designation.
- c. **Policy LU 2.5 – Healthy Communities,** *New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.* The proposed zoning will allow the redevelopment of a small site in order to provide neighborhood services and amenities that are within walking distance to the surrounding residential uses.
- d. **Policy LU 4.4 – Reducing Vehicle Miles Traveled Through Mixed-use Compact Development,** *Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).* This request will allow the redevelopment of an underutilized site for uses that will serve the surrounding residential uses located a short distance away.

- e. **Policy ED 2.1 – Neighborhood Reinvestment**, *Encourage reinvestment to improve existing neighborhoods and to attract skilled workers to Raleigh.* This request will allow the reinvestment and redevelopment of an underutilized parcel located in an established neighborhood.
- f. **Policy ED 2.5 – Blight Abatement**, *Reverse conditions of decline and deterioration that have affected some older areas of Raleigh. These conditions are detrimental to economic and equitable growth.* The subject parcel contains three single family detached dwellings built in the early 1900s which have become rundown and unmarketable because of the parcels small area and shape. The proposed rezoning will allow for the adaptive re-use of the structures by a local business, in turn providing services and amenities to the surrounding residential uses.
- g. **Policy DT 1.3 – Underutilized Sites in Downtown**, *Encourage the redevelopment of underutilized sites in downtown, included but not limited to vacant sites, surface parking lots, and brownfield sites.* This request will allow for the redevelopment of an underutilized site on the edge of downtown.
- h. **Policy DT 1.15 – Compatible Mix of Uses on Downtown Perimeter**, *Encourage a compatible mix of housing options, community-serving institutional uses, and neighborhood-serving retail within the neighborhoods surrounding downtown.* This site is located in an established neighborhood on the edge of downtown. The requested zoning will allow the site to be redeveloped with neighborhood-serving retail and commercial uses.

PUBLIC BENEFITS

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

This rezoning request seeks to unlock the potential for this site to provide neighborhood-serving retail and commercial uses through the adaptive re-use of century old structures on the site. While not formally designated as historically significant, the structures on the property represent the scale and character of the established neighborhood in which they are located. This rezoning will allow the structures to be renovated, preserving the character and scale along W Morgan Street, while also allowing the site to provide neighborhood scale retail uses in a walkable environment for the surrounding residential uses.

August 12, 2022

Re: Notice of Neighborhood Meeting

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on August 23, 2022, from 6-7pm at the Pullen Park Community Center, located at 408 Ashe Avenue, Raleigh, NC 27606. The purpose of the meeting is to discuss an upcoming application to rezone a parcel of land located at 849 W. Morgan Street, Raleigh, NC 27603 (PIN: 1703282980) (the "Site"). The Site is currently zoned Office Mixed Use- 5 stories- Urban Limited Frontage- w/ Special Residential Parking Overlay District (OX-5-UL- w/ SRPOD), and this proposal would rezone the Site to Commercial Mixed Use- 5 stories- Urban Limited Frontage- w/ Special Residential Parking Overlay District (CX-5-UL- w/ SRPOD). During the meeting, the applicant will describe the nature of the proposed rezoning request and field any questions from the public. Enclosed are: (1) a vicinity map outlining the location of the parcel; and (2) a current zoning map of the subject area.

Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 500 feet of the area requested for rezoning. Any landowner or tenant who is interested in learning more about this project is invited to attend. Information about the rezoning process is available online; visit www.raleighnc.gov and search for "Rezoning Process." If you have further questions about the rezoning process, please contact:

Sarah Shaughnessy
Raleigh Planning & Development
(919) 996-2634
sarah.shaughnessy@raleighnc.gov

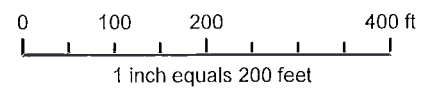
If you have any questions about this rezoning, please contact me at (919) 835-4023 or via email at markfrederick@parkerpoe.com.

Thank you,

Mark D. Frederick

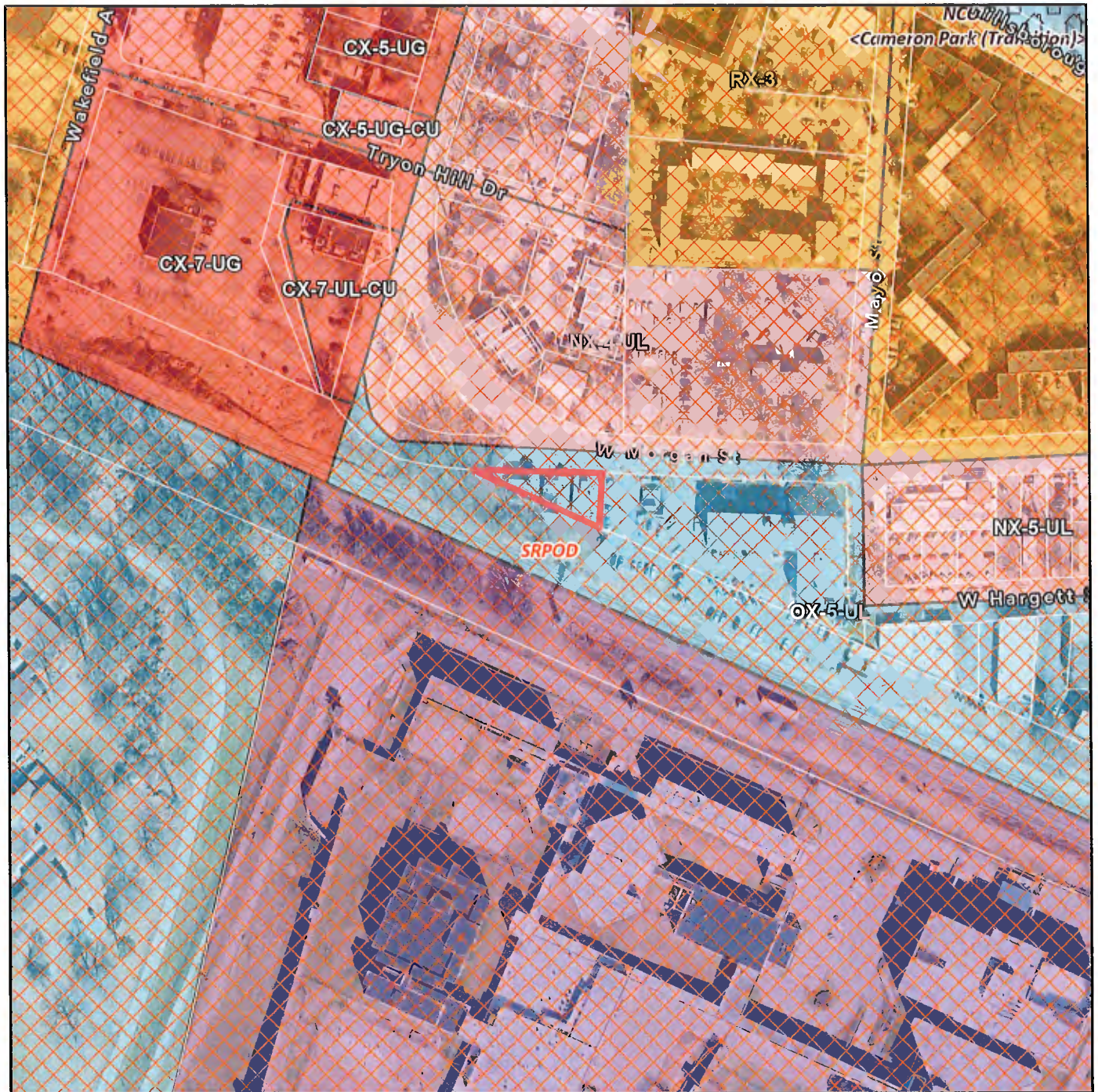


849 W. Morgan Street



Vicinity Map

Disclaimer
 iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are NOT surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.



849 W. Morgan Street

Zoning Map

Current Zoning:
OX-5-UL- w/ SRPOD

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SUMMARY OF ISSUES

A neighborhood meeting was held on August 23, 2022 (date) to discuss a potential rezoning located at 849 W Morgan St (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:

Presentation of rezoning request and rezoning process by applicant
Discussion of how parking will be addressed
Discussion of project timeline and anticipated opening date
Discussion of project design and adaptive re-use of existing structures

[illegible]

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

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