



# Planning & Development

**Development Services  
Customer Service Center**  
One Exchange Plaza  
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## Rezoning Application

Rezoning Request	OFFICE USE ONLY
<p><input checked="" type="checkbox"/> General Use                      <input type="checkbox"/> Conditional Use                      <input type="checkbox"/> Master Plan</p> <p><b>Existing Zoning Classifications:</b>            Certain districts permitting high-density and non-residential uses, as described in Chapter 10 of the City of Raleigh Code of Ordinances:            Residential-15, Residential-20, Residential-30, Special Residential-30, Residential Business (RB), Office &amp; Institution-1 (O&amp;I-1), Office &amp; Institution-2 (O&amp;I-2), Office &amp; Institution-3 (O&amp;I-3), Buffer Commercial (BC), Shopping Center (SC), Neighborhood Business (NB), Business (B), Thoroughfare District (TD), Industrial-1 (I-1), Industrial-2 (I-2)</p> <p>Certain Overlay Districts as described in Chapter 10 of the City of Raleigh Code of Ordinances:            Downtown Overlay District (DOD) , Historic Overlay District (HOD), Pedestrian Business Overlay District (PBOD) , Planned Development Conditional Use Overlay District (PDD) , Special Highway Overlay District-3 (SHOD-3) , Special Highway Overlay District-4 (SHOD-4)</p> <p><b>Proposed Zoning Classification Base Districts:</b>            Certain residential, mixed-use, and special districts as described in the City of Raleigh Unified Development Ordinance:            Residential Mixed Use (RX), Office Park (OP), Office Mixed use (OX), Neighborhood Mixed Use (NX), Commercial Mixed Use (CX), Downtown Mixed Use (DX), Industrial Mixed Use (IX), Heavy Industrial (IH), Planned Development (PD), or Campus (CMP), as delineated online at the remapping viewer: <a href="http://maps.raleighnc.gov/remapping">http://maps.raleighnc.gov/remapping</a>; also on file at the City of Raleigh Department of Planning &amp; Development</p> <p><b>Proposed Height Classifications</b> (pertaining to Mixed Use Districts):            3, 4, 5, 7, 12, 20, or 40 stories; as defined in UDO Article 3.3, and as delineated at the online remapping viewer: <a href="http://maps.raleighnc.gov/remapping">http://maps.raleighnc.gov/remapping</a>; also on file at the City of Raleigh Department of Planning &amp; Development</p> <p><b>Proposed Frontage Classifications</b> (pertaining to Mixed Use Districts):            Parkway, Detached, Parking Limited, Green, Urban Limited, Urban General, or Shopfront; as delineated at the online remapping viewer: <a href="http://maps.raleighnc.gov/remapping">http://maps.raleighnc.gov/remapping</a>; also on file at the City of Raleigh Planning Department</p> <hr/> <p>If the property has been previously rezoned, provide the rezoning case number.            Multiple cases (1959 to 2013)</p>	<p><b>Transaction Number</b></p> <p>409990</p>

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

409990

**GENERAL INFORMATION**

<b>Property Addresses:</b> Multiple, as delineated at remapping viewer: <a href="http://maps.raleighnc.gov/remapping">http://maps.raleighnc.gov/remapping</a> ; also on file at the City of Raleigh Department of Planning & Development		<b>Date:</b> October 9, 2014
<b>PINs:</b> Multiple, as delineated at remapping viewer: <a href="http://maps.raleighnc.gov/remapping">http://maps.raleighnc.gov/remapping</a> ; also on file at the City of Raleigh Department of Planning & Development	<b>Deed Reference (Book/Page):</b> Multiple, as delineated at remapping viewer: <a href="http://maps.raleighnc.gov/remapping">http://maps.raleighnc.gov/remapping</a> ; also on file at the City of Raleigh Department of Planning & Development	
<b>Nearest Intersections:</b> Multiple, as delineated at remapping viewer: <a href="http://maps.raleighnc.gov/remapping">http://maps.raleighnc.gov/remapping</a> ; also on file at the City of Raleigh Department of Planning & Development		<b>Property size (in acres)</b> Varies
<b>Property Owners/Addresses:</b> Delineated at remapping viewer: <a href="http://maps.raleighnc.gov/remapping">http://maps.raleighnc.gov/remapping</a> ; also on file at the City of Raleigh Department of Planning & Development	<b>Phone</b>	<b>Fax</b>
	<b>Email</b>	
<b>Project Contact Person/Address:</b> Ken Bowers Interim Planning and Development Director Department of Planning and Development PO Box 590 Raleigh, NC 27602	<b>Phone:</b> (919) 996-6363	<b>Fax:</b> (919) 516-2684
	<b>Email:</b> <a href="mailto:rezoning@raleighnc.gov">rezoning@raleighnc.gov</a>	
<b>Owner/Agent Signature:</b> 	<b>Email:</b> <a href="mailto:rezoning@raleighnc.gov">rezoning@raleighnc.gov</a>	



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## Rezoning Application Addendum

Comprehensive Plan Analysis	OFFICE USE ONLY
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.</p>	<p>Transaction Number 409990 Zoning Case Number Z-27-14</p>

STATEMENT OF CONSISTENCY	
<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>	
1.	<p>The proposed rezoning seeks specifically to implement Ordinance (2013) 151 TC 357, adopted by the Raleigh City Council on February 18, 2013, which recognizes that:</p> <ul style="list-style-type: none"> <li>· The City of Raleigh adopted a new Comprehensive Plan in 2009 calling for more of the City's growth to be directed away from rural and environmentally sensitive lands, and towards major transit corridors and walkable mixed use settings;</li> <li>· The City has not undertaken a major revision to the development code in over 40 years; the current development code does not provide the necessary tools to implement the land use and development policies of the Comprehensive Plan;</li> <li>· Modern development codes are producing better development outcomes by focusing more on the form of buildings than on use and density;</li> <li>· The Unified Development Ordinance (UDO) incorporates the best of the existing code with contemporary best practices, and is consistent with the vision, goals and policies of the Comprehensive Plan.</li> </ul>
2.	<p>Assignment of the respective proposed districts has been guided by defined Principles, which specifically reference implementing the Comprehensive Plan.</p> <p>The other Principles include:</p> <ul style="list-style-type: none"> <li>· Maintaining or enhancing existing property value.</li> <li>· Putting existing land uses in districts only where they are permitted.</li> <li>· Being sensitive to context; avoiding jarring transitions in height, use or intensity.</li> </ul>

## PUBLIC BENEFITS

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

1. Rezoning to new UDO districts will simplify City administration of development activity. Part 10 Chapter 2 of the City Code can only be repealed in its entirety from the City's Code only when there are no legacy zoning districts remaining on the Official Zoning Map. Until then, both Chapter 10 and the UDO are in effect, respective of previous district designation. Residential districts from R-1 to R-10, and all properties already rezoned the UDO mixed use districts through privately-initiated rezoning, are already subject to UDO zoning provisions. Full rezoning will eliminate complexity and potential confusion resulting from the present need to rely on two sets of standards for governing City growth.
2. Rezoning affords the opportunity for fixing past problems with zoning designations, including:
  - Disconnects between zoning boundaries and development/lot patterns
  - Poorly/erroneously drawn boundaries
  - Over-zoned neighborhoods

## URBAN DESIGN GUIDELINES

If the property to be rezoned is shown as a "mixed use center" or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.

Adherence to each of the Guidelines below shall be applied as required, in accordance with the respective design and use standards of the Unified Development Ordinance, Chapters 1 through 12.

1. *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.*
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.*
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 thoroughfare or arterial.*
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 Thoroughfare Plan.*
5. *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.*
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.*
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.*
8. *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.*
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.*

10.	<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>
11.	<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>
12.	<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>
13.	<i>New public spaces should provide seating opportunities.</i>
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i>
15.	<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>
16.	<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>
17.	<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>
18.	<i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i>
19.	<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>
20.	<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>
21.	<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>
22.	<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>
23.	<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>
24.	<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>
25.	<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>
26.	<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>