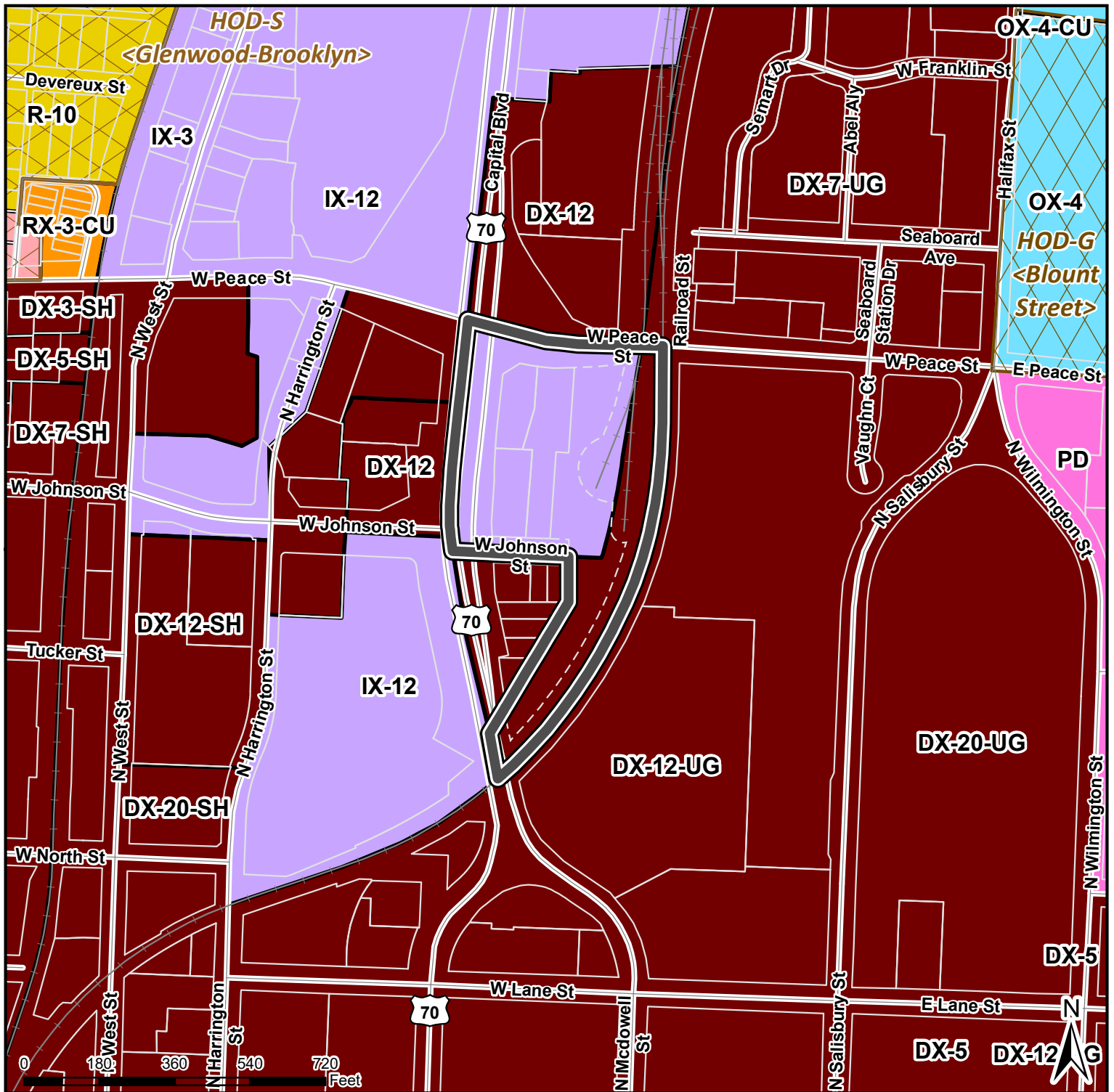
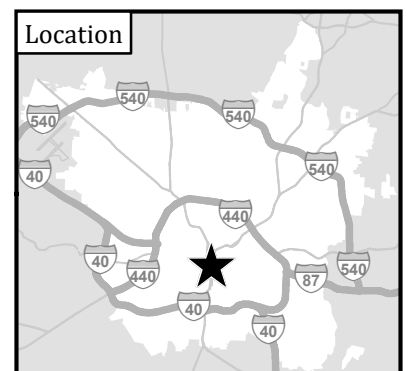


Existing Zoning

Z-17-2019



| | |
|------------------|----------------------------|
| Property | 0, 506, & 508 Capital Blvd |
| Size | 3.32 acres |
| Existing Zoning | IX-12, DX-12-UG |
| Requested Zoning | DX-40-SH-CU |





Raleigh

MEMO

TO: Ruffin L. Hall, City Manager

FROM: Ken Bowers, AICP; Matthew Klem

DEPARTMENT: City Planning

DATE: August 20, 2020

SUBJECT: City Council agenda item for September 1, 2020 – Z-17-20

On August 18, 2020, City Council authorized the public hearing for the following item:

Z-17-19 Capital Blvd, located southeast of the intersection of Capital Boulevard and Peace Street, being Wake County PINs 1704610843, 1704611706, and 1704610614. Approximately 3.32 acres are requested by ZP NO. 338, LLC to be rezoned.

Proposed zoning conditions prohibit the following uses: adult establishments, vehicle fuel sales, vehicle repair, jails, prisons, and detention centers. Zoning conditions also provide for a location on the property for a city bike share station at the time of site plan development.

Current zoning: Industrial Mixed Use-12 stories (IX-12) and Downtown Mixed Use-12 stories-Urban General- Conditional Use (DX-12-UG)

Requested zoning: Downtown Mixed Use-40 stories-Shop Front- Conditional Use (DX-40-SH-CU)

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

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

The **Planning Commission** recommends **approval** in a vote of 9 to 0.

The **North Central CAC** voted on the case 7(Y) - 10(N) during the September 10, 2019 meeting. The CAC vote occurred prior to the February 2020 City Council action.

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

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

One Exchange Plaza
1 Exchange Plaza, Suite 1020
Raleigh, North Carolina 27601

City of Raleigh
Post Office Box 590 • Raleigh
North Carolina 27602-0590
(Mailing Address)



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#

CASE INFORMATION: Z-17-19 CAPITAL AND PEACE

| | |
|---------------------------------|--|
| Location | Southeast of the Capital Boulevard and Peace Street interchange. Address: 506 Capital Blvd PINs: 1704611622 iMaps , Google Maps , Directions from City Hall |
| Current Zoning | IX-12 and DX-12-UG |
| Requested Zoning | DX-40-SH-CU |
| Area of Request | 3.32 acres |
| Corporate Limits | The subject site is within and surrounded on all sides by the corporate limits of the city. |
| Property Owner | ZP NO. 338, LLC |
| Applicant | ZP NO. 338, LLC |
| Citizens Advisory Council (CAC) | North Central |
| PC Recommendation Deadline | October 9, 2020 |

SUMMARY OF PROPOSED CONDITIONS

1. Prohibited uses: adult establishment; vehicle fuel sales; detention center, jail, prison; vehicle repair (minor and major).
2. The site plan for development of the property shall provide for a mutually acceptable location on the property or adjacent right-of-way to accommodate a City bikeshare station. Unless the City elects to install the station at a later date, the property owner shall install the City bikeshare station prior to issuance of a certificate of occupancy.

COMPREHENSIVE PLAN GUIDANCE

| | |
|---------------------|--|
| Future Land Use | Central Business District |
| Urban Form | Downtown and Core Transit Area |
| Consistent Policies | Policy LU 1.2 Future Land Use Map and Zoning Consistency Policy LU 1.3 Conditional Use District Consistency Policy LU 2.2 Compact Development Policy LU 2.6 Zoning and Infrastructure Impacts |

| | |
|------------------------------|--|
| | Policy LU 4.7 Capitalizing on Transit Access Policy LU 5.1 Reinforcing the Urban Pattern Policy LU 7.4 Scale and Design of New Commercial Uses Policy UD 1.10 Frontage Policy T 1.6 Transportation Impacts Policy T 2.10 Level of Service Policy DT 1.1 Downtown Future Land Use Map Policy DT 1.2 Vertical Mixed Use Policy DT 1.6 Supporting Retail Growth Policy DT 1.18 Auto-oriented Businesses Policy DT 3.8 Downtown as a Regional Center Policy DT 7.15 Downtown Gateways |
| Inconsistent Policies | None identified |

FUTURE LAND USE MAP CONSISTENCY

The rezoning case is ☒ **Consistent** ☐ **Inconsistent** with the Future Land Use Map.

COMPREHENSIVE PLAN CONSISTENCY

The rezoning case is ☒ **Consistent** ☐ **Inconsistent** with the 2030 Comprehensive Plan.

PUBLIC MEETINGS

| Neighborhood Meeting | CAC | Planning Commission | City Council |
|-------------------------------|-------------------------------------|--|---------------------|
| March 20, 2019 0 attendees | September 10, 2019 7(Y) – 10 (N) | May 12, 2020 June 9, 2020 June 23, 2020 August 11, 2020 | July 7, 2020 |

PLANNING COMMISSION RECOMMENDATION

- ☒ The rezoning case is **Consistent** with the relevant policies in the Comprehensive Plan, and **Approval** of the rezoning request is reasonable and in the public interest.
- ☐ The rezoning case is **Consistent** with the relevant policies in the comprehensive Plan, but **Denial** of the rezoning request is reasonable and in the public interest.
- ☐ The rezoning is **Inconsistent** with the relevant policies in the Comprehensive Plan, and **Denial** of the rezoning request is reasonable and in the public interest.
- ☐ The rezoning case is **Inconsistent** with the relevant policies in the Comprehensive Plan, but **Approval** of the rezoning request is reasonable and in the public interest due to changed circumstances as explained below. Approval of the rezoning request constitutes an amendment to the Comprehensive Plan to the extent described below.

| | |
|--------------------------------------|--|
| Reasonableness and Public Interest | The request will significantly increase the office and residential entitlement on an underutilized site in downtown and allow more people to benefit from the good access to high quality transit, recreational amenities, and employment. |
| Change(s) in Circumstances | N/A |
| Amendments to the Comprehensive Plan | N/A |
| Recommendation | Approval |
| Motion and Vote | Motion: O'Haver; Second: Fox; In Favor: Bennett, Fox, Hicks, Lampman, Miller, McIntosh, O'Haver, Tomasulo, and Winters |
| Reason for Opposed Vote(s) | N/A |

ATTACHMENTS

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

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

Planning Director

Date

Planning Commission Chair

Date

Staff Coordinator:

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



ZONING STAFF REPORT Z-17-19 CAPITAL BLVD

Conditional Use District

OVERVIEW

The request is to rezone an area of 3.32 acres from IX-7 and DX-12-UG to DX-40-SH-CU. The subject parcel is bounded by Peace Street, Capital Boulevard and the Seaboard Rail line. Proposed zoning conditions provide for a bikeshare station and prohibit adult establishment; vehicle fuel sales; detention center, jail, prison; and vehicle repair uses.

The property to the north, across Peace Street, contains a single-story multitenant building with retail and personal services uses. The properties to the west, across Capital Boulevard, comprise a multiphase mixed-use development called Smokey Hollow which includes office and residential mixed-use buildings of seven to twelve stories (under construction), 40,000 square foot grocery store, and entitlement for a 40-story tower. The properties to the east and southeast, across the rail line, are owned by the State of North Carolina and contain portions of the State Government Complex.

Between the subject site and Capital Boulevard are seven small and mostly vacant parcels totaling less than an acre. The parcels are under various ownership including NCDOT. Among them is a single-story building occupied by the A.M.E Church Empowerment Center.

The area is generally characterized by a blend of forthcoming urban-intensity, mixed use development and existing relatively low-slung office, light industrial, and institutional uses.

Zoning in the immediate area is predominantly Industrial Mixed Use and Downtown Mixed Use with permitted heights ranging from twelve to forty stories. The 2030 Comprehensive Plan identifies the subject site and surrounding properties within the Central Business District on the Future Land Use Map, in the Downtown growth center and Core Transits Area on the Urban Form Map. Together, these policy maps generally recommend high-intensity urban development.

A major transportation infrastructure project adjacent to the subject site is nearly complete. The replacement of the Peace Street bridge and realignment of its interchanges with Capital Boulevard has reconfigured the traffic pattern in the area and altered access to the subject site.

The subject site has two points of access. One point of access, via a section of unimproved Johnson Street right-of-way, is located on the northbound exit ramp of the Peace Street and Capital Boulevard interchange; the second point of access is on Peace Street, between the railroad overpass and that same exit ramp.

While site access and vehicle circulation present challenges to developing the subject site, the automobile is not the only transportation option for its users. The subject site is currently served by Route 2 Falls of Neuse, Route 12 Method, and the R-Line, all with inbound and outbound stops within a 1/3 mile of the subject site. In addition to these services, the subject site is also within a quarter mile of the northern Bus Rapid Transit (BRT) route which will

provide the highest level of transit in the city. The BRT route is planned for operation by 2028. Peace Street is also currently being improved with bicycle lanes and sidewalks.

Update for June 9, 2020

On May 21, 2020 the applicants submitted additional traffic impact analysis detailing the potential impacts of the rezoning request. As of the publication of the June 9, 2020 Planning Commission agenda, the new analysis is still under review by the Raleigh Department of Transportation.

Update for August 11, 2020

Additional information on the traffic analysis impact has been reviewed and concurred by the Raleigh Department of Transportation. The updated analysis of the estimated impact indicated that all signalized intersections are expected to operate at acceptable levels of service. As a result, there are no outstanding issues remaining on the request and the following policies have been recategorized as consistent:

Policy LU 2.6 Zoning and Infrastructure Impacts

Policy T 1.6 Transportation Impacts

Policy T 2.10 Level of Service

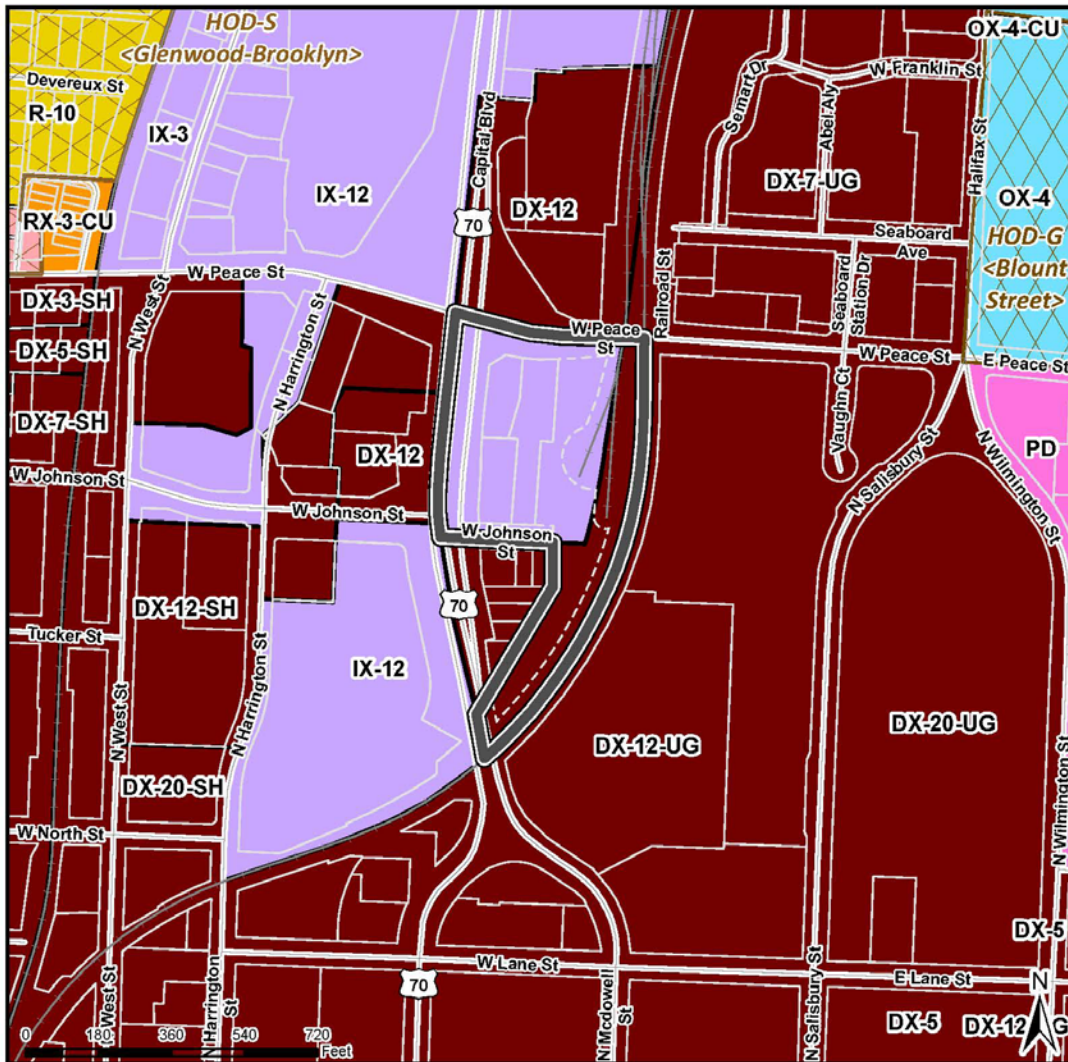
A new zoning condition has also been offered to dedicate space associated with the project to accommodate a City of Raleigh bikeshare station.

OUTSTANDING ISSUES

| | | | |
|-------------------------------|------|---------------------------------|------|
| Outstanding Issues | None | Suggested Mitigation | None |
|-------------------------------|------|---------------------------------|------|

Existing Zoning

Z-17-2019



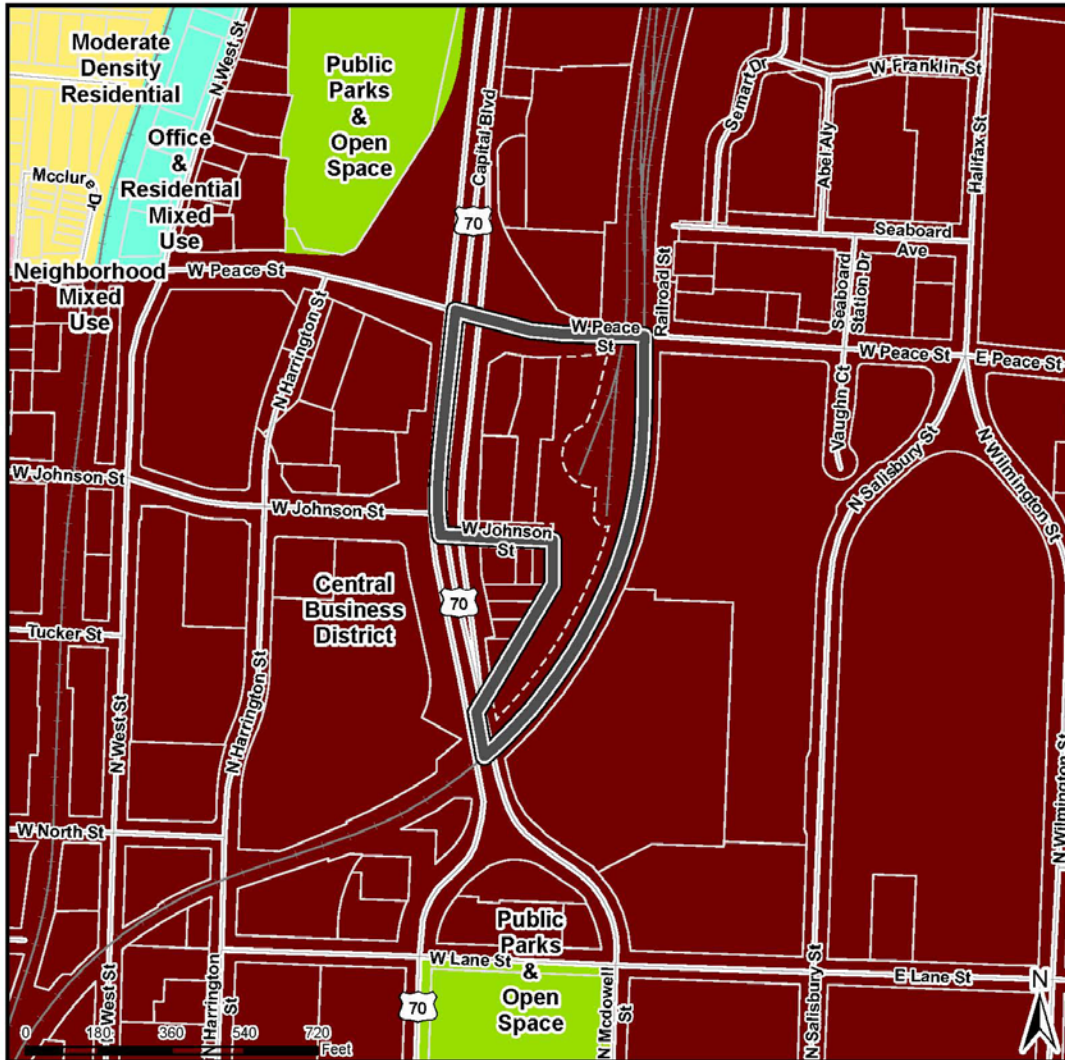
| | |
|------------------|----------------------------|
| Property | 0, 506, & 508 Capital Blvd |
| Size | 3.32 acres |
| Existing Zoning | IX-12, DX-12-UG |
| Requested Zoning | DX-40-SH-CU |

Map by Raleigh Department of City Planning (aulr): 7/23/2019

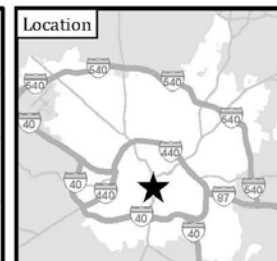


Future Land Use

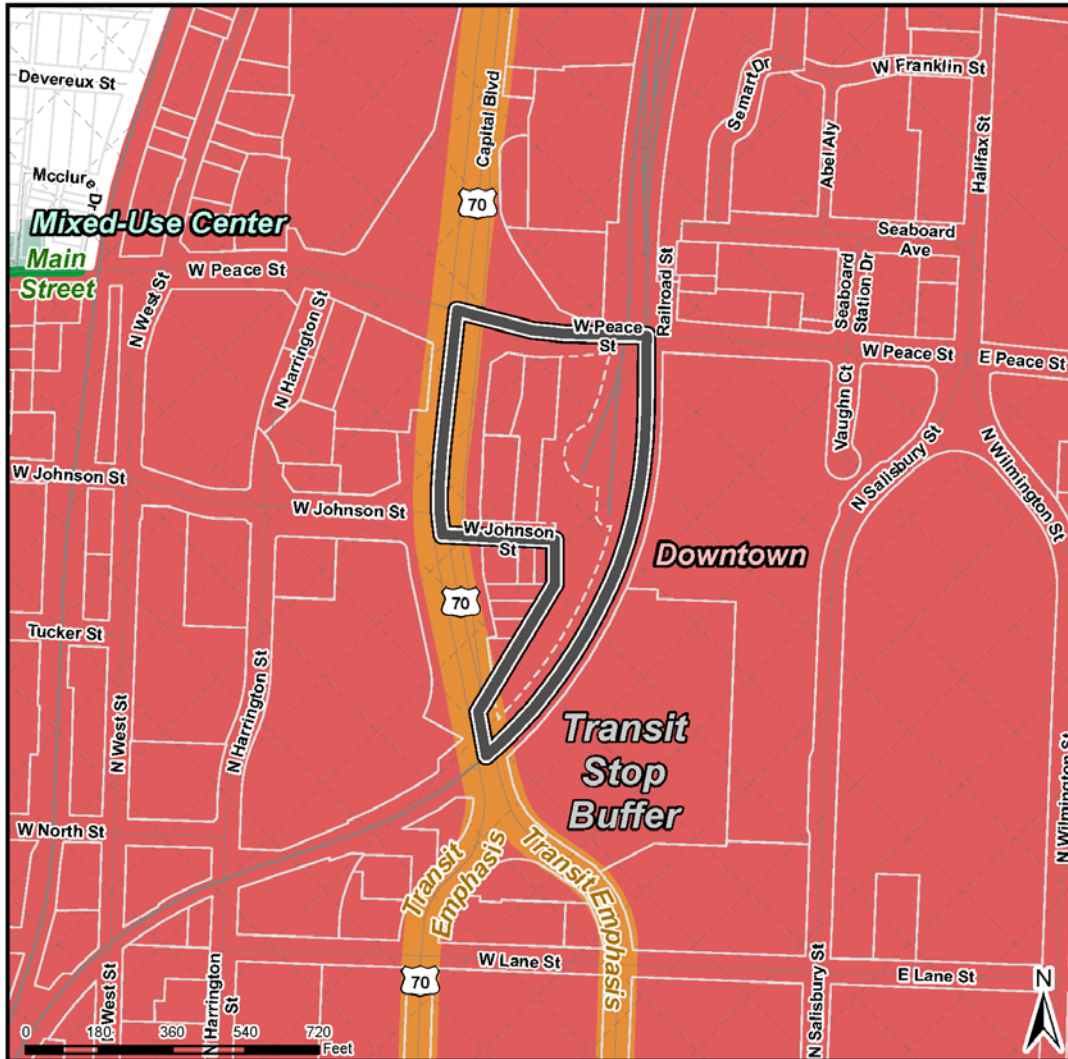
Z-17-2019



| | |
|-------------------------|----------------------------|
| Property | 0, 506, & 508 Capital Blvd |
| Size | 3.32 acres |
| Existing Zoning | IX-12, DX-12-UG |
| Requested Zoning | DX-40-SH-CU |



Map by Raleigh Department of City Planning (aullr): 7/23/2019



| | |
|------------------|----------------------------|
| Property | 0, 506, & 508 Capital Blvd |
| Size | 3.32 acres |
| Existing Zoning | IX-12, DX-12-UG |
| Requested Zoning | DX-40-SH-CU |



Map by Raleigh Department of City Planning (aurlr), 7/23/2019

COMPREHENSIVE PLAN

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

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

This request is consistent with the vision theme **Expanding Housing Choices** which promotes increasing the supply of housing throughout the city. This rezoning request will significantly increase the entitlement for residential units on the subject site.

This request is consistent with the vision theme **Managing Our Growth** which calls for growth in locations that can support more intense land uses and create desirable places for people to live, work, and play. The site is within walking distance to a future 16-acre city park in a transit rich and walkable.

This request is consistent with the vision theme **Coordinating Land Use and Transportation** which calls for locating high density mixed-use in areas with local and regional public transit services. The subject property is located near the two alternative routes for the northern Bus Rapid Transit (BRT) Corridor: West Street and Capital Boulevard. While the Downtown Transportation Plan does not specify which of these routes will be used for the BRT service, the subject site is within short walking distance to both of them and has good access to the planned high frequency service regardless of the selected alignment.

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

Yes. The use considered is Downtown Mixed Use zoning. The subject site is classified as Central Business District on the Future Land Use Map which recommends the Downtown Mixed Use zoning district.

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

N/A

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

Community facilities and streets are available and will serve the requested zoning entitlement at acceptable standards.

Future Land Use

Future Land Use designation: Central Business District

The rezoning request is

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

☐ **Inconsistent**

The request is for Downtown Mixed Use zoning. The subject site is classified as Central Business District on the Future Land Use Map which recommends the Downtown Mixed Use zoning district.

Urban Form

Urban Form designation: Downtown

The rezoning request is

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

☐ **Inconsistent**

☐ **Other**

Overview: The Urban Form Map identifies the subject site within the Downtown Center which recommends an Urban Frontage. Most of the subject site currently has no frontage designation. The request includes the Shopfront frontage designation which is consistent with the guidance of the Urban Form Map.

Impact: The Shopfront designation is intended for areas where the highest level of walkability is desired and is structured to create a “main street” type of environment. It is also the “most urban” frontage type of the various designations.

Compatibility: The Shopfront designation is compatible with neighboring properties and the general context of the area.

Compatibility

The proposed rezoning is

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

The request is generally consistent with the 2030 Comprehensive Plan and compatible with existing and forthcoming urban development in the area.

☐ **Incompatible**

Public Benefits of the Proposed Rezoning

- Increased land use intensity in an urban area where Bus Rapid Transit (BRT) is planned will make the most of the regional investment in transit service allowing for more people to live with reduced reliance on personal automobiles for transportation.
- Siting of high intensity land use adjacent to a future city park will maximize the city's investment in recreational infrastructure allowing for more people to live, work, and play.
- Significantly increasing the residential entitlement in an urban area of the city will allow more people to benefit from the good access to high quality transit, recreational amenities, and employment.

Detriments of the Proposed Rezoning

- None identified.

Policy Guidance

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

Policy LU 1.2 Future Land Use Map and Zoning Consistency

The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes. See Text Box: Evaluating Zoning Proposals and Consistency with the Comprehensive Plan

Policy DT 1.1 Downtown Future Land Use Map

The Future Land Use Map should guide public and private land use development decisions to ensure the efficient and predictable use of land and effectively coordinate land use with infrastructure needs.

- The request is for Downtown Mixed Use with a Shopfront frontage zoning. The subject site is classified as Central Business District on the Future Land Use Map which recommends the Downtown Mixed Use zoning district.

Policy LU 2.2 Compact Development

New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development.

Policy DT 1.2 Vertical Mixed Use

Encourage vertical mixed-use development throughout downtown, unless otherwise indicated on the Future Land Use Map.

Policy DT 1.6 Supporting Retail Growth

Encourage the scale and intensity of development needed to strengthen downtown's capacity to support a vibrant retail environment.

Policy DT 3.8 Downtown as a Regional Center

Encourage new investments and developments that position downtown as the center of the region for headquarters, jobs, urban housing, entertainment, and transit.

Policy DT 7.15 Downtown Gateway

Enhance prominent gateways into downtown, such as South Saunders Street south of the intersection with South Street, Edenton Street at Bloodworth and East streets, Morgan and Hillsborough streets at St. Mary's Street, and Capital Boulevard by the train tracks at Peace Street to create a sense of arrival and define the geographic boundaries of downtown.

- This rezoning request will allow for a highly-compact development pattern at the city's northern Downtown gateway with significant entitlement for office, residential, and retail use. This rezoning has the potential to bring more residents and workers to Downtown and increase retail supporting foot-traffic.

Policy LU 4.7 Capitalizing on Transit Access

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

- The subject property is located within walking distance of the two alternative routes for the northern BRT corridor: West Street and Capital Boulevard. While the exact route has not been specified, the subject site is proximate to them and will have good access to the high frequency future service.

Policy LU 5.1 Reinforcing the Urban Pattern

New development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.

Policy LU 7.4 Scale and Design of New Commercial Uses

New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.

Policy UD 1.10 Frontage

Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.

- The area is generally characterized by a blend of forthcoming urban-intensity, mixed use and existing low-slung office, industrial, and institutional uses. The request is compatible with this context.

Policy LU 1.3 Conditional Use District Consistency

All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan

Policy DT 1.18 Auto-oriented Businesses

Development, building types, and building features with an automobile orientation, such as drive-throughs, should not be developed in downtown.

- The request includes a zoning condition that prohibits auto-oriented uses like gas stations and vehicle repair.

Policy LU 2.6 Zoning and Infrastructure Impacts

Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed.

Policy T 1.6 Transportation Impacts

Identify and address transportation impacts before a development is implemented.

Policy T 2.10 Level of Service

Maintain level of service (LOS) "E" or better on all roadways and for overall intersection operation at all times, including peak travel times, unless maintaining this LOS would be infeasible and/or conflict with the achievement of other goals.

- An analysis of the estimated traffic impact indicated that all signalized intersections are expected to operate at acceptable levels of service.

Impact Analysis

Historic Resources

The site is not located within or adjacent to a National Register Historic District or Raleigh Historic Overlay District. It does not include nor is adjacent to any National Register individually-listed properties or Raleigh Historic Landmarks.

Impact Identified: None

Parks and Recreation

This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.

Nearest existing park access is provided by Fred Fletcher Park (1.1 miles) and Halifax Park (1.1 miles).

Nearest existing greenway trail access is provided by Martin St. Connector Greenway Trail (1 miles)

Current park access level of service in this area is graded an A letter grade.

Impact Identified: None

Public Utilities

The proposed rezoning would add approximately 876,821 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.

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

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

Impact Identified: None

Stormwater

| | |
|-----------------------|--------------|
| Floodplain | n/a |
| Drainage Basin | Pigeon House |
| Stormwater Management | UDO 9.2. |
| Overlay District | n/a |

Impact Identified: No downstream structural flooding cases identified.

Transit

GoRaleigh Route 12 stops on Peace Street near Harrington Street, operating every 30 min during weekday peak hours. The site is also with a quarter mile of GoRaleigh R-Line. Other GoRaleigh services are also available within walking distance. Bus rapid transit is proposed in the general area, operating parallel to Capital Boulevard; neither a preferred route nor proposed stop locations have been determined at this time.

Impact Identified:

Transportation

Location

The Z-17-19 site is in Downtown Raleigh along Peace St, W Johnson St and Capital Blvd. The site is adjacent to the interchange between Peace Street and Capital Boulevard. The eastern boundary of the site is the CSX Transportation railroad.

Area Plans

The Z-17-19 site is located within the boundaries of the 2012 Capital Boulevard Corridor Study and 2015 Downtown Plan. The corridor study identified the need to redesign the Peace Street interchange to integrate with the urban grid by extending Johnson and Harrington Streets as a quadrant roadway interchange. The construction of an NCDOT project to implement this change is wrapping up. The subject site is located within the downtown plan's *Glenwood Green* neighborhood with a focus on multi-modal connectivity. See *Other Projects* for information on active NCDOT and COR projects.

The site fronts Capital Blvd, a transit emphasis corridor and proposed BRT route as denoted by the Wake Transit Plan and map T-2 in the Comprehensive Plan. Existing and planned transit near the subject site will provide access to local and regional transportation options. The site is located within the 2030 Comprehensive Plan Downtown Center.

Other Projects in the Area

NCDOT projects B-5121 and B-5317 are under construction (in the final phases) and include reconstruction of the bridges and interchanges at Peace St and Capital Blvd. The project included the construction of North Harrington Street and reconstruction of West Johnson Street with sidewalks and curb and gutter. The project will convert the northbound Capital Boulevard on and off ramps into a compressed diamond. The Z-17-19 site fronts the off ramp and a short section of West Johnson Street right-of-way that stubs to the railroad right-of-way.

Existing and Planned Infrastructure

Streets

The site is located along West Peace Street (4-lane divided avenue, maintained by the City of Raleigh), Capital Boulevard (6-lane divided Ave, NCDOT maintained), and West Johnson Street (not designated in the street plan, maintained by the City of Raleigh).

In accordance with UDO section 8.3.2, the maximum block perimeter for a DX zoning district is 2,000 feet. The block perimeter bound by West Peace Street, North Salisbury Street, West Lane Street and Capital Boulevard is be approximately 4,600 feet. This block contains 18.6 acres of state government property and the CSX Transportation railroad right-of-way. Improving the block perimeter would require crossing the railroad.

Pedestrian Facilities

Sidewalks were recently constructed by NCDOT on the Capital Boulevard off ramp and peace street frontage of the site. There is no sidewalk on the short section of West Johnson Street east of Capital Boulevard. Z-17-19 is within a ¼ mile of the proposed Pigeon House Branch greenway trail.

Bicycle Facilities

Bicycle lanes were recently constructed by NCDOT on Peace Street from west of Harrington Street to west of railroad viaduct. There have been three non-fatal bicycle crashes near the existing on ramp to northbound Capital Boulevard from Peace Street in the last ten years. There is a separated bikeway planned for North Harrington and/or North West Street. Z-17-19 is within a ¼ mile of the proposed Pigeon House Branch greenway trail. The BikeRaleigh plan calls for a separated bikeway along Peace and West Johnson Streets connecting the Person Street Business District and the Cameron Park neighborhood. This project is one of the priority projects in the BikeRaleigh plan.

The site is within a ½ mile of two bikeshare stations. One is at the intersection of Glenwood Ave and Tucker St; the other is on Seaboard Ave. Bikeshare station spacing guidelines indicate that an additional station in the vicinity of this site may be appropriate. A bikeshare station could help to reduce automobile trips to and from the subject site.

Access

Access to the subject property may be via West Peace Street or West Johnson Street. Access via Capital Blvd would require a break in controlled access. Access to Peace Street can only be right-in and right-out without creating a new median break.

TIA Determination

Approval of case Z-17-19 will result in an increase in trip generation that requires a traffic impact analysis. An analysis of the estimated impact indicated that all signalized intersections are expected to operate at acceptable levels of service. If this case is approved, and the entire the site is brought into a DX district, it will be exempting infrastructure sufficiency requirements.

Impact Identified: Bringing the site into the DX district will exempt it from infrastructure sufficiency requirements.

Urban Forestry

This rezoning does not have an effect on Urban Forestry requirements.

Impact Identified: None.

Impacts Summary

An analysis was completed by the applicant which shows that build out of the site may result in Level of Service F for the intersection of Peace Street and the Capital Boulevard northbound ramp.

Mitigation of Impacts

None identified.

CONCLUSION

The request is consistent with the Future Land Use Map, the Urban Form Map, and the 2030 Comprehensive Plan overall by siting high intensity mixed use at the northern gateway to Downtown and in close proximity to a future 16-acre park, shopping and employment areas, and planned BRT service.

CASE TIMELINE

| Date | Action | Notes |
|--------------------|----------------------------|---|
| March 20, 2019 | Neighborhood Meeting | 0 attendees |
| June 11, 2019 | North Central CAC | |
| September 10, 2019 | North Central CAC | Vote: 7(Y) – 10 (N) |
| May 12, 2020 | Planning Commission review | Consent Agenda deferral to June 9 |
| June 9, 2020 | Planning Commission review | Item not discussed |
| June 23, 2020 | Planning Commission review | Recommendation to extend review deadline |
| July 7, 2020 | City Council | Extension granted |
| August 11, 2020 | Planning Commission review | Recommendation for approval (9-0) |
| August 18, 2020 | City Council | Receive recommendation from Planning Commission |

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

| SUBJECT PROPERTY | | NORTH | SOUTH | EAST | WEST |
|--------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| Existing Zoning | IX-12 & DX-12-UG | DX-12 | DX-12-UG | DX-12-UG | DX-40-SH & DX-40 |
| Additional Overlay | - | - | - | - | - |
| Future Land Use | Central Business District | Central Business District | Central Business District | Central Business District | Central Business District |
| Current Land Use | Vacant | Retail | Vacant | Office/Institutional | Vacant |
| Urban Form | Downtown | Downtown | Downtown | Downtown | Downtown |

CURRENT VS. PROPOSED ZONING SUMMARY

| EXISTING ZONING | | PROPOSED ZONING |
|-----------------------------|----------------|-----------------|
| Zoning | IX-12 & DX-12 | DX-40-UG |
| Total Acreage | 3.32 | 3.32 |
| Setbacks: | | |
| Front | 5' | 0' |
| Side | 0' or 6' | 0' or 6' |
| Rear | 0' or 6' | 0' or 6' |
| Residential Density: | 183 units/acre | 441 units/acre |
| Max. # of Residential Units | 608 | 1,466 |
| Max. Gross Building SF | 826,405 | 1,740,416 |
| Max. Gross Office SF | 826,405 | 897,082 |
| Max. Gross Retail SF | 114,733 | 213,591 |
| Max. Gross Industrial SF | 120,946 | 222,135 |
| Potential F.A.R | 5.71 | 12.03 |

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

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



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

REZONING REQUEST

☐ General Use ☒ Conditional Use ☐ Master Plan

Existing Zoning Base District **IX** Height **12** Frontage _____ Overlay(s) **& DX-12**

Proposed Zoning Base District **DX** Height **40** Frontage **SH** Overlay(s) _____

Click [here](#) to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.

OFFICE
USE ONLY

Transaction #

Rezoning Case #

If the property has been previously rezoned, provide the rezoning case number: **N/A**

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

585620

Z-17-19

GENERAL INFORMATION

Date **4/17/2019**

Date Amended (1) **7/15/2019**

Date Amended (2) _____

Property Address **506, 508 & 0 Capital Blvd**

Property PIN **1704610834, 1704611706, 1704610614** Deed Reference (book/page) **16754/1553 & 16754/1558**

Nearest Intersection **W. Peace Street & Capital Blvd.**

Property Size (acres) **3.32**

(For PD Applications Only) Total Units _____

Total Square Feet _____

Property Owner/Address

**ZP NO. 338, LLC
111 Princess Street
Wilmington, NC 28402**

Phone **910-763-4669**

Fax _____

Email **adamtucker@zdc.com**

Project Contact Person/Address

**Thomas H. Johnson, Jr. - Williams Mullen
301 Fayetteville Street, Suite 1700
Raleigh, NC 27601**

Phone **919-981-4006**

Fax _____

Email **tjohnson@williamsmullen.com**

Owner/Agent Signature 

Email **landonzimmer@zdc.com**

A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

| CONDITIONAL USE DISTRICT ZONING CONDITIONS | |
|--|---|
| Zoning Case Number Z-17-19 Capital Blvd | OFFICE USE ONLY Transaction # Rezoning Case # |
| Date Submitted | |
| Existing Zoning IX-12 & DX-12-UG Proposed Zoning DX-40-SH-CU | |
| Narrative of Zoning Conditions Offered | |
| 1. Please see attachment labeled "Z-17-19 Capital Blvd Zoning Conditions." | |
| 2. | |
| 3. | |
| 4. | |
| 5. | |
| 6. | |
| 7. | |
| 8. | |
| 9. | |
| 10. | |

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature By: ZP NO. 338, LLC  Print Name Jeffrey Zimmer

Z-17-19 Capital Blvd Zoning Conditions

1. The following principal uses as set forth in UDO Section 6.1.4. Allowed Principal Use Table, shall be prohibited: adult establishment; vehicle fuel sales; detention center, jail, prison; vehicle repair (minor); and vehicle repair (major).
2. The site plan for development of the property shall provide for a mutually acceptable location on the property or adjacent right-of-way to accommodate a City bikeshare station. Unless the City elects to install the station at a later date, the property owner shall install the City bikeshare station prior to issuance of a certificate of occupancy.

These zoning conditions have been voluntarily offered by the property owner.

ZP NO. 338 LLC

Owner/Agent Signature: By: 

Print Name: Jeffrey Zimmer

| REZONING APPLICATION ADDENDUM #1 | |
|---|--|
| <p align="center">Comprehensive Plan Analysis</p> | <p align="center">OFFICE USE ONLY</p> <p align="center">Transaction #</p> <p align="center">Rezoning Case #</p> |
| <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 align="center">STATEMENT OF CONSISTENCY</p> | |
| <p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p> | |
| <p>The Future Land Use map gives the subject property designation in the Central Business District, which allows for mixed uses including housing, retail, offices, and cultural/entertainment. The City's current DX designation is consistent with the future Central Business District allowed uses.</p> | |
| <p>The subject property is located within the Downtown Center with frontage along Capital Blvd and W. Peace Street. The 2030 plan considers the subject properties to be within the Transit Emphasis Corridor/ Downtown Core which allows for buildings up to 40 stories.</p> | |
| <p>An Urban Frontage should be applied to the subject properties as they are part of the Downtown Core as well as a Transit Oriented area. The proposed rezoning requests an SH- Shopfront Urban Frontage designation that would provide for development with street front/pedestrian accessible retail and commercial uses with parking either underground or behind the structure(s).</p> | |
| <p>2030 Comprehensive Plan policies that this proposed rezoning commits to adhere to include, but are not limited to: Future Land Use Map LU-3, Recommended Height Designations Table LU-2, Section A.1 Future Uses for Central Business District; Downtown Future Land Use Map Policy DT 1.1, Vertical Mixed Use Policy DT 1.2, Underutilized Sites in Downtown Policy DT 1.3, Supporting Retail Growth Policy DT 1.6, High Density Development Policy DT 1.16, Encouraging Downtown Housing Policy DT 4.1 Ground Level Design Policy DT 7.5, Downtown Gateways Policy DT 7.15; Skyline Definition Policy DT 7.14, Downtown Gateways Policy DT 7.15, Downtown Design Guidelines Policy DT 7.18</p> | |
| <p align="center">PUBLIC BENEFITS</p> | |
| <p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p> | |
| <p>The proposed rezoning would allow for the continued development of mixed use properties along the Capital Blvd and W. Peace Street corridor into downtown.</p> | |
| <p>The proposed rezoning would encourage more live/work/play opportunities in Downtown by offering additional commercial, retail and residential development along a evolving section of the Smokey Hollow area of the Downtown Core.</p> | |
| <p>The lots proposed for rezoning are currently underutilized. The expansion and improvements to Capital Blvd. brought the demolition of the previously existing structures. The lots currently are vacant and new development would allow for revitalization.</p> | |
| <p>The proposed development would be located along several areas that currently are served by or will be served by new mass transit options. The proposed high density mixed use zoning would promote the use of the mass transit system for residents, tenants and visitors at the northern gateway to the Downtown Core.</p> | |

| REZONING APPLICATION ADDENDUM #2 | |
|---|--|
| Impact on Historic Resources | OFFICE USE ONLY |
| 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. | Transaction # Rezoning Case # |
| INVENTORY OF HISTORIC RESOURCES | |
| List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource. | |
| There are no known historic resources or structures on the properties. | |
| PROPOSED MITIGATION | |
| Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above. | |
| N/A | |

URBAN DESIGN GUIDELINES

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

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

Urban Form Designation: Transit Emphasis Corridor

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

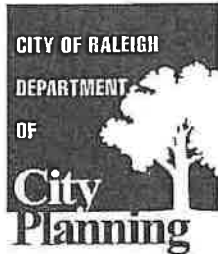
| | |
|----|---|
| 1. | <p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>Response:</p> <p>The proposed development would be a mixed use property with commercial and retail space on the street level and residential and office space on upper stories. The proposed rezoning of the subject parcels would also be within walking distance of existing and other proposed mixed use structures.</p> |
| 2. | <p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p>Response:</p> <p>The proposed rezoning area is surrounded by IX and DX zoning districts currently. In regards to future development, the subject parcels would be part of and surrounded by Central Business District designation areas. The proposed rezoning would be consistent with current and future developments. The property is not located within a transition area to lower density neighborhoods.</p> |
| 3. | <p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>Response:</p> <p>The subject properties are located at the intersection of Peace Street and Capital Blvd, with an access from W. Johnson Street. This allows for multiple access points from existing streets. Capital Blvd. is a Transit Emphasis Corridor and is currently being upgraded by NCDOT.</p> |
| 4. | <p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p>Response:</p> <p>The property is adjacent to an existing railroad to the East, which does not allow for an ingress/egress in that direction. However, the existing streets will provide adequate traffic access in all directions. Applicant has an agreement with CSX to provide pedestrian access across the existing railroad with grade separation.</p> |
| 5. | <p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>Response:</p> <p>No additional streets are proposed with this rezoning. Pedestrian walkways and access is expected to be improved as part of the development including grade separated pedestrian access across the railroad to the East.</p> |

| | |
|-----|---|
| 6. | <p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p>Response:</p> <p>The proposed rezoning requests an SH- Shopfront frontage designation which would require this type of development. Parking will be to the side and rear of the property.</p> |
| 7. | <p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i></p> <p>Response:</p> <p>The proposed rezoning requests an SH- Shopfront frontage designation which would require this type of development.</p> |
| 8. | <p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p>Response:</p> <p>The proposed rezoning requests an SH- Shopfront frontage designation which would require this type of development.</p> |
| 9. | <p><i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i></p> <p>Response:</p> <p>The proposed development will comply with open space design standards found in the City's ordinance.</p> |
| 10. | <p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p>Response:</p> <p>The proposed development will comply with pedestrian access and visibility design standards found in the City's ordinance including grade separated pedestrian access across the railroad to the East.</p> |
| 11. | <p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p>Response:</p> <p>The proposed development will comply with pedestrian access and outdoor amenity design standards found in the City's ordinance including grade separated pedestrian access across the railroad to the East.</p> |
| 12. | <p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p>Response:</p> <p>The proposed development with the requested SH- Shopfront designation will define the outdoor amenity space as required in the City's ordinance.</p> |

| | |
|-----|--|
| 13. | <p><i>New public spaces should provide seating opportunities.</i></p> <p>Response:</p> <p>The proposed development will comply with Outdoor amenity design standards found in the City's ordinance.</p> |
| 14. | <p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response:</p> <p>The proposed development with the requested SH- Shopfront designation will define the frontage design and parking areas as required in the City's ordinance.</p> |
| 15. | <p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p>Response:</p> <p>The proposed development with the requested SH- Shopfront designation will define the frontage design and parking areas to the rear of the development as required in the City's ordinance.</p> |
| 16. | <p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p>Response:</p> <p>The proposed development with the requested SH- Shopfront designation will define the the parking structure design as required in the City's ordinance.</p> |
| 17. | <p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p>Response:</p> <p>Several mass transit stops are available within walking distance to the proposed rezoning development. Future plans for a Fixed-Guideway Transit stop would also be within walking distance. Applicant has an agreement with CSX for a grade separated pedestrian access across the railroad to the East.</p> |
| 18. | <p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response:</p> <p>The proposed development would provide improved and comfortable pedestrian access to mass transit stops as well as surrounding mixed use developments.</p> |
| 19. | <p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>Response:</p> <p>There are no known sensitive natural resources or landscape areas on the subject properties.</p> |

| | |
|-----|---|
| 20. | <p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p>Response:</p> <p>All sidewalks, roadways and driveways will comply with the City's ordinance standards.</p> |
| 21. | <p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p>Response:</p> <p>All sidewalks will comply with the City's ordinance standards.</p> |
| 22. | <p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>Response:</p> <p>All streetscapes/tree plantings will comply with the City's ordinance standards.</p> |
| 23. | <p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p>Response:</p> <p>The proposed development with the requested SH- Shopfront designation will define the frontage design and street landscapes as required in the City's ordinance.</p> |
| 24. | <p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p>Response:</p> <p>The proposed development with the requested SH- Shopfront designation will define the frontage design and street landscapes as required in the City's ordinance.</p> |
| 25. | <p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p>Response:</p> <p>The proposed development with the requested SH- Shopfront designation will define the ground level frontage design as required in the City's ordinance.</p> |
| 26. | <p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p>Response:</p> <p>All sidewalks will comply with the City's ordinance standards for SH- Shopfront designation.</p> |

| REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist") | | | | | |
|--|-------------------------------------|-------------------------------------|-------------------------|----|-----|
| TO BE COMPLETED BY APPLICANT | | | COMPLETED BY CITY 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"/> | | | |
| 2. Rezoning application review fee (see <u>Fee Schedule</u> for rate) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 3. Completed application; Include electronic version via cd or flash drive | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 4. Two sets of stamped envelopes addressed to all property owners within 500 feet of property to be rezoned | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 5. Pre-Application Conference | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 6. Neighborhood Meeting notice and report | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 7. Trip Generation Study | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| 8. Traffic Impact Analysis | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| 9. Completed and signed zoning conditions | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 10. Completed Comprehensive Plan Consistency Analysis | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 11. Completed Response to the Urban Design Guidelines | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | |
| 12. For applications filed by a third party, proof of actual notice to the property owner | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |
| 13. Master Plan (for properties requesting Planned Development or Campus District) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | |



Pre-Application Conference Meeting Record

Transaction #: 585620 Meeting Date & Time: 2/8/19 11:30 am

Location: One Exchange Plaza

Attendees: Ira Mabel, Don Belk, Jason Myers,
Adam Tucker, ~~William~~ Tom Johnson, London Zimmer,
Jana Ellis, Hannah Reckhow

Parcels discussed (address and/or PIN): 506 & 508 Capital Blvd

Current Zoning: IX-12

Potential Re-Zoning: DX-40 -stt

CAC Chair/Contact Information: North Central CAC Marquita.Mbonu@raleighnc.gov 919-996-5710

General Notes: Applicant interested in DX-40-stt. Future Land
Use Map in Central Business District, which supports DX-
There is a chapter in the Comp Plan on Downtown which will
be important to take a look at, including maps. There are
also Urban Design Guidelines that will apply. Policy in plan
of commercial frontage surrounding parcels has UGm.
Table LV-3 recommends 2-40 story. Some of the project

*&
adjacent
to
Mordican*

| Department & Staff | Notes |
|---|--|
| Development Services ___Justin Rametta Justin.Rametta@raleighnc.gov 919-996-2665 ___Mike Walters Michael.Walters@raleighnc.gov 919-996-2636 ___Walt Fulcher Walt.Fulcher@raleighnc.gov 919-996-3517 | <u>is outside parcels. A meter</u> <u>and boards description is needed</u> <u>to request a distinct retaining parcel</u> <u>hardships.</u> UDO Sections: |

| | |
|---|--|
| <p><u>Historic Preservation</u> <u>Melissa Robb</u> Melissa.Robb@raleighnc.gov 919-996-2632 <u>Collette Kinane</u> Collette.Kinane@raleighnc.gov 919-996-2649</p> | <p>UDO Sections:</p> |
| <p><u>Parks, Recreation, and Cultural Resources</u> <u>Thomas "TJ" McCourt</u> Thomas.McCourt@raleighnc.gov 919-996-6079 <u>Emma Liles</u> Emma.Liles@raleighnc.gov 919-996-4871</p> | <p>UDO Sections:</p> |
| <p><u>Public Utilities</u> <u>John Sorrell</u> John.Sorrell@raleighnc.gov 919-996-3485 <u>Patrick Paine</u> Patrick.Paine@raleighnc.gov 919-996-3481 <u>Eric Haugaard</u> Eric.Haugaard@raleighnc.gov 919-996-3492</p> | <p>UDO Sections:</p> |
| <p><u>Stormwater</u> <u>Ben Brown</u> Ben.Brown@raleighnc.gov 919-996-3515 <u>Gary Morton</u> Gary.Morton@raleighnc.gov 919-996-3517 <u>Ashley Rodgers</u> Ashley.Rodgers@raleighnc.gov 919-996-3970 <u>Lisa Booze</u> Lisa.Booze@raleighnc.gov 919-996-3518</p> | <p>UDO Sections:</p> |
| <p><u>Transportation</u> <u>Tara Hofferth</u> Tara.Hofferth@raleighnc.gov 919-996-2661</p> | <p>ATIA <u>may</u> be required - typically a DR - DR request does not require one. City Council can require one. UDO Sections: NCDOT may also request one at site review stage.</p> |

Pre-Application Conference

(this form must be provided at the time of formal submittal)



**DEVELOPMENT
SERVICES
DEPARTMENT**

Development Services Customer Service Center | 1 Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2495 | eFax 919-996-1831
Litchford Satellite Office | 8320 - 130 Litchford Road | Raleigh, NC 27601 | 919-996-4200

PROCESS TYPE

- ☐ Board of Adjustment
- ☐ Comprehensive Plan Amendment
- ☒ Rezoning
- ☐ Site Review*
- ☐ Subdivision
- ☐ Subdivision (Exempt)
- ☐ Text Change

* Optional conference

GENERAL INFORMATION

Date Submitted 2/1/2019

Applicant(s) Name Thomas H. Johnson, Williams Mullen

Applicant's Mailing Address 301 Fayetteville Street, Suite 1700, Raleigh NC 27601

Phone 919-981-4006

Email tjohnson@williamsmullen.com

Property PIN # 1704610834, 1704611706, 1704610614

Site Address / Location 506-508 Capital Blvd @ Peace Street

Current Zoning IX-12

Additional Information (if needed) :

Potential rezoning for up to a 40 story building, DX-40 or DX-40 with urban frontage

OFFICE USE ONLY

Transaction #: 585620

Date of Pre-Application Conference : 2/8/19

Staff Signature

WILLIAMS MULLEN

Thomas H. Johnson, Jr.
Direct Dial: 919.981.4006
tjohnson@williamsmullen.com

March 8, 2019

Re: Neighborhood Meeting Notification for Potential Rezoning of parcels located at 506, 508 and 0 Capital Blvd.

Dear Neighbor:

A neighborhood meeting will be held on Wednesday, March 20, 2019 at 5:30 PM at the Williams Mullen office located at 301 Fayetteville Street, 17th Floor, Raleigh, NC 27601 (PNC Plaza Building). The purpose of this meeting is to discuss the proposed rezoning of the parcels located at the southeast portion of the intersection of Capital Boulevard and Peace Street (Parcel #'s 1704-61-0614, 1704-61-0834 and 1704-61-1706). The proposed rezoning application will petition the City of Raleigh to allow for a change from IX-12 designation to DX-40-SH designation. This change in zoning designation would allow for a mixed-use building up to 40 stories to be constructed in accordance with the City's Unified Development Ordinance requirements.

The City of Raleigh requires the applicant to hold a neighborhood meeting with notification to property owners within 500 feet of the property prior to submission of a Rezoning application. The applicant will be available for discussion of the proposed Rezoning request and associated project at this meeting. All neighbors are encouraged to attend this meeting.

If you have any questions, please contact Thomas Johnson at 919-981-4006 or tjohnson@williamsmullen.com. You may also contact the City of Raleigh Zoning department at 919-996-2180 or rezoning@raleighnc.gov or visit www.raleighnc.gov for more information.

Sincerely,



Thomas H. Johnson, Jr.

Member

Zimmer Development Company – Rezoning Application Capital Blvd & W. Peace St.
Surrounding Property Owners

LVA4 RALEIGH P&W, LLC
LIONSTONE INVESTMENTS
100 WAUGH DR STE 600
HOUSTON TX 77007-6340

WK SMOKEY HOLLOW LLC
STE 25
4321 LASSITER AT NORTH HILLS AVE
RALEIGH NC 27609-5780

436 PTNR LLC
3428 DOYLE RD
RALEIGH NC 27607-3302

CHAUCER INVESTMENTS LLC
3111 GLENWOOD AVE
RALEIGH NC 27612-5006

CHAUCER INVESTMENTS LLC
3111 GLENWOOD AVE
RALEIGH NC 27612-5006

WAKE COUNTY ATTORNEY'S OFFICE
PO BOX 550
RALEIGH NC 27602-0550

CHAUCER INVESTMENTS LLC
3111 GLENWOOD AVE
RALEIGH NC 27612-5006

CHAUCER INVESTMENTS LLC
3111 GLENWOOD AVE
RALEIGH NC 27612-5006

CHAUCER INVESTMENTS, LLC
3111 GLENWOOD AVE
RALEIGH NC 27612-5006

WK SMOKEY HOLLOW LLC
STE 25
4321 LASSITER AT NORTH HILLS AVE
RALEIGH NC 27609-5780

CITY OF RALEIGH CITY OF
PO BOX 590
RALEIGH NC 27602-0590

NCDOT
JOHN OATES
1505 MAIL SERVICE CTR
RALEIGH NC 27699-1505

DEPARTMENT OF TRANSPORTATION
1546 MAIL SERVICE CTR
RALEIGH NC 27699-1500

DEPARTMENT OF TRANSPORTATION
1546 MAIL SERVICE CTR
RALEIGH NC 27699-1500

DEPARTMENT OF TRANSPORTATION
1546 MAIL SERVICE CTR
RALEIGH NC 27699-1500

SECOND DIST RELIGIOUS
EDUCATIONAL CHARITABLE
DEVELOPMENTS PROJ INC
2521 FAYETTEVILLE ST
DURHAM NC 27707-4125

THOMAS E CARTER
2910 RIDGE RD
RALEIGH NC 27612-4610

MCC RALEIGH PROPERTY LLC
725 BROAD ST
AUGUSTA GA 30901-1336

MCC RALEIGH PROPERTY, LLC
725 BROAD ST
AUGUSTA GA 30901-1336

THOMAS E. CARTER
2910 RIDGE RD
RALEIGH NC 27612-4610

MCC RALEIGH PROPERTY, LLC
725 BROAD ST
AUGUSTA GA 30901-1336

STATE OF NORTH CAROLINA
STATE PROPERTY OFFICE
116 W JONES ST
RALEIGH NC 27603-1300

STATE OF NORTH CAROLINA
116 W JONES ST
RALEIGH NC 27603-1300

STATE OF NORTH CAROLINA
STATE PROPERTY OFFICE
116 W JONES ST
RALEIGH NC 27603-1300

STATE OF NORTH CAROLINA
STATE PROPERTY OFFICE
116 W JONES ST
RALEIGH NC 27603-1300

MCKNITT AND ASSOCIATES LLC
1526 S BLOUNT ST
RALEIGH NC 27603-2508

THE COTTON MILL CONDOMINIUMS
YORK PROPERTIES INC
2108 CLARK AVE
RALEIGH NC 27605-1606

Zimmer Development Company – Rezoning Application Capital Blvd & W. Peace St.
Surrounding Property Owners

CRAIG GEORGE MARKEY
614 CAPITAL BLVD APT 101
RALEIGH NC 27603-1159

ALEXIS A EVOLGA
614 102 CAPITAL BLVD
RALEIGH NC 27603-1159

ANN S CATHCART
PO BOX 3120
BALD HEAD ISLAND NC 28461-7001

Zimmer Development Company – Rezoning Application Capital Blvd & W. Peace St.
Surrounding Property Owners

LAURA M SWANSON
614 CAPITAL BLVD APT 104
RALEIGH NC 27603-1159

SALLY G BATES
614 CAPITAL BLVD APT 105
RALEIGH NC 27603-1159

CHRISTOPHER & ERIN WASKO
614 CAPITAL BLVD APT 106
RALEIGH NC 27603-1159

BHAVNEET BIRDI
JESSE TYLER
614 CAPITAL BLVD APT 107
RALEIGH NC 27603-1155

CHRISTIAN PATTERSON
614 CAPITAL BLVD APT 108
RALEIGH NC 27603-1155

STEPHEN MICHAEL WEBRE
614 CAPITAL BLVD APT 109
RALEIGH NC 27603-1155

JUDITH ANN GRICH
614 CAPITAL BLVD APT 110
RALEIGH NC 27603-1155

HENRY T PERKINS JR
RICHARD PERKINS
5501 GRANBY RD
ROCKVILLE MD 20855-1408

KEVIN KERSTETTER
C/O YORK PROPERTIES
614 CAPITAL BLVD APT 112
RALEIGH NC 27603-1155

CHRISTOPHER MELANSON
614 CAPITAL BLVD APT 113
RALEIGH NC 27603-1158

SHAUN JOHNSTON
ANDREA JOHNSTON
614 CAPITAL BLVD APT 114
RALEIGH NC 27603-1158

PATRICK LAWSON
614 CAPITAL BLVD APT 115
RALEIGH NC 27603-1158

ALTON GWYNN NOWELL JR
1113 HYMETTUS CT
RALEIGH NC 27607-4177

SHEREE WORRELL
C/O YORK PROPERTIES
614 CAPITAL BLVD APT 117
RALEIGH NC 27603-1158

REBECCA SHANKLE
LORRAINE EARLEY
614 CAPITAL BLVD APT 118
RALEIGH NC 27603-1158

DAVID BUFFALOE
NANCY BUFFALOE
PO BOX 650
GARNER NC 27529-0650

NANCY BURNS
NEUSOM R HOLMES
614 CAPITAL BLVD APT 120
RALEIGH NC 27603-1154

MITESH PATEL
614 CAPITAL BLVD APT 201
RALEIGH NC 27603-1154

HECTOR PEREZ
CLAUDIA PEREZ
996 ELKINS LK
HUNTSVILLE TX 77340-8809

DONNA D KAY
614 CAPITAL BLVD APT 203
RALEIGH NC 27603-1154

MATTHEW MURPHY
614 204 CAPITAL BLVD
RALEIGH NC 27603-1154

FRANK B SCALIA II
614 CAPITAL BLVD APT 205
RALEIGH NC 27603-1154

JENNIFER WATKINS
614 CAPITAL BLVD APT 206
RALEIGH NC 27603-1154

TODD JORDAN
614 CAPITAL BLVD APT 207
RALEIGH NC 27603-1157

JACK WOODRING
614 CAPITAL BLVD APT 208
RALEIGH NC 27603-1157

JHUT, LLC
614 CAPITAL BLVD APT 209
RALEIGH NC 27603-1157

BRENDA G MITCHELL TRUST
829 SLOOP POINTE LN
KURE BEACH NC 28449-4911

Zimmer Development Company – Rezoning Application Capital Blvd & W. Peace St.
Surrounding Property Owners

ROY L HUDSON
614 CAPITAL BLVD APT 211
RALEIGH NC 27603-1157

DOUGLAS ZICKAFOOSE
614 CAPITAL BLVD APT 212
RALEIGH NC 27603-1157

EDMUND BUCKMAN IV
614 213 CAPITAL BLVD
RALEIGH NC 27603-1157

Zimmer Development Company – Rezoning Application Capital Blvd & W. Peace St.
Surrounding Property Owners

WESLEY MILLER
614 CAPITAL BLVD APT 214
RALEIGH NC 27603-1153

PAMELA E POWELL LVNG TRUST
614 CAPITAL BLVD APT 215
RALEIGH NC 27603-1153

KIMBERLY HAMMER
LEWIS NORTON
614 CAPITAL BLVD APT 216
RALEIGH NC 27603-1153

THOMAS EDWARD KELLY
615 VICK AVE
RALEIGH NC 27612-5029

DAVID ALAN JOYCE
614 CAPITAL BLVD APT 218
RALEIGH NC 27603-1153

RONNIE M STRICKLAND
614 CAPITAL BLVD APT 219
RALEIGH NC 27603-1153

ROBERT J ADAMOSKI JR
260 KING ST UNIT 409
SAN FRANCISCO CA 94107-6418

WILLIAM ROBERT POLLARD
614 CAPITAL BLVD APT 221
RALEIGH NC 27603-1156

SUSAN TOLLEFSEN
C/O YORK PROPERTIES
614 CAPITAL BLVD APT 222
RALEIGH NC 27603-1156

JAMES R BALDWIN
MARY ANN BALDWIN
614 CAPITAL BLVD APT 223
RALEIGH NC 27603-1156

SARAH PARVANTA,
DAVID ROGOFF
614 CAPITAL BLVD APT 224
RALEIGH NC 27603-1156

ADRIAN B COX
614 225 CAPITAL BLVD
RALEIGH NC 27603-1156

OWEN STEVENS
614 226 CAPITAL BLVD
RALEIGH NC 27603-1156

TUCKER ANDREW IDOL
614 227 CAPITAL BLVD
RALEIGH NC 27603-1123

LAMYA A BADR
614 CAPITAL BLVD APT 228
RALEIGH NC 27603-1123

JOSE PASTEN
PATRICIA MORGADO
614 CAPITAL BLVD APT 229
RALEIGH NC 27603-1123

JOHN MICHAEL LABUS
10 VENETIAN WAY APT 306
MIAMI BEACH FL 33139-8831

MM FOWLER INC
4220 NEAL RD
DURHAM NC 27705-2322

BARWICK POELSTRA LLC
PO BOX 860
CLINTON NC 28329-0860

SEABOARD VENTURES III LLC
1622 CANTERBURY RD
RALEIGH NC 27608-1108

BAGWELL STATION LLC
707 SEMART DR
RALEIGH NC 27604-1158

44 WALKER LLC
MAURICE DANIELIAN
8730 TOMPSON POINT RD
PORT ST LUCIE FL 34986-3096

CSX TRANSPORTATION INC
500 WATER ST
JACKSONVILLE FL 32202-4423

SUMMARY OF ISSUES

A neighborhood meeting was held on March 20, 2019 (date) to discuss a potential rezoning located at 506, 508 & 0 Capital Blvd (property address).

The neighborhood meeting was held at 301 Fayetteville Street, Suite 1700 (location).

There were approximately 0 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

There were no attendees at the meeting.

[illegible]

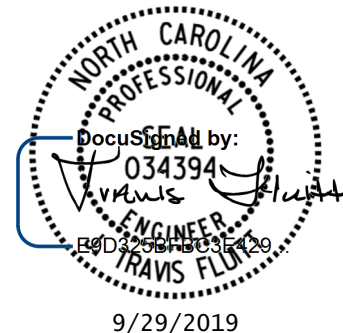
MEMORANDUM

To: Bobby Croom, P.E.
City of Raleigh

From: Travis Fluitt, P.E.
Kimley-Horn and Associates

Date: September 29, 2019

Subject: **Peace at Capital Rezoning** – Traffic Assessment



Kimley-Horn has evaluated the traffic impacts of the proposed rezoning of the Peace at Capital development located in the southeast quadrant of the Capital Boulevard/Peace Street interchange in Raleigh, NC. The site is currently zoned IX-12 and is proposed to be rezoned to DX-40. The attached **Figure 1** shows the project location. This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the proposed rezoning. The scope of the study and analysis methodology were established in coordination with the City of Raleigh and the North Carolina Department of Transportation (NCDOT). Analyses were performed for the following scenarios:

- Baseline 2025
- Background 2025
- Build-out 2025 – Existing Zoning Maximum
- Build-out 2025 – Proposed Zoning Maximum

Baseline and Background Traffic

As the reconstruction of the Capital Boulevard and Peace Street interchange (NCDOT project B-5121) is currently underway, new traffic counts could not be performed. Therefore, baseline scenario AM and PM peak hour turning movement volumes were obtained by linearly interpolating the traffic forecasts for the *Traffic Capacity Analysis Report for TIP #B-5121/B-5317* (Kimley-Horn, July 2011) to the baseline year (2025) for the following intersections:

- Peace Street at West Street
- Peace Street at Harrington Street
- Peace Street at Capital Boulevard NB Ramps
- Peace Street at Halifax Street
- West Street at Johnson Street
- Harrington Street at Johnson Street
- Johnson Street at Capital Boulevard

The baseline roadway laneage upon completion of project B-5121 is shown on **Figure 2**. The baseline AM and PM peak hour turning movement volumes are shown on **Figures 3 and 4**, and the count data is attached.

Traffic from the Smokey Hollow Phase 1 and Smokey Hollow Phase 2 developments was included as approved development traffic. As no TIA was performed for either development, traffic was generated using the *ITE Trip Generation Manual* (Institute of Transportation Engineers, Tenth Edition, 2017) and assigned to the network. Projected year 2025 AM and PM peak hour background traffic volumes including baseline traffic and approved development traffic are shown on **Figures 3 and 4**, respectively.

Site Trip Generation and Assignment

The traffic generation potential of the development was determined using the traffic generation rates published in the *ITE Trip Generation Manual* (Institute of Transportation Engineers, Tenth Edition, 2017). The site is currently vacant and is zoned IX-12 which would allow for the construction of approximately 369,600 square feet of general office space. As currently envisioned the development will be zoned DX-40 which would allow for the construction of up to 659,567 square feet of general office space. Trip generation was based on a Dense Multi-Use Urban setting/location for the Peace at Capital development due to the proximity of the site to downtown Raleigh and to account for more pedestrian, bike or bus trips to the site. The projected trip generation is summarized in [Table 1](#) and [Table 2](#) below, and detailed trip generation calculations are attached.

| Table 1 ITE Trip Generation – Current Zoning | | | | | | |
|---|-----------|------|--------------|-----|--------------|-----|
| Land Use | Intensity | | AM Peak Hour | | PM Peak Hour | |
| | | | In | Out | In | Out |
| General Office Building | 369,600 | s.f. | 248 | 40 | 54 | 261 |

As shown in Table 1, uses allowed under current zoning conditions have the potential to generate 288 new trips during the AM peak hour and 315 new trips during the PM peak hour on a typical weekday.

| Table 2 ITE Trip Generation – Proposed Zoning | | | | | | |
|--|-----------|------|--------------|-----|--------------|-----|
| Land Use | Intensity | | AM Peak Hour | | PM Peak Hour | |
| | | | In | Out | In | Out |
| General Office Building | 659,567 | s.f. | 427 | 70 | 94 | 461 |

As shown in Table 2, uses allowed under proposed zoning conditions have the potential to generate 497 new trips during the AM peak hour and 555 new trips during the PM peak hour on a typical weekday.

The projected site trips were assigned to the study intersections based on the following distribution:

- 40% to/from the north on Capital Boulevard
- 30% to/from the south on Capital Boulevard/Salisbury Street
- 15% to/from the west on Peace Street
- 10% to/from the east on Peace Street
- 5% to/from the south on West Street

The site traffic distribution and percent assignment is shown on the attached **Figure 5**. Site traffic was assigned to the network based on the distribution shown above and added to the background traffic to obtain total traffic volumes. The attached **Figures 6 and 7** show the projected (2025) build-out AM and PM peak hour build-out traffic volumes, respectively, for the current zoning traffic condition. **Figures 8 and 9** show the projected (2025) AM and PM peak hour build-out traffic volumes, respectively, for the proposed zoning traffic condition.

Capacity Analysis

Capacity analyses were performed using Synchro Version 10.1 software. Synchro intersection LOS reports are attached. The level-of-service at each of the study intersections is shown in [Table 3](#).

| Table 3 Level-of-Service Summary | | |
|---|---|---|
| Condition | AM Peak Hour LOS (Delay) | PM Peak Hour LOS (Delay) |
| Peace Street at West Street (Signalized) | | |
| Baseline (2025) Traffic | Overall – A (7.0) EB – B (11.3) WB – A (1.8) NB – B (12.9) SB – C (30.7) | Overall – A (8.6) EB – B (10.5) WB – A (4.7) NB – A (7.2) SB – C (33.6) |
| Background (2025) Traffic | Overall – B (11.3) EB – B (18.1) WB – A (4.3) NB – B (17.8) SB – C (26.6) | Overall – B (13.5) EB – B (16.7) WB – A (8.5) NB – B (14.7) SB – C (28.7) |
| Build-out (2025) Traffic – Current Zoning | Overall – B (13.2) EB – B (19.4) WB – A (7.2) NB – B (17.3) SB – C (26.6) | Overall – B (12.9) EB – B (16.3) WB – A (7.9) NB – B (14.5) SB – C (28.7) |
| Build-out (2025) Traffic – Proposed Zoning | Overall – B (14.0) EB – B (19.3) WB – A (8.9) NB – B (16.8) SB – C (26.6) | Overall – B (13.6) EB – B (16.4) WB – A (9.4) NB – B (14.5) SB – C (28.7) |

| Table 3 (cont.) Level-of-Service Summary | | |
|--|---|--|
| Condition | AM Peak Hour LOS (Delay) | PM Peak Hour LOS (Delay) |
| Peace Street at Harrington Street (Signalized) | | |
| Baseline (2025) Traffic | Overall – B (15.0) EB – B (10.2) WB – A (8.1) NB – C (26.6) | Overall – B (11.1) EB – A (2.2) WB – A (8.9) NB – D (35.4) |
| Background (2025) Traffic | Overall – B (16.5) EB – A (8.3) WB – A (9.8) NB – C (33.1) | Overall – B (14.0) EB – A (3.5) WB – B (13.9) NB – D (37.1) |
| Build-out (2025) Traffic – Current Zoning | Overall – C (27.3) EB – A (7.3) WB – C (23.8) NB – D (52.9) | Overall – B (17.9) EB – A (4.0) WB – B (17.4) NB – D (48.4) |
| Build-out (2025) Traffic – Current Zoning <i>w/ Improvements</i> | Overall – B (18.5) EB – B (18.6) WB – A (2.4) NB – C (33.8) | Overall – B (11.8) EB – A (7.8) WB – A (4.6) NB – C (32.4) |
| Build-out (2025) Traffic – Proposed Zoning | Overall – D (46.3) EB – A (6.3) WB – C (33.3) NB – F (100.8) | Overall – C (23.5) EB – A (3.9) WB – C (25.4) NB – E (61.2) |
| Build-out (2025) Traffic – Proposed Zoning <i>w/ Improvements</i> | Overall – B (18.5) EB – B (13.1) WB – A (7.4) NB – C (34.3) | Overall – B (14.2) EB – A (9.5) WB – A (8.3) NB – C (34.3) |

| Table 3 (cont.) Level-of-Service Summary | | |
|--|---|---|
| Condition | AM Peak Hour LOS (Delay) | PM Peak Hour LOS (Delay) |
| Peace Street at Capital Boulevard Northbound Ramps (Signalized) | | |
| Baseline (2025) Traffic | Overall – B (11.8) EB – B (11.7) WB – A (10.0) NB – D (38.3) | Overall – C (20.9) EB – C (24.7) WB – B (17.3) NB – D (38.3) |
| Background (2025) Traffic | Overall – B (15.5) EB – B (14.1) WB – B (13.8) NB – D (38.7) | Overall – C (25.8) EB – C (24.0) WB – C (26.2) NB – D (38.4) |
| Build-out (2025) Traffic – Current Zoning | Overall – B (15.3) EB – B (12.1) WB – B (15.1) NB – D (39.8) | Overall – E (60.6) EB – D (54.5) WB – E (65.0) NB – E (64.3) |
| Build-out (2025) Traffic – Current Zoning <i>w/ Improvements</i> | Overall – B (15.6) EB – B (13.1) WB – B (14.8) NB – D (39.1) | Overall – E (55.1) EB – D (54.5) WB – E (58.2) NB – D (42.4) |
| Build-out (2025) Traffic – Proposed Zoning | Overall – B (16.0) EB – B (12.1) WB – B (16.3) NB – D (41.2) | Overall – F (84.5) EB – D (54.6) WB – F (100.2) NB – F (117.1) |
| Build-out (2025) Traffic – Proposed Zoning <i>w/ Improvements</i> | Overall – B (17.1) EB – B (12.2) WB – B (19.3) NB – D (38.3) | Overall – C (24.9) EB – B (16.1) WB – C (26.7) NB – D (44.4) |

| Table 3 (cont.) Level-of-Service Summary | | |
|---|--|--|
| Condition | AM Peak Hour LOS (Delay) | PM Peak Hour LOS (Delay) |
| Peace Street at Halifax Street/Wilmington Street/Salisbury Street (Signalized) | | |
| Baseline (2025) Traffic | Overall – B (17.2) EB – A (8.2) WB – B (16.2) NB – D (35.8) SB – A (6.3) | Overall – C (22.2) EB – B (11.4) WB – C (23.6) NB – C (32.2) SB – B (12.9) |
| Background (2025) Traffic | Overall – B (17.6) EB – A (9.3) WB – B (16.7) NB – D (35.8) SB – A (6.3) | Overall – C (29.0) EB – B (13.6) WB – C (25.0) NB – C (30.0) SB – B (12.9) |
| Build-out (2025) Traffic – Current Zoning | Overall – B (17.7) EB – A (9.4) WB – B (16.9) NB – D (35.8) SB – A (6.3) | Overall – C (22.8) EB – B (14.0) WB – C (24.6) NB – C (31.8) SB – B (12.9) |
| Build-out (2025) Traffic – Proposed Zoning | Overall – B (17.7) EB – A (9.2) WB – B (17.1) NB – D (35.8) SB – A (6.3) | Overall – C (22.4) EB – B (13.0) WB – C (24.8) NB – C (31.8) SB – B (12.9) |
| Johnson Street at Capital Boulevard (Unsignalized)* | | |
| Baseline (2025) Traffic | EB – D (25.1) | EB – C (20.3) |
| Background (2025) Traffic | EB – E (36.8) | EB – D (29.6) |
| Build-out (2025) Traffic – Current Zoning | EB – E (39.1) | EB – E (42.0) |
| Build-out (2025) Traffic – Proposed Zoning | EB – E (41.1) | EB – F (59.3) |

* Delays reported from HCM 2000 as Synchro will not report HCM 6 or HCM 2010 delays at this intersection.

| Table 3 (cont.) Level-of-Service Summary | | |
|--|---|--|
| Condition | AM Peak Hour LOS (Delay) | PM Peak Hour LOS (Delay) |
| Johnson Street at Harrington Street (Unsignalized) | | |
| Baseline (2025) Traffic | EBL – A (9.8) WBL – A (7.4) NB – C (16.8) SB – C (17.8) | EBL – A (8.4) WBL – A (7.3) NB – B (13.0) SB – B (13.3) |
| Background (2025) Traffic | EBL – B (10.0) WBL – A (7.6) NB – D (28.4) SB – E (46.3) | EBL – A (8.6) WBL – A (7.4) NB – C (18.2) SB – C (21.9) |
| Build-out (2025) Traffic – Current Zoning | EBL – B (10.5) WBL – A (7.6) NB – D (33.6) SB – F (66.1) | EBL – A (8.7) WBL – A (7.4) NB – C (18.8) SB – D (30.4) |
| Build-out (2025) Traffic – Proposed Zoning | EBL – B (10.9) WBL – A (7.6) NB – E (38.5) SB – F (92.8) | EBL – A (8.7) WBL – A (7.4) NB – C (19.2) SB – E (42.2) |
| Johnson Street at West Street (Unsignalized) | | |
| Baseline (2025) Traffic | EB – B (12.8) WB – B (13.6) NBL – A (7.6) SBL – A (7.8) | EB – B (12.9) WB – B (12.7) NBL – A (7.6) SBL – A (7.7) |
| Background (2025) Traffic | EB – C (16.6) WB – C (18.8) NBL – A (8.0) SBL – A (8.0) | EB – C (16.5) WB – C (16.5) NBL – A (7.8) SBL – A (8.0) |
| Build-out (2025) Traffic – Current Zoning | EB – C (16.9) WB – C (19.2) NBL – A (8.0) SBL – A (8.0) | EB – C (16.9) WB – C (16.9) NBL – A (7.8) SBL – A (8.0) |
| Build-out (2025) Traffic – Proposed Zoning | EB – C (17.2) WB – C (19.5) NBL – A (8.0) SBL – A (8.0) | EB – C (17.2) WB – C (17.1) NBL – A (7.9) SBL – A (8.1) |
| Capital Boulevard Northbound Ramp at Site Driveway (Unsignalized) | | |
| Build-out (2025) Traffic – Current Zoning | WB – A (9.3) | WB – B (10.0) |
| Build-out (2025) Traffic – Proposed Zoning | WB – A (9.6) | WB – B (11.7) |

| Table 3 (cont.) Level-of-Service Summary | | |
|--|-----------------------------|-----------------------------|
| Condition | AM Peak Hour LOS (Delay) | PM Peak Hour LOS (Delay) |
| Peace Street at Site Driveway (Unsignalized) | | |
| Build-out (2025) Traffic – Current Zoning | NB – C (15.1) | NB – B (13.4) |
| Build-out (2025) Traffic – Proposed Zoning | NB – C (16.5) | NB – B (14.6) |

Recommendations

Based on the capacity analyses presented herein, the following improvements are recommended for the current zoning scenario:

Peace Street at Harrington Street

- Modify traffic signal to include a protected westbound left turn phase

Peace Street at Capital Boulevard Northbound Ramps

- Restripe northbound Capital Boulevard Off-Ramp to an exclusive left turn lane and a shared through/right lane

The following improvements are recommended for the proposed zoning scenario in addition to the recommendations in the current zoning scenario:

Peace Street at Harrington Street

- Restripe northbound Harrington Street to provide one exclusive left-turn lane, a shared left/right lane, and one exclusive right-turn lane

Peace Street at Capital Boulevard Northbound Ramps

- Construct an additional westbound right-turn lane to provide dual channelized right-turn lanes with 75 feet of storage each onto the Capital Boulevard Northbound On-Ramp

The recommended roadway laneage is shown on the attached **Figure 10**.

With the recommended improvements in place all of the signalized study intersections are expected to operate at acceptable levels of service for the proposed zoning scenario. SimTraffic simulations show the potential for some queues to occasionally extend beyond the provided storage, but these spillbacks are expected to be short in duration and to occur with or without the proposed development in place. SimTraffic also shows the potential for long queues on westbound Peace at the northbound Capital Boulevard ramps in the PM peak hour with or without the development or rezoning in place. The recommended improvements are expected to reduce the extent of this queuing significantly.

The unsignalized right-turn from Johnson Street onto southbound Capital Boulevard is expected to operate with moderate to long delays in the proposed zoning condition. Long delays are common on unsignalized approaches to major thoroughfares, and SimTraffic simulations show no queuing issues at this intersection.

The unsignalized intersection of Johnson Street at Harrington Street is also projected to operate with moderate to long delays on the minor street (Harrington Street) approaches. This is because the continuous flow of traffic off Capital Boulevard leaves few gaps for the side streets, especially northbound Harrington Street. SimTraffic simulations show no queuing issues on southbound Harrington Street but the potential for long queues on northbound Harrington Street. It is anticipated that northbound traffic will divert over to West Street if backups occur at this intersection.

In conclusion, as shown in the analysis presented herein, traffic impacts associated with the proposed rezoning can be mitigated by the recommended improvements such that traffic in the study area is generally expected to operate acceptably even if the site is developed to the maximum intensity.

Should you have any questions or comments, please do not hesitate to contact me at (919) 677-2000 or travis.fluitt@kimley-horn.com.



Kimley»Horn

PEACE AT CAPITAL
RALEIGH, NC
TRAFFIC ASSESSMENT

SITE LOCATION

FIGURE
1

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.



Raleigh

MEMO

TO: Bynum Walter, AICP, Comprehensive Planning Supervisor

FROM: Eric J. Lamb, PE, Transportation Planning Manager

DATE: August 4, 2020

SUBJECT: Supplemental Traffic Impact Analysis Review for Z-17-19

506 Capital Boulevard Development

We have reviewed the updated rezoning traffic assessment prepared by Kimley-Horn for the 506 Capital Boulevard development, case number Z-17-19. The following memorandum summarizes the most relevant information pertaining to the update as well as City Staff's review of the analysis and recommendations included in it.

In October 2019, Kimley-Horn submitted an analysis for the proposed rezoning of this development. At that time, the area roadway network was experiencing considerable effects from the construction of the Smokey Hollow project and the Capital Boulevard interchange improvements (NCDOT TIP #B-5121). These construction projects did not allow for accurate turning movement counts. Therefore, city staff agreed to an alternative method that provided baseline peak hour turning movement volumes based on linearly interpolating approved traffic forecasts previously provided to NCDOT (*Traffic Capacity Analysis Report for TIP #B-5121/B-5317 – Kimley-Horn, July 2011*). City staff's review did not support the total mitigation strategies recommended by Kimley-Horn's analysis.

Kimley-Horn has now revised the analysis based on new baseline data and updated turning movement counts performed in early March 2020 for the adjacent Seaboard Station development

Development Details

| | |
|---------------------------|--|
| <i>Site Location:</i> | Downtown Raleigh, bounded by Peace Street to the north, Capital Boulevard to the west, and railroad tracks to the east |
| <i>Address:</i> | 201 W Peace St (Current) 0, 506, and 508 Capital Boulevard (previous) |
| <i>Property Pin:</i> | 1704611622 |
| <i>Current Zoning:</i> | IX-12 and DX-12 |
| <i>Proposed Zoning:</i> | DX-40-SH |
| <i>Existing Land Use:</i> | Vacant |
| <i>Build-out Year:</i> | 2022 |

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

One Exchange Plaza
1 Exchange Plaza, Suite 1020
Raleigh, North Carolina 27601

City of Raleigh
Post Office Box 590 • Raleigh
North Carolina 27602-0590
(Mailing Address)

Study Area & Analysis Scenarios

The following intersections were studied as part of the original analysis:

1. Peace Street at West Street (Signalized)
2. Peace Street at Harrington Street (Signalized)
3. Peace Street at Capital Boulevard NB Ramps (Signalized)
4. Peace Street at Halifax/Wilmington/Salisbury (Signalized)
5. Capital Boulevard at Johnson Street (Unsignalized)
6. Harrington Street at Johnson Street (Unsignalized)
7. Johnson Street at West Street (Unsignalized)
8. Capital Boulevard NB Ramp at Site Driveway (Unsignalized)
9. Peace Street at Site Driveway (Unsignalized)

Turning movement counts performed at the following intersections were performed as part of the Seaboard Station development in early March 2020. These counts provided a more accurate method for determining baseline data than did the previous linear interpolation based on NCDOT's traffic forecasts. From these updated turning movement counts, Kimley-Horn was able to balance the forecasted data for a more accurate picture of the area's traffic operations on which to base this analysis.

- Peace Street at Harrington Street
- Peace Street at Capital Boulevard NB Ramps
- Peace Street at Halifax Street

Trip Generation

Kimley-Horn made the following assumptions as agreed to by City and NCDOT staff:

- 10th Edition ITE Trip Generation Manual – Land Use Codes as listed in the tables below
- The nonstandard study methodology as described above.
- ITE Trip Generation Manual Dense Multi-Use Urban setting/location based on the proximity to downtown.
- Included Smokey Hollow development traffic based on available information and trip calculation from the ITE Trip Generation Manual
- There are no apparent existing trips for the existing land use
- With this updated analysis, the Seaboard Station Development was included as a background project. At the time of the original analysis, this was not an approved development.

Kimley-Horn determined that the Maximum Trip Generation for both the current and proposed zoning condition was General Office Building.

Table 1: Maximum Trip Generation for Current Zoning

| Land Use | ITE Code | Intensity | AM | | | PM | | |
|-------------------------|----------|------------|-----|-----|-------|-----|-----|-------|
| | | | In | Out | Total | In | Out | Total |
| General Office Building | 710 | 826,405 SF | 531 | 86 | 617 | 118 | 576 | 694 |

Table 2: Maximum Trip Generation for Proposed Zoning

| Land Use | ITE Code | Intensity | AM | | | PM | | |
|-------------------------|----------|------------|-----|-----|-------|-----|-----|-------|
| | | | In | Out | Total | In | Out | Total |
| General Office Building | 710 | 897,082 SF | 574 | 94 | 668 | 128 | 625 | 753 |

As provided in the two tables above, the proposed rezoning is projected to add 51 new trips in the AM peak hour and 59 new trips in the PM peak hour above the levels of traffic generated by buildout at the current zoning entitlement.

Site Traffic Distribution

Trips generated by the proposed development were distributed based on a review of surrounding land uses, existing traffic patterns, and engineering judgement.

The following percentages were used in the AM and PM peak hours for traffic:

- 40% to/from the north on Capital Boulevard
- 30% to/from the south on Capital Boulevard / Salisbury Street
- 15% to/from the west on Peace Street
- 10% to/from the east on Peace Street
- 5% to/from the south on West Street

Results and Impacts

Table 2: Study Area Levels of Service

| Intersection | Approach | Background (2025) | | Buildout (2025) Current Zoning | | Buildout (2025) Current Zoning w/ Improvements | | Buildout (2025) Proposed Zoning | |
|--|----------|-------------------|----|-----------------------------------|----|--|----|------------------------------------|----|
| | | AM | PM | AM | PM | AM | PM | AM | PM |
| Peace Street at West Street | Overall | B | B | B | B | - | - | B | B |
| | EB | B | B | B | B | - | - | B | B |
| | WB | A | A | A | A | - | - | A | A |
| | NB | C | B | C | B | - | - | C | B |
| | SB | D | D | D | D | - | - | D | D |
| Peace Street at Harrington Street | Overall | B | B | C | B | B | B | D | B |
| | EB | B | A | B | A | B | A | B | A |
| | WB | A | B | A | A | A | A | A | B |
| | NB | E | D | F | D | D | C | F | D |
| Peace Street at Capital Boulevard NB Ramp | Overall | B | B | B | D | B | C | B | D |
| | EB | B | B | B | C | B | C | B | C |
| | WB | A | B | A | D | A | C | A | D |
| | NB | D | E | D | D | D | D | D | D |
| Peace Street at Halifax Street / Wilmington Street / Salisbury Street | Overall | B | C | B | C | - | - | B | C |
| | EB | A | C | A | C | - | - | A | C |
| | WB | B | B | B | B | - | - | B | B |
| | NB | D | D | D | D | - | - | D | D |
| | SB | B | C | B | C | - | - | B | C |
| Johnson Street at Capital Boulevard | EB | E | D | E | F | - | - | E | F |
| Johnson Street at Harrington Street | NB | C | C | C | C | - | - | C | C |
| | SB | C | C | D | D | - | - | D | D |
| | EBL | A | A | A | A | - | - | A | A |
| | WBL | A | A | A | A | - | - | A | A |
| Johnson Street at West Street | EB | C | C | C | C | - | - | C | C |
| | WB | C | C | C | C | - | - | C | C |
| | NBL | A | A | A | A | - | - | A | A |
| | SBL | A | A | A | A | - | - | A | A |
| Capital Boulevard NB Ramp at Site Drive | WB | - | - | B | C | - | - | B | C |
| Peace Street at Site Drive | NB | - | - | C | C | - | - | C | C |

Study Recommendations

The summary above indicates that all signalized intersections are expected to operate at acceptable levels of service. There will also be approaches at some intersections that will experience queueing and delay issues during the peak time periods.

Based on the analysis, Kimley-Horn recommended the following mitigation measures:

- Peace Street at Harrington Street
 - Restripe the northbound approach for Harrington to provide an exclusive left-turn and dual exclusive right-turns
- Peace Street at Capital Boulevard NB Ramp
 - Restripe the northbound Capital Boulevard off-ramp to provide an exclusive left-turn lane and a shared through-right lane

Staff has reviewed these proposed changes and determined that these mitigations are not warranted and will not be required as part of the site development for this property under the proposed zoning. The creation of dual-right turns on northbound Harrington Street would create potential conflicts with the heavy pedestrian and greenway traffic anticipated at this location. The proposed changes on the northbound off-ramp at Capital would misalign through traffic crossing Peace Street with the northbound on-ramp. City staff will continue to monitor traffic operations in this area as it develops and determine if alterations in lane assignments are necessary in the future.

Conclusions

City Staff agrees with the overall analysis performed in the rezoning TIA for the 506 Capital Boulevard development and makes no further recommendation at this time.

EJL / bc