



Raleigh

RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#13455

CASE INFORMATION: Z-01-26 307 W MARTIN STREET, 311 COMMERCE PLACE, & 322 W DAVIE STREET

Location	At the intersection of W Martin Street and Commerce Place Address: 307 W Martin Street, 311 Commerce Place, & 322 W Davie Street PIN: 1703575845, 1703575770, 1703574577 Link to iMaps
Current Zoning	Downtown Mixed Use-20 Stories-Shopfront Frontage (DX-20-SH) and Downtown Mixed-20 Stories-Conditional Use (DX-20-CU)
Requested Zoning	Downtown Mixed Use-20 Stories-Conditional Use (DX-20-CU)
Area of Request	1.28 acres
Corporate Limits	The site is within Raleigh’s corporate limits.
Property Owner	Martin-Dawson Property LLC
Applicant	Jamie Schwedler, Parker Poe, on behalf of Martin-Dawson Property LLC
Council District	C
PC Recommendation Deadline	May 9, 2026

SUMMARY OF PROPOSED CONDITIONS

1. The existing buildings identified as contributing structures to the Depot National Register Historic District located on property with Wake County Parcel Identification Numbers 1703575845 and 1703575770 (Deed Book 19416, Page 2693 of the Wake County Registry) (the “Contributing Structures”) shall be subject to the following standards:
 - a. The portion of the Contributing Structures within 85 feet of the right-of-way of West Martin Street shall be preserved, subject to condition 2. The remainder of the Contributing Structures may be removed.
 - b. Preservation of the first 85 feet of the Contributing Structures shall maintain the overall building massing, subject to condition 1.c. The construction of additional floors above the Contributing Structures shall be prohibited within the 85 foot zone.
 - c. All exterior improvements to the Contributing Structures within 85 feet of the right-of-way of West Martin Street and visible from any right of way, shall be comprised of similar materials to those found as part of other contributing structures of the Depot National Register Historic District.

2. In the event that a Contributing Structure is partially damaged or destroyed, by exercise of eminent domain, fire, accident explosion, flood, lightning, wind, other calamity or natural cause, or any other unintentional cause to the extent of more than 50% of the replacement cost of the structure immediately prior to such damage, the following standards shall apply:
 - a. The entirety of the Contributing Structure may be removed from the property.
 - b. Structures replacing any Contributing Structure shall be constructed with similar materials as those found as part of other contributing structures of the Depot National Register Historic District.
 - c. The maximum height for replacement structures within 85 feet of the right-of-way of West Martin Street shall be five (5) stories.
3. In addition to those otherwise prohibited by the UDO, the following uses are prohibited: adult establishment, pawnshop, self-service storage, vehicle repair, vehicle fuel sales, cemetery, detention center, and dormitory, fraternity, sorority.
4. One (1) Dog Waste Station shall be provided on the site.
5. A plaza shall be provided on the site. A minimum of 50% of this plaza shall be open to the public.
6. The Main Street streetscape standards in UDO Section 8.5.9.A shall apply to the site frontage on South Dawson Street.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Community Mixed Use
Urban Form	Frequent Transit Area & Downtown
Consistent Policies <i>Key policies are marked with a dot (●)</i> <i>Area Specific Guidance policies are marked with a square (□)</i>	● LU 1.2 Future Land Use Map and Zoning Consistency
	● LU 1.3 Conditional Use District Consistency
	□ LU 4.4 Reducing Vehicle Miles Traveled Through Mixed Use
	● LU 4.7 Capitalizing on Transit Access
	● LU 5.1 Reinforcing the Urban Pattern
	● LU 6.1 Composition of Mixed-Use Centers
	● LU 6.2 Complimentary Land Uses and Urban Vitality
	● LU 8.1 Housing Variety
	● LU 10.6 Retail Nodes
	● EP 1.1 Greenhouse Gas Reduction
	● H 1.8 Zoning for Housing
	● UD 1.10 Frontage
	● UD 6.1 Encouraging Pedestrian-Oriented Uses
	● UD 8.1 Transit-Oriented Development
	● HP 2.7 Mitigating Impacts on Historic Sites
	□ DT 1.2 Vertical Mixed Use
	□ DT 1.4 Redevelopment around Raleigh Union Station
	● DT 1.16 High Density Development
	● DT 1.17 High Density Public Realm Amenities
	□ DT 4.1 Encouraging Downtown Housing
● DT 7.2 Maintaining Consistent Setbacks	

	<input type="checkbox"/>	AP-DW 2 Mixed-Use Development
	<input type="checkbox"/>	AP-DW 4 Historic Preservation
	<input type="checkbox"/>	AP-DW 11 Development Character and Design
	<input type="checkbox"/>	AP-DW 12 Streetscape Design
	<input type="checkbox"/>	AP-SA 1 Grow Around Transit
Inconsistent Policies ● Key Policy □ Area Specific Guidance	●	DT 3.1 Ground-floor Uses on Primary Retail Streets
	<input type="checkbox"/>	AP-DW 1 Zoning Consistency

FUTURE LAND USE MAP CONSISTENCY

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

COMPREHENSIVE PLAN CONSISTENCY

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

PUBLIC MEETINGS

First Neighborhood Meeting	Second Neighborhood Meeting	Planning Commission	City Council
1/7/2026 11 attendees	2/24/2026 1 attendee	3/10/2026	4/07/26 5/05/26

REZONING ENGAGEMENT PORTAL RESULTS

Views	Participants	Responses	Comments
9	0	0	0

Summary of Comments: None

PLANNING COMMISSION RECOMMENDATION


The rezoning case is **Consistent** with the Future Land Use Map and **Consistent** with the relevant policies in the Comprehensive Plan, furthermore **Approval** is reasonable and in the public interest because:

Reasonableness and Public Interest	The request would support a new mixed-use development near frequent transit and Raleigh Union Station.
Change(s) in Circumstances	
Amendments to the Comprehensive Plan	N/A
Recommendation	Approval
Motion and Vote	Motion – Fox; Second – Neptune; Bennett, Burnett, Fox, Neptune, O’Haver, Omokaiye, and Walters
Reason for Opposed Vote(s)	Opposed – Otwell. The request does not include sufficient frontages based on the site’s location and policy guidance.

ATTACHMENTS

1. Staff report
2. Comprehensive Plan amendment analysis
3. Zoning conditions
4. Rezoning application

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



Bynum Walter
Planning and Development Assistant Director

Date: 3/10/2026

Staff Coordinator: Metra Sheshbaradaran: (919) 996-2638;
metra.sheshbaradaran@raleighnc.gov



REZONING STAFF REPORT – Z-01-26

Conditional Use District

OVERVIEW

The subject 1.28-acre property is in west Downtown Raleigh, approximately 0.1 miles west of Nash Square and 0.3 miles east of Raleigh Union Station. The site is comprised of three lots fronting W Martin Street, W Davie Street, Commerce Place, and S Dawson Street. The site is within city limits and within the Depot National Register Historic District. The area is served by various GoRaleigh routes, is within future Southern and Western Bus Rapid Transit (BRT) corridors and is surrounded by a variety of higher density mixed-use developments.

There are three structures and a surface parking lot currently on the site. The existing buildings are contributing structures to the Depot National Historic District (Warehouse District) and were built in 1925. Surrounding parcels are also contributing structures to the historic district. Nearby parcels are primarily zoned Downtown Mixed Use (DX) with heights ranging between 5 and 40 stories and most include a Shopfront Frontage. Development in this area is primarily mixed-use with ground-floor retail and upper-story apartments. Surrounding properties have either maintained or replicated the facades of the historic district in their designs. Future development of the site will complement the surrounding area and introduce additional residential and commercial activity in this redeveloping area of the Downtown Raleigh.

As it has been redeveloped, the Warehouse District features a variety of commercial uses. Surrounding the site are a variety of retail stories like Father & Sons Vintage, Raleigh Denim Workshop, and Urban Outfitters. This area is also home to several restaurants and coffee shops like Barcelona Wine Bar, Heirloom Coffee, La Terrezza, Parkside Restaurant, Morgan Street Foodhall, and Videri Chocolate Factory. Weaver Street Market is also north of the site on W Hargett Street. The area also has several office spaces occupied by local and regional businesses. Additionally, there are a variety of other amenities in this area including Contemporary Art Museum of Raleigh (CAM), Nash Square, and Raleigh Union Station.

The rezoning request will not change the existing base district of the site, DX. The request is seeking to increase height on the 322 W Davie Street from 5 stories to 20 stories, remove the Shopfront Frontage from this parcel, and apply the same set of zoning conditions across all three sites. Proposed conditions are similar to existing conditions ([Z-78-21](#)). Specifically, proposed conditions would carry over the requirements of preservation of the first 85' of the structure on W Martin Street, limit development on this portion of the site to 5 stories and require similar building materials be used in the event this structure is damaged in future development. Other conditions carried over from the previous rezoning would require the inclusion of one dog waste station, require the inclusion of a plaza with 50% open to the public, and apply the Main Street streetscape standards to the S Dawson Street frontage. Existing conditions not maintained are related to screening future parking structures and

lighting along S Dawson Street. The current UDO has language that reflects existing conditions.

Compared to existing zoning, the request would allow a similar number of residential units to be built. The projected retail square footage decreased slightly under the proposed zoning district, but estimated office square footage increased. Overall, the request does not significantly alter development potential of the site. It will maintain the ability to create a mixed-use development that compliments the surrounding area.

The site is located within a Frequent Transit Area (FTA) and is designated Downtown on the Urban Form Map. Policy supports high density, multi-modal investments, and commercial opportunities in these areas. An urban frontage, particularly the Shopfront Frontage, would be recommended for these areas. The site is not eligible for development under the Frequent Transit Development Option (FTDO) because height will be greater than the 5-story bonus maximum. The site has frontages along several downtown streets. The request does not include a frontage type and removes the Shopfront Frontage from the W Davie Street parcel. However, conditions propose developing the S Dawson Street frontage under the Main Street streetscape and maintaining the first 85 ft of the W Martin Street parcel. Currently, the 307 W Martin Street facade is similar to what would be required with a Shopfront Frontage. Preserving this will ensure the W Martin Street frontage reflects Urban Form Map guidance. Additionally, the applicant has submitted plans for a custom streetscape to be applied to Commerce Place which will result in a pedestrian-oriented space. Although no frontage will be applied to the W Davie Street parcel, this represents a small portion of the overall request and future development of Commerce Place is likely to enhance this intersection.

The site is included in the Downtown West Gateway Area Plan and Transit Station Area Plans. These area plans support additional density, commercial opportunities, and the preservation of the area's unique history. Relevant policies have been cited as consistent for the request.

The requested zoning district is inconsistent with the Future Land Use Map designation of Community Mixed Use. The inconsistency is primarily due to the increased height request. This FLUM designation recommends height up to 12 stories for sites within the core of mixed-use centers. The request for 20 stories will result in greater density than might be imagined by FLUM guidance. However, because the site is currently zoned DX-20, amending the FLUM to Central Business District is supported by Urban Form Map and Comprehensive Plan guidance, and will create consistency in this area of the city.

The request is consistent with several policies and visions in the 2030 Comprehensive Plan and related area plan guidance for the site. Future development will allow residents the opportunity to live in an area with existing infrastructure, diverse commercial amenities, access to open space, proximity to employment, and with a variety of multi-modal options.

CURRENT VS. PROPOSED ZONING ENTITLEMENT*

EXISTING ZONING		PROPOSED ZONING
Zoning	DX-5-SH	DX-20-CU
Total Acreage	1.28	
Maximum Height	5 Stories	20 Stories
Setbacks		Mixed-Use Building
Primary street		5'
Side street	--	5'
Side lot line (min)		0' or 6'
Rear lot line (min)		0' or 6'
Build-to's:	Mixed-Use Building	
Primary street	0'/15'	---
Side street build-to	0'/15'	--
Max. # of Residential Units	442	434
Max. Gross Office SF	413,922	417,982
Max. Gross Retail SF	33,256	30,613
Max. Gross Industrial SF	--	--

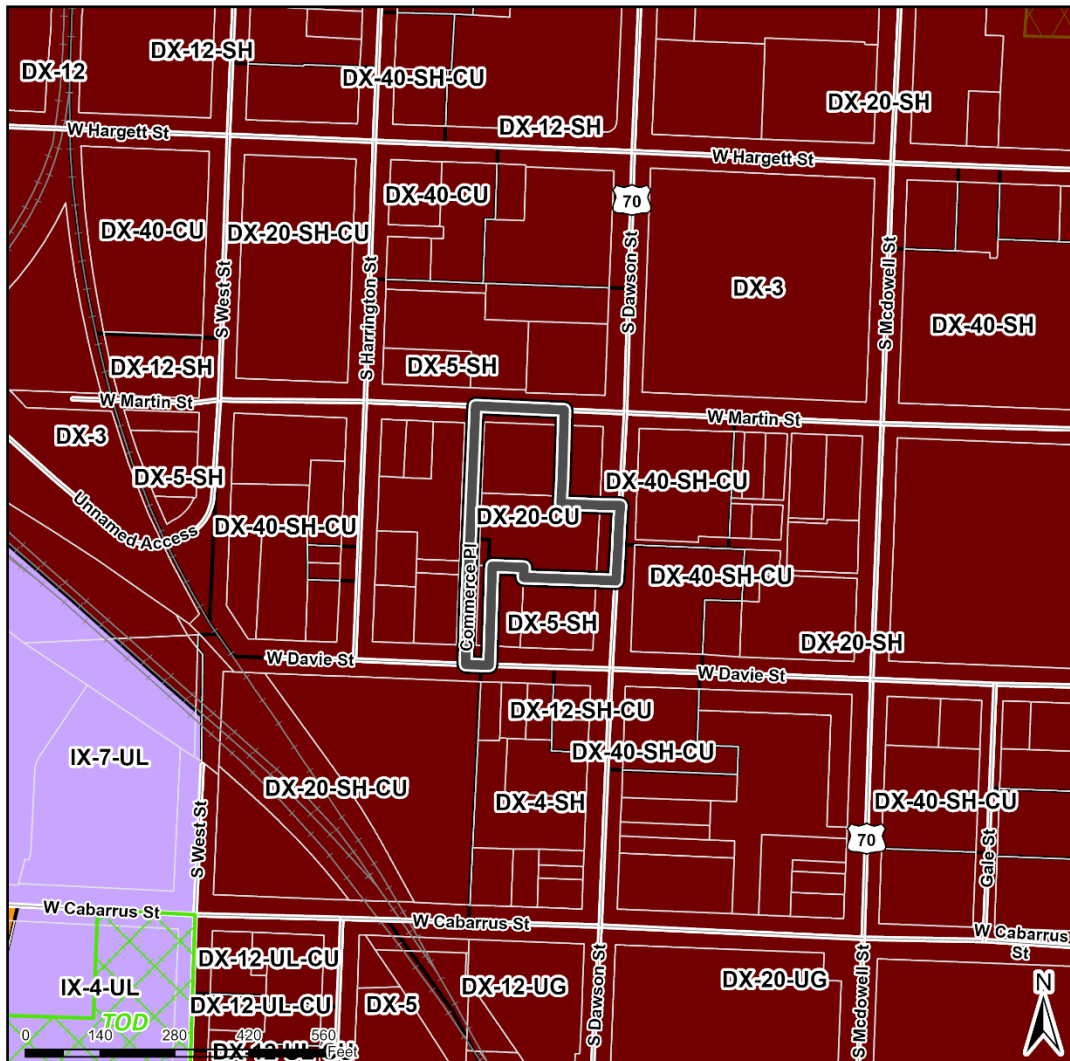
*These are estimates presented to provide context for analysis.

OUTSTANDING ISSUES

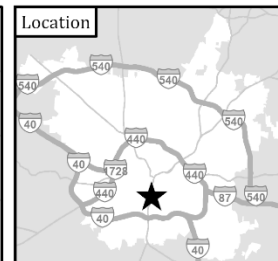
Outstanding Issues	Suggested Mitigation
1. None.	1. N/A

Existing Zoning

Z-1-2026

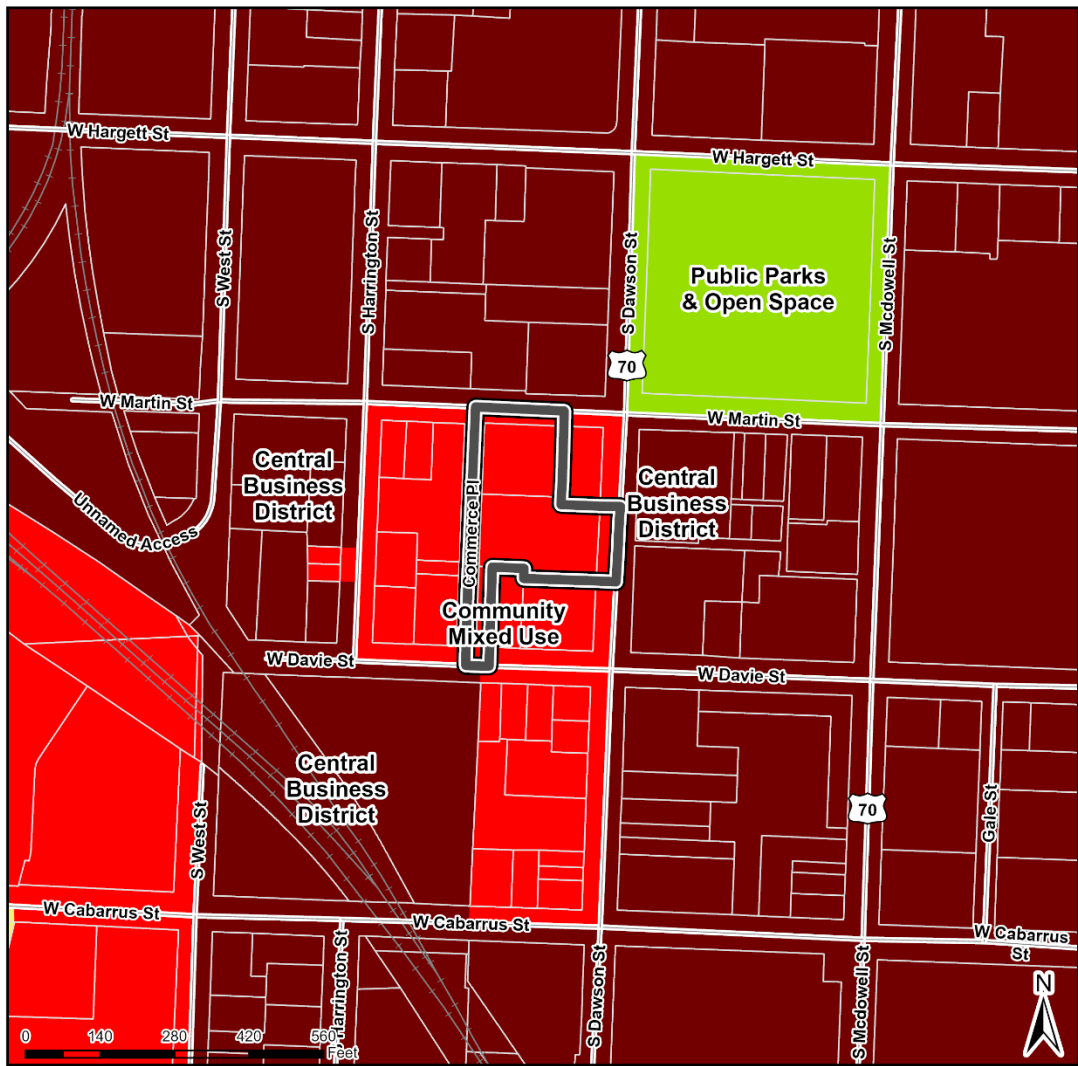


Property	307 W Martin St; 311 Commerce Pl; 322 W Davie St
Size	1.28 acres
Existing Zoning	DX-5-SH & DX-20-CU
Requested Zoning	DX-20-CU



Map by Raleigh Department of Planning and Development (mcgregorm); 1/28/2026

Future Land Use Z-1-2026



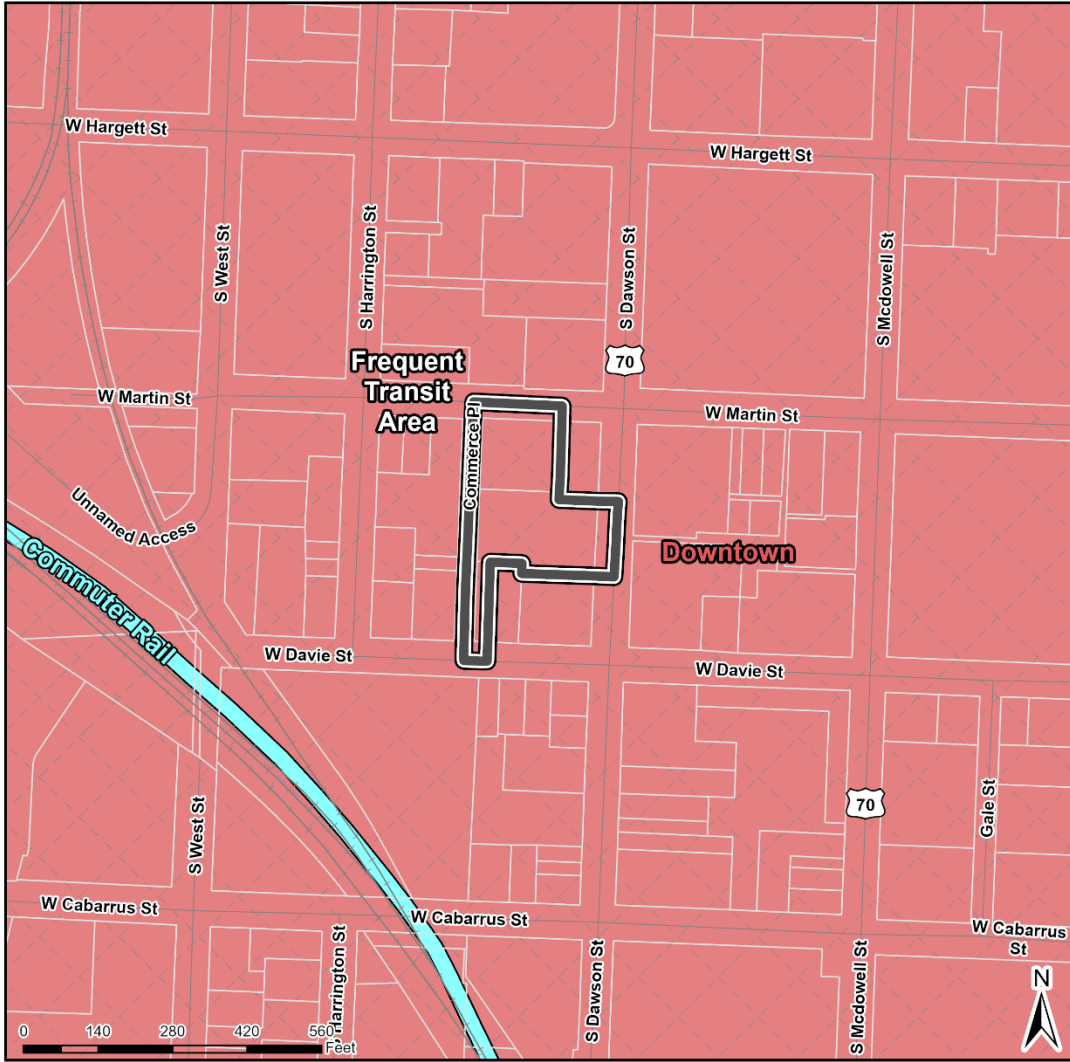
Property	307 W Martin St; 311 Commerce Pl; 322 W Davie St
Size	1.28 acres
Existing Zoning	DX-5-SH & DX-20-CU
Requested Zoning	DX-20-CU



Map by Raleigh Department of Planning and Development (mcgregorm): 1/28/2026

Urban Form

Z-1-2026



Property	307 W Martin St; 311 Commerce Pl; 322 W Davie St
Size	1.28 acres
Existing Zoning	DX-5-SH & DX-20-CU
Requested Zoning	DX-20-CU



Map by Raleigh Department of Planning and Development (mcgregorm); 1/28/2026

COMPREHENSIVE PLAN ANALYSIS

Section 3: Land Use in the Comprehensive Plan describes how zoning proposals should be evaluated. Determination of the consistency with the Comprehensive Plan includes consideration of the following topics.

Comprehensive Plan Consistency

The request is: **Consistent** **Inconsistent** with the 2030 Comprehensive Plan.

The request will add additional density in Downtown Raleigh while maintaining compatibility with the surrounding Warehouse District. The request will permit a mixed-use development featuring higher intensity residential and commercial uses near future Bus Rapid Transit routes and Raleigh Union Station.

Vision Themes

The request is:

Consistency	Vision Theme	Analysis
Consistent	Growing Successful Neighborhoods and Communities	This Vision Theme has three main components including affordable housing, housing variety, and housing supply. This request does not directly include dedicated subsidized affordable housing. However, the request will add to the overall housing supply in this area and the city broadly. The existing and requested district of DX permits a variety of housing types. Future development will likely result in an apartment building type, similar to the surrounding area. The request will allow a high-density mixed-use development on the site that increases the potential for residential density in Downtown Raleigh.

Consistency	Vision Theme	Analysis
Consistent	Coordinating Land Use and Transportation	This Vision Theme is focused on encouraging growth and accessibility near public transit and multi-modal improvements. The site is included in several transit focused plans and areas. Specifically, the site is located within the future Southern and Western Bus Rapid Transit Area corridors, is within a Frequent Transit Area, and is within walking distance (0.3-mile) of Raleigh Union Station. The site's location in Downtown Raleigh located in one of the city's main employment, commercial, and service hubs. Future development will support transit ridership while also providing additional commercial and residential options in a developing area.
Consistent	Expanding Housing Choices	This Vision Theme has several components that encourage new development to support walkable neighborhoods with convenient access to open space, community services, retail, and employment. This request will allow for additional housing density in an area within walking distance of existing and frequent transit, commercial and employment services, and open spaces. As Downtown Raleigh continues to develop, this site will add to and benefit from its location within one of the city's commercial and employment centers.

Future Land Use

Future Land Use designation: Community Mixed Use

The request is: **Consistent** **Inconsistent** with the Future Land Use Map.

If inconsistent, would the benefits of the proposed use outweigh the detriments, and would the new zoning adversely alter the recommended land use and character of the area?

The request for DX-20-CU is consistent with the Future Land Use Map (FLUM) designation of Community Mixed Use. This designation is given to sites within medium-sized shopping centers and larger pedestrian-oriented retail districts. Height recommendation for this area is generally 3-5 stories, with support up to 12 stories for sites in the core of mixed-use centers. The requested district of DX reflects the uses intended for this FLUM designation and the pedestrian-friendly environment downtown. Though the requested height is greater than recommended by the FLUM

category and Table LU-2, it is supported by Urban Form Map guidance and the development pattern of the surrounding area. Most of the site is currently zoned DX-20 with a condition prohibiting height on the W Martin Street frontage to 5 stories to preserve the historical character of the lot. The request maintains existing height and entitlement. Height on the W Davie Street parcel will increase but this accounts for a small portion of the overall area being rezoned. Approval of the request will reflect Urban Form Map and Station Area guidance, maintaining the ability to develop the site with a variety of uses in support of future transit improvements.

Infrastructure

Will community facilities and streets be available at City standards to serve the use proposed for the property? **Yes** **No**

The site is situated within city limits. It is connected to public utilities and served by three 6" water mains on W Martin Street, Commerce Place, and W Davie Street. There are also several 6" and 8" sewer mains available on Commerce Place and W Davie Street. The nearest fire hydrant is located on Commerce Place.

Urban Form

Urban Form designation: Urban Form category

The request is: **Consistent** **Inconsistent** with the Urban Form Map.

Overview: The site is located within a Frequent Transit Area and is in Downtown on the Urban Form Map. An Urban or Shopfront Frontage is recommended for sites within these areas to support a multi-modal environment near frequent transit. These frontage types encourage a pedestrian-friendly environment by locating buildings closer to the street, creating a continuous street wall, and including ground-floor retail for street activation. Being within Downtown Raleigh, future development will support the pedestrian-oriented environment while including activated uses on Commerce Place and S Dawson Street.

Impact: The request will remove the existing Shopfront Frontage on the W Davie Street site and does not include any frontage type. However, conditions require a Main Street streetscape type along the S Dawson Street frontage. This will result in greater pedestrian area through wider sidewalks and tree plantings (10' – 35' streetscape width). This supports the Urban Form Map guidance for the area. In addition to the rezoning request, the applicant team has submitted a new streetscape type for Commerce Place. This will result in a pedestrian-oriented streetscape with a car-free portion, public spaces, tree plantings, and other amenities to encourage activation of the area. The lack of frontage type applied to the W Martin Street lot does not reflect guidance for the area. Specifically, the 2030 Comprehensive Plan designates Martin Street as a Retail Street (Map DT-5) where ground-floor retail should be highly encouraged. Although no frontage type is included, proposed

conditions maintain the first 85 ft of the existing W Martin Street building. The structure is currently designed for ground-floor retail with large windows and a primary street-facing entrance. This reflects similar standards required by a Shopfront Frontage related to creating a pedestrian-oriented environment with buildings located to and fronting the street. This will result in development similar to a Shopfront Frontage type (build-to for primary and side streets are 0'-15') and what is recommended by Urban Form Map guidance.

Compatibility: Nearby buildings along this portion of W Martin Street and W Davie Street have Shopfront Frontage type applied. Though the request does not include this frontage type, proposed conditions promote development under Shopfront Frontage standards for the W Martin Street parcel. The W Davie Street parcel does not have frontage guidance but its intersection with Commerce Place will likely promote activation of this frontage. Future development will still be compatible with the surrounding area because of primary, side street, and alleyway setback requirements for the DX district. Additionally, the inclusion of a condition requiring a Main Street streetscape on S Dawson Street and future plans for Commerce Place help ensure the area contributes to the pedestrian-friendly environment of Downtown Raleigh.

Public Benefits of the Proposed Rezoning

- The request will continue to allow for a high density, mixed-use development in Downtown Raleigh. Additional residential development on the site will contribute to the city's overall housing supply, which could improve citywide affordability.
- The request will permit additional commercial opportunities on the site. This will support development and activation of this area of Downtown Raleigh. Additionally, future residents will benefit from living near existing commercial and employment centers, services, open spaces, and public amenities in Downtown Raleigh.
- The request will provide additional housing in an area served by existing and future transit via the future Southern and Western Bus Rapid Transit routes, and Raleigh Union Station. Future residents will benefit from the site's proximity to a variety of transit options and future multi-modal improvements.
- The request will permit redevelopment of an underutilized building while maintaining the character of the historically significant area.

Detriments of the Proposed Rezoning

- None identified.

Policy Guidance

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

<p>Consistent Policies Key policies are marked with a dot (●)</p> <p>Area Specific Guidance policies are marked with a square (□)</p>	●	LU 1.2 Future Land Use Map and Zoning Consistency
	●	LU 1.3 Conditional Use District Consistency
		LU 4.4 Reducing Vehicle Miles Traveled Through Mixed Use
	●	LU 4.7 Capitalizing on Transit Access
	●	LU 5.1 Reinforcing the Urban Pattern
	●	LU 6.1 Composition of Mixed-Use Centers
	●	LU 6.2 Complimentary Land Uses and Urban Vitality
	●	LU 8.1 Housing Variety
	●	LU 10.6 Retail Nodes
	●	EP 1.1 Greenhouse Gas Reduction
	●	H 1.8 Zoning for Housing
	●	UD 1.10 Frontage
	●	UD 6.1 Encouraging Pedestrian-Oriented Uses
	●	UD 8.1 Transit-Oriented Development
	●	HP 2.7 Mitigating Impacts on Historic Sites
		DT 1.2 Vertical Mixed Use
		DT 1.4 Redevelopment around Raleigh Union Station
	●	DT 1.16 High Density Development
	●	DT 1.17 High Density Public Realm Amenities
		DT 4.1 Encouraging Downtown Housing
	●	DT 7.2 Maintaining Consistent Setbacks
	□	AP-DW 2 Mixed-Use Development
	□	AP-DW 4 Historic Preservation
□	AP-DW 11 Development Character and Design	
□	AP-DW 12 Streetscape Design	
□	AP-SA 1 Grow Around Transit	

● Policy AP-DW 12 Streetscape Design

Streetscape improvements should be sensitive to the context of the Historic District and make use of existing materials and design standards including granite curbing, sidewalk relationships, alleyways, street trees, and pedestrian lighting.

- Proposed conditions preserve the existing historic facade of the W Martin Street parcel and require any new development on this parcel to use similar building materials. Conditions also include a Main Street streetscape design for the S Dawson Street frontage which will require a wider sidewalk and planting area. The applicant has also submitted a custom streetscape plan for Commerce Place which will include a car-free portion of the street, public gathering spaces, and other pedestrian-oriented features.

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

Key policies are directly related to changes in zoning and are used to evaluate rezoning request consistency. They are marked with an orange dot (●). Area Specific Guidance policies are marked with a square (□).

● **Policy DT 3.1 Ground-floor Uses on Primary Retail Streets**

New development along Retail Streets identified on Map DT-5 should provide continuous retail use along the ground floor. Zoning for parcels and sites along Retail Streets should be mapped with Shopfront Frontage or other zoning mandating a retail-ready ground floor.

- The site fronts W Martin Street, a designated Retail Street on Map DT-5. This policy recommends including a Shopfront Frontage or similarly worded condition to ensure ground-floor retail in the future development. While the request does not include a frontage type or conditions of this nature, it is likely future development will include ground-floor retail options on its W Martin Street frontage, similar to what exists today.

□ **Policy AP-DW 1 Zoning Consistency**

Map AP-DW 1 shall be used alongside the Future Land Use Map to evaluate the consistency of all proposed zoning map amendments within the Downtown West Gateway plan boundaries. Where there is a conflict regarding preferred densities, the guidance in this Area Plan shall control.

- Map AP-DW 1 limits height in this area to 4 stories and envisions medium density mixed-use development. The request will result in similar uses as described in this area plan. However, the requested 20 story height is greater density than the plan intended for this area. The Downtown West Gateway Plan was drafted and adopted in 2004. This predates many of the city's plans related to transit oriented development and promoting density in frequent transit areas. Since the adoption of Transit Area Plans in 2021 and the opening of Raleigh Union Station in 2018, the city has supported higher density development in areas near future BRT routes, including in this area. Future development of the site under the requested height is reflective of current development in the area while proposed conditions preserve the facade of the historic district.

EQUITY AND CLIMATE CHANGE ANALYSIS

Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	31	97	This area is highly walkable. Residents in this area benefit from a pedestrian-friendly environment to access services and perform most daily trips.
Transit Score	30	77	This area has better transit service than the citywide average. Residents in this area are served by various transit routes. GoRaleigh Routes 9 Hillsborough, 7 S Sanders, RLine Downtown Circulator, 11 Avent Ferry, and 8 Six Forks are within walking distance of the site. The site is also near Raleigh Union Station and will be served by future Southern and Western BRT routes.
Bike Score	41	87	This area is very bikeable. Residents in this area benefit from existing bicycle infrastructure that allows daily trips and commutes to be completed by biking.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	88	A high HUD Low Transportation Cost Index score indicates residents in this area have lower transportation costs. A score in the 88 th percentile means residents are less likely to be burdened by transportation costs. This is due to the existing multi-modal infrastructure, transit service, and nearby commercial and employment centers near the site.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	97	A high HUD Proximity Jobs Index score indicates residents in this area live near employment centers. A score in the 97 th percentile means residents are in close proximity

to employment opportunities throughout Downtown Raleigh.

Source: [Walk Score](#) is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. HUD index scores are percentiles indicating how well the subject tract performs compared to all other census tracts in the United States. A higher percentile for Low Transportation Cost or Jobs Proximity indicates a lower the cost of transportation and higher access to jobs in the nearby area, respectively.

Housing Energy Analysis

Housing Type	Average Annual Energy Use (million BTU)	Permitted in requested district?
Detached House	82.7	Yes
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.

Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	No Change	The request decreases the number of units that can be developed by 8. Generally, residential development under the current and proposed zoning is unchanged.
Is naturally occurring affordable housing present on the site?	Unlikely	The site does not include residential uses currently.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	The request allows for a variety of housing types to be built on the site. Future development will most likely result in a mixed-use development with upper-story apartments.
If not a mixed-use district, does it permit smaller lots than the average? *	--	--

Is it within walking distance of transit?	Yes	The site is within walking distance of several GoRaleigh transit routes. Additionally, it is within walking distance of Raleigh Union Station and future Southern and Western BRT routes.
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**The average lot size for detached residential homes in Raleigh is 0.28 acres.*

Demographic Indicators from EJSCREEN*

Indicator	Site Area	Raleigh
Demographic Index** (%)	31	37
People of Color Population (%)	51	46
Low Income Population (%)	11	29
Linguistically Isolated Population (%)	0	3
Population with Less Than High School Education (%)	12	8
Population under Age 5 (%)	1	6
Population over Age 64 (%)	3	11
% change in median gross rent since 2016	38.48	25.5
% change in median gross rent since 2019	19.56	42.82

**Environmental Justice Screening and Mapping Tool from the Environmental Protection Agency (<https://www.epa.gov/ejscreen>)*

***The Demographic Index represents the average of the percentage of people who are low income and the percentage of people who are minorities*

Health and Environmental Analysis

What is the life expectancy in this census tract? Is it higher or lower than the city average*?	81.8	Residents in this area have a slightly higher life expectancy rate than the citywide average of 79.9 years old.
Are there known industrial uses or industrial zoning districts within 1,000 feet?	Yes	There are industrial zoned areas southwest of the site along W Cabarrus Street and Dupont Circle. These areas are primarily commercial uses with upper-story apartments today.
Are there hazardous waste facilities are located within one kilometer?	No	There are documented hazardous sites within 1,000 feet of the site. Specifically, there was a printing service for News & Observer and a CVS pharmacy that may have had hazardous waste. These facilities are no longer in operation.
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	No	
Is this area considered a food desert by the USDA?	No	

*Raleigh average = 79.9; Wake County average = 80.3

Land Use History

When the property was annexed into the City or originally developed, was government sanctioned racial segregation in housing prevalent*?	Yes	The existing building on 307 W Martin Street was built in 1925. This area was annexed into the city in 1792. This predates federal anti-discrimination legislation. However, the site may not have been used for residential purposes during this time.
Has the area around the site ever been the subject of an urban renewal program*?	No	
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups*?	No	
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires*?	No	

*The response to this question is not exhaustive, and additional information may be produced by further research. Absence of information in this report is not conclusive evidence that no such information exists.

Analysis Questions

1. Does the rezoning increase the site's potential to provide more equitable access to housing, employment, and transportation options? Does the rezoning retain or increase options for housing and transportation choices that reduce carbon emissions?

Yes, the request will result in a mixed-use development with residential and commercial options in a redeveloping area of Downtown Raleigh. The area will benefit from an increased number of residential units and commercial opportunities. Though the base zoning district for the sites will not change, additional height in this area will support efforts to increase housing accessibility and options downtown. The site will also include commercial space that will serve future residents of the development and the greater Raleigh population. Future development will reduce carbon emissions by increasing the number of residents that can live, work, and spend leisure time in an area that has various and expanding multi-modal options. In combination, the mixed-use development is likely to reduce vehicle miles traveled by future residents.

2. Is the rezoning in an area where existing residents would benefit from access to lower cost housing, greater access to employment opportunities, and/or a wider variety of transportation modes? Do those benefits include reductions in energy costs or carbon emissions?

Yes, existing residents will likely benefit from future development of the site. Though residents in this area are less likely to be low-income, they have experienced a 38% increase in median rents and are more likely to be younger. As a result, existing residents can benefit from expanded housing variety and affordability that can result from increasing development potential on the site. The request will maintain the opportunity to develop higher density residential units and commercial opportunities near frequent transit service, commercial and employment centers, and within walking distance of open space (Nash Square and Little Rock Greenway Trail). Allowing additional density in this area will support future ridership of the BRT routes and provide direct customers for surrounding commercial areas that are accessible by various multi-modal options. In combination, existing residents can benefit from having increased housing options and affordability in the city's downtown core.

3. Have housing costs in this area increased in the last few years? If so, are housing costs increasing faster than the city average?

Yes, housing costs in this area have increased. The median gross rent for the area has increased by 38%. This is higher than the citywide average increase of 25.5% during the same period.

4. Are there historical incidences of racial or ethnic discrimination specific to this area that have deprived Black, Indigenous, and People of Color (BIPOC) of access to economic opportunity, public services, or housing? If so, does the rezoning request

improve any current conditions that were caused, associated with, or exacerbated by historical discrimination?

The site's location in Downtown Raleigh makes it part of original plans for the city. It was annexed in 1792. The existing structure on 307 W Martin Street was built in 1925. The site's location and occupation predate anti-discrimination and restrictive racial covenants. Housing segregation most likely did not occur on the site as it may have never been used for residential purposes.

5. Do residents of the area have disproportionately low life expectancy, low access to healthy lifestyle choices, or high exposure to environmental hazards and/or toxins? If so, does the rezoning create any opportunities to improve these conditions?

No, residents in this area have a slightly higher life expectancy (81.8 years old) than the citywide average (79.9 years old). The area is an area that may have been historically exposed to industrial uses and hazardous waste since it is within the Historic Warehouse District. Today, industrial zoned sites are primarily used for retail and residential purposes.

TRADE REVIEWS

Staff from various departments review every rezoning case when it is submitted. If a reviewer has identified a potential negative impact that might result from the proposed rezoning, it is noted here.

Review Summary

The following reviewers identified potential impacts specific to this request:

- Current Planning
 Raleigh Fire
 Raleigh Water
 Transportation
 Historic Resources
 Raleigh Parks
 Stormwater
 Urban Forestry

The following reviewers did identify potential impacts specific to this request:

Reviewer	Comments	
Historic Resources	Impact:	This property is within and contributes to the historic significance of the Depot National Register Historic District.
	Mitigation:	A review and recommendation of the rezoning request by the Raleigh Historic Development Commission (RHDC) is required prior to being placed on a City Council agenda.

Reviewer	Comments	
Current Planning	Impact:	For Condition 5, staff recommend clarifying language around the size, design, and/or location of the public plaza.
	Mitigation:	N/A

Stormwater Information

Z-01-26 307 W Martin Street, 311 Commerce Place, & 322 W Davie Street	YES/NO	NOTES
Floodzone	No	
Structural Flooding Downstream	No	
Other Drainage Complaints Downstream	No	
Stormwater Conditions	No	
Neuse Buffers Onsite	No	
Existing Impervious	Yes	Buildings and parking lot
Subject to Impervious Limits in UDO 9.2.2.A	No	
Changes to UDO Max Impervious Area (9.2.2.A)	N/A	

Subject to 9.2.2.B to H	Yes	
Watershed Overlay	No	
Drainage Basin	Rocky	

Transportation & Transit Review

Site and Location Context

Location

The site is located in downtown Raleigh, just southeast of Nash Square.

Area Plans

The site lies within the [Downtown West Gateway Small Area Plan](#).

Other Projects in the Area

There are no planned City of Raleigh or NCDOT projects near the site.

Existing and Planned Infrastructure

Streets

Dawson Street is a state-maintained facility that is designated as a 6-lane divided avenue in the Raleigh Street Plan ([UDO 8.5.6.C](#)). With three southbound lanes, Dawson Street operates as a one-way pair with McDowell Street. Martin Street and Davie Street are both city-maintained streets designated as a Main Street, Parallel Parking in the Raleigh Street Plan ([UDO 8.5.5.D](#)).

Commerce Place is a city-maintained facility that is not designated in the Raleigh Street Plan. The [Commerce Place](#) Streetscape Project aims to convert Commerce Place from an underutilized alley into a shared street that prioritizes pedestrians and allows for community events. The applicant should continue to coordinate with the Urban Projects Group on potential improvements.

Pedestrian Facilities

There is currently sidewalk along the site's Martin Street, Dawson Street, and Davie Street frontage. While there is no dedicated sidewalk along the site's Commerce Place frontage, efforts to make the shared facility safer and more welcoming to pedestrians are ongoing.

While a frontage designation is not included in the request, Condition #6 reflects the streetscape requirements that would be included within an urban frontage. The main street streetscape standards require a 10' wide sidewalk, which is wider than what would otherwise be required by the UDO.

Bicycle Facilities

There are currently no bicycle facilities near the site. Development of the site through a subdivision or tier three site plan would require the installation of a 5' bicycle lane, behind the

curb, along the site's S Dawson Street frontage ([UDO 8.5.6.C](#)). While bicycle facilities are not included in the Main Street, Parallel Parking UDO cross-section ([UDO 8.5.5.D](#)), the Raleigh [Active Mobility Plan](#) designates Martin Street as a part of the city's priority bikeway network.

Transit

This site is directly served by GoRaleigh Route 9 Hillsborough, with a bus stop on Martin Street on the opposite side of Dawson Street. GoRaleigh Route 9 Hillsborough runs every 15 minutes from 7 AM to 8 PM, connecting the Plaza West Shopping Center and Jones Franklin Road in west Raleigh to the GoRaleigh station in downtown. The R-Line Downtown Circulator, GoRaleigh Route 7 S Saunders, and Route 8 Six Forks are all also within a short walking distance from the site.

The site is also within a quarter of a mile of the Raleigh Union Station Bus Facility, which is served by GoTriangle.

Access

S Dawson Street is a state-maintained facility. Any access onto S Dawson Street will be subject to NCDOT permitting and approval.

Traffic Impact Analysis (TIA)

Determination

Based on the Envision results, approval of case Z-01-26 would increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from DX-5-SH & DX-20-CU to DX-20-CU is projected to generate 4 new trips in the AM peak hour and 3 new trips in the PM peak hour. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual.

Z-01-26 Existing Land Use	Daily	AM	PM
Commercial Building and Parking Lot	333	40	39
Z-01-26 Current Zoning Entitlements	Daily	AM	PM
Downtown Mixed Use	4,222	395	445
Z-01-26 Proposed Zoning Maximums	Daily	AM	PM
Downtown Mixed Use	4,252	398	448
Z-01-26 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	30	4	3

RFD Service Review

Case Number: Z-01-26

Box Response: 307 W Martin St, 311 Commerce Pl, & 322 W Davie St

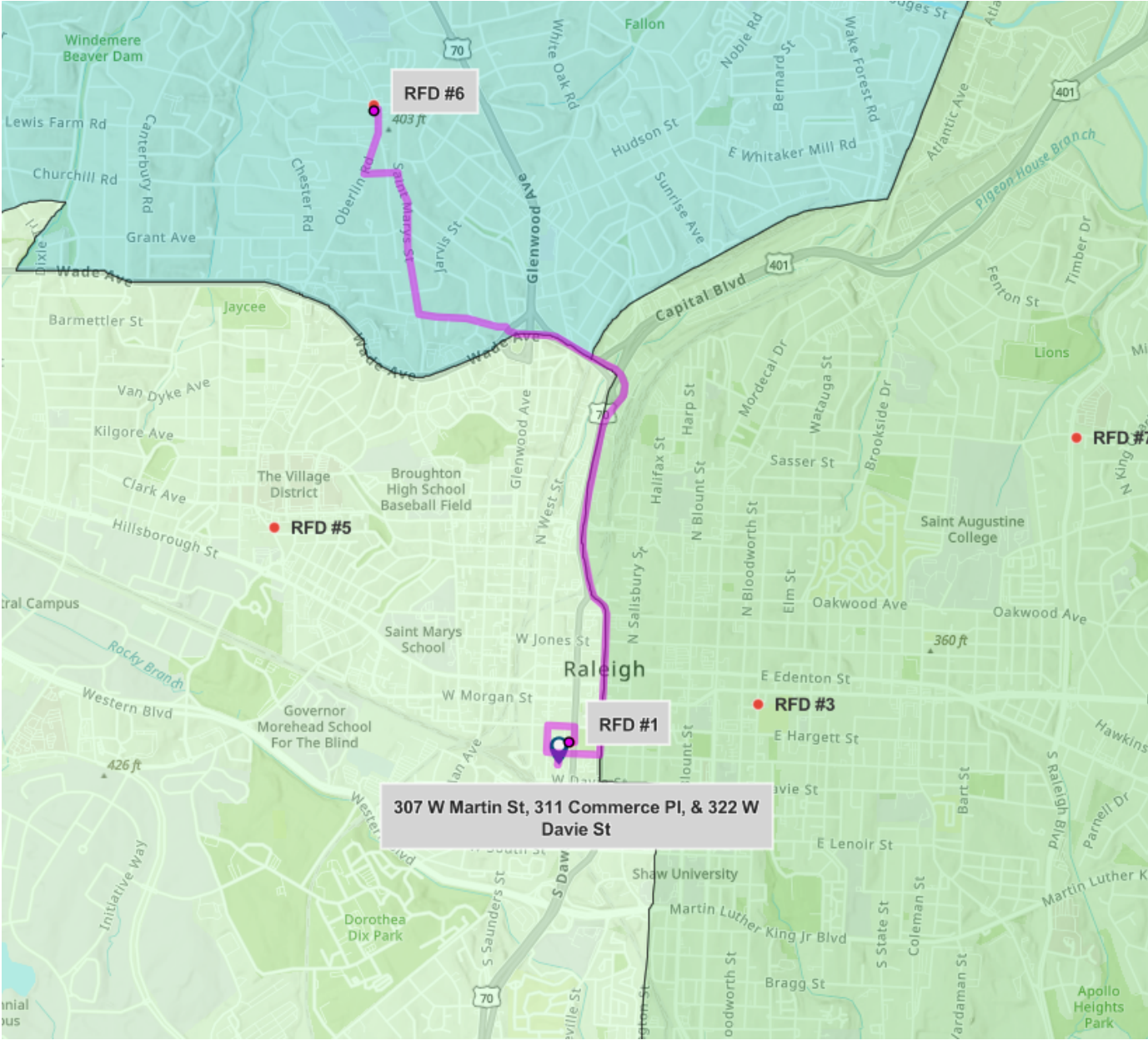
Council District: District D

Date: 01/21/2026



1 st Alarm Fire Response Units	Time (min)	Distance (mi)
Engine 1 (220 S Dawson St)	2	0.3
Engine 13 (220 S Dawson St)	2	0.3
Ladder 1 (220 S Dawson St)	2	0.3
Engine 3 (13 S East St)	3	0.9
Engine 2 (263 Pecan St)	5	2.1
Ladder 6 (2601 Fairview Rd)	8	3.1
Mutual Aid Unit		
Garner Station 3 (1695 Timber Dr)	12	6.3
NFPA Standard Impact		
Hydrant Distance		
Nearest hydrant on Commerce Pl side of the property.		
Additional Comments		

Ladder Travel Distance





TO: City Council
FROM: Rob Allen, Chair
CC: Metra Sheshbaradaran, Senior Planner
Erin Morton Pugh, Senior Preservation Planner
SUBJECT: Rezoning case Z-01-26 (307 W Martin St, 311 Commerce Place, 322 W Davie St)
DATE: March 11, 2026

The Raleigh Historic Development Commission (RHDC) reviewed rezoning case Z-01-26 at its March 11, 2026 meeting. The proposed rezoning includes the properties at 307 W Martin St., 311 Commerce Place, and 322 W Davie St. The current zoning is DX-20-CU and DX-5-SH. The application requests a change to DX-20-CU for all parcels with revised conditions.

Recommendation

The RHDC, by a vote of 11-0, recommends approval of the rezoning application contingent on the applicant including conditions to retain the existing masonry openings and window fenestration patterns within the first 85'-0" of the contributing buildings.

The RHDC finds that the rezoning request may be considered consistent with preservation-related Comprehensive Plan policies for this area and in the public interest should the applicant continue to provide conditions that protect not just the massing but also the general historic appearance of the portion of the buildings being retained. The buildings' historic appearance helps to tell the story of this neighborhood's industrial and railroad past. It provides a better understanding of our shared history and makes visually evident even to newer residents and visitors that this area of the city played an important role in Raleigh's growth and development. By protecting the design details that together form the public's sense of this old place, the buildings will continue to contribute to the neighborhood's cultural identity and the unique pedestrian experience of the area today.

The commission appreciates that the overall rezoning proposal will still retain the first 85'-0" of the historic commercial storefront buildings on site. The conditional request also commits to prohibiting additional stories on top of this portion of the site, encouraging redevelopment of the adjacent vacant parcels. However, with the removal of at least 1/3 of each of the contributing buildings in its entirety and the complete interior demolition of those structures already allowed, the exterior character-defining features of the building facades are the only components that remain to be preserved. Proposed changes to the adopted conditions erode the effect of one of the city's most

creative rezoning decisions thus far at blending old and new in downtown redevelopment.

The RHDC has previously supported taller rezoning proposals adjacent to historic properties when steps are taken to avoid overwhelming or removing the adjacent historic resources. The proposed zoning's maximum allowable height matches that of the current base zoning approved in 2021, with the addition of a small .62-acre vacant parcel at the southwest corner of the site along Commerce Place currently zoned DX-5-SH. The RHDC supports this portion of the rezoning request to align with the remaining DX-20-CU zoned parcels.

Commission Discussion

The RHDC reviewed the case and made the following comments:

- Martin Street buildings are recognizable and a draw for people to the area for the purpose of their historic character, including the use of 'Photographer's Alley'
- Recent LGBTQIA+ Historic Context Study documents the importance of the buildings to Raleigh's cultural history, once occupied by The White Rabbit bookstore and Front Page newspaper
- Acknowledged the applicant's spoken intent to work with the existing openings if possible but not wanting to be forced to do so long-term
- Other redevelopment nearby that retains only an embellished version of the historic building façade is an unsuccessful preservation outcome
- How will the buildings be re-enclosed in the rear following their partial demolition
- The buildings are likely eligible for local historic landmarking and also to use historic rehabilitation tax credits

Specific commissioner concerns included:

- Removal of the currently adopted condition to protect the historic masonry walls, their rough openings, and window patterns
- Proposed conditions could be interpreted to preserve only the mass and none of the historic character of the buildings
- Brick openings and fenestration patterns are as much a part of the language of the historic building as the mass
- Requests to consider a partial preservation condition offering more flexibility, such as retaining at least the existing masonry walls and rough openings or protecting original upper-level window patterns while allowing ground floor storefront changes

- Understood the desire to make the building more customizable for a specific tenant use but emphasized responsible historic building occupancy often requires flexibility and creativity to incorporate the building's history into new programming rather than demand the building bend to the latest leaseholder's expectations in potentially irreversible ways

Site History

Previous rezonings include Z-36-18 to DX-12-SH-CU (RHDC recommended approval 8/2) and Z-78-21 to DX-20-CU (RHDC recommended approval 10/0).

The site is within the [Depot National Register Historic District](#) which contains the city's only significant collection of buildings related to the heyday of railroad transportation and shipping in Raleigh. The buildings include freight and passenger depots, warehouses, factories, hotels, cafes, and shops dating from the 1880s through the 1950s. The 2002 National Register nomination states that "buildings, ranging from one to three stories in height, are generally of load-bearing brick construction, with flat roofs, and utilitarian industrial or commercial design, with loading doors, small windows (the earliest with segmental-arch openings), and modest decorative brick details."

The extant buildings on the site are contributing resources to the historic district and representative of the industrial and commercial development associated with the former transportation and distribution hub of Raleigh. The historic district nomination form describes the building as follows:

307/309 W Martin St – ca. 1925; "Intact Craftsman style 2-story brick building built for sales and storage for McRae notions company and the U.S. Tire Co. Retains two original storefronts with an original garage bay in the #307 and continuous 1/1 sash windows with transoms on upper façade." According to iMaps imagery this building is approximately 120 feet deep.

309/313 W Martin St – ca. 1916; "Intact 2-story brick flat-roofed building with 1st floor sales offices, storage on second floor. Retains 2 original storefronts, continuous 1/1 wood sash windows, decorative brick parapet roof cornices and granite trim. The side elevation on Commerce St. contains segmental-arched windows with original wooden sash downstairs and replacement sash upstairs. Built for Dunn Bros. wholesale grocery, which operated here until at least 1927. Steve Schuster and Tom Sayre remodeled the upper floor of 313 as residential space in the 1980s, and have their office,

Clearscapes, PA, in 311.” (*Clearscapes is no longer located at 311 W. Martin St.*) According to iMaps imagery this building is approximately 142 feet deep.

311 Commerce Pl & 322 W Davie St – These properties do not have a physical description in the Depot Historic District nomination form. At the time of district designation, the sites were vacant and currently serve as surface parking lots. They do not contain any historic resources.

Signed Conditions Offered (as of 01/09/2026)

1. The existing buildings identified as contributing structures to the Depot National Register Historic District located on property with Wake County Parcel Identification Numbers 1703575845 and 1703575770 (Deed Book 19416, Page 2693 of the Wake County Registry) (the “Contributing Structures”) shall be subject to the following standards:
 - a. The portion of the Contributing Structures within 85 feet of the right-of-way of West Martin Street shall be preserved, subject to condition 2. The remainder of the Contributing Structures may be removed.
 - b. Preservation of the first 85 feet of the Contributing Structures shall maintain the overall building massing, subject to condition 1.c. The construction of additional floors above the Contributing Structures shall be prohibited within the 85 foot zone.
 - c. All exterior improvements to the Contributing Structures within 85 feet of the right-of-way of West Martin Street and visible from any right of way, shall be comprised of similar materials to those found as part of other contributing structures of the Depot National Register Historic District.
2. In the event that a Contributing Structure is partially damaged or destroyed, by exercise of eminent domain, fire, accident explosion, flood, lightning, wind, other calamity or natural cause, or any other unintentional cause to the extent of more than 50% of the replacement cost of the structure immediately prior to such damage, the following standards shall apply:
 - a. The entirety of the Contributing Structure may be removed from the property.
 - b. Structures replacing any Contributing Structure shall be constructed with similar material as those found as part of other contributing structures of the Depot National Register Historic District.
 - c. The maximum height for replacement structures within 85 feet of the right-of-way of West Martin Street shall be five (5) stories.
3. In addition to those otherwise prohibited by the UDO, the following uses are prohibited: adult establishment, pawnshop, self-service storage, vehicle repair, vehicle fuel sales, cemetery, detention center, and dormitory,

fraternity, sorority.

4. One (1) Dog Waste Station shall be provided on the site.
5. A plaza shall be provided on the site. A minimum of 50% of this plaza shall be open to the public.
6. The Main Street streetscape standards in UDO Section 8.5.9.A shall apply to the site frontage on South Dawson Street.

Currently Adopted Condition 1 Blacklined with Proposed Revisions

1. The existing buildings identified as contributing structures to the Depot National Register Historic District located on property ~~PIN 1703575747~~ with Wake County Parcel Identification Numbers 1703575845 and 1703575770 (Deed Book ~~010524-19416~~, Page ~~00475 2693~~ of the Wake County Registry) (the “Contributing Structures”) shall be subject to the following standards:
 - a. The portion of the Contributing Structures within 85 feet of the right-of-way of West Martin Street shall be preserved, subject to condition 2. The remainder of the Contributing Structures may be removed.
 - b. Preservation of the first 85 feet of the ~~existing buildings~~ Contributing Structures shall maintain the overall building ~~form and~~ massing, ~~including preservation of exterior brick walls and associated masonry openings and repair and/or replacement of existing fenestration to maintain the existing appearance and window pattern subject to condition 1.c.~~ The construction of additional floors above the Contributing Structures shall be prohibited within the 85 foot zone.
 - c. All exterior improvements to the Contributing Structures within 85 feet of the right-of-way of West Martin Street and visible from any right of way shall be comprised of similar materials to those found as part of other contributing structures of the Depot National Register Historic District.

Relevant Preservation-Related Comprehensive Plan Policies

LU 5.1 Reinforcing the Urban Pattern – New development should acknowledge existing buildings, and, more generally, 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.

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.

UD 1.4 Maintaining Façade Lines – Maintain the established building edge of neighborhood streets by aligning the front façade of new construction with the prevailing facades of adjacent buildings, unless doing so results in substandard sidewalks. Avoid violating this pattern by placing new construction in front of the historic façade line unless the streetscape is already characterized by such variations. Where existing facades are characterized by recurring placement of windows and doors, new construction should complement the established rhythm.

UD 2.4 Transitions in Building Identity – Establish gradual transitions between large scale and small-scale development. The relationship can be improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the adjacent properties planned for lower density.

UD 5.1 Contextual Design – Proposed development within established neighborhoods should create or enhance a distinctive character that relates well to the surrounding area.

UD 5.5 Areas of Strong Architectural Character – Preserve the architectural continuity and design integrity of historic districts and other areas of strong architectural character. New development within such areas does not need to replicate prevailing architectural styles exactly but should be complementary in form, height, and bulk.

HP 1.1 Stewardship of Place – Foster stewardship of neighborhood, place, and landscape as the City grows and develops.

HP 1.2 Cultural and Historic Resource Preservation – Identify, preserve, and protect cultural and historic resources including buildings, neighborhoods, designed and natural landscapes, cemeteries, streetscapes, view corridors, and archaeological resources.

HP 2.7 Mitigating Impacts on Historic Sites – Development proposals adjacent to or including historic sites should identify and minimize or mitigate any negative development impacts on those sites.

HP 3.1 Adaptive Use – Encourage adaptive use of historic properties to preserve cultural resources and conserve natural resources.

HP 3.2 Retention Over Replacement – Encourage the preservation and rehabilitation of significant or contributing existing structures, favoring retention over replacement, especially in areas where other historic resources are present.

HP 3.4 Context Sensitive Design – Use the existing architectural and historical character within an area as a guide for new construction.

DT 1.4 Redevelopment around Raleigh Union Station – Support the redevelopment of underutilized land adjacent to Raleigh Union Station with

uses that will contribute to the success of the station and downtown while honoring the historic and warehouse character of the area.

AP-DW 1 Zoning Consistency – Map AP-DW1 shall be used alongside the Future Land Use Map to evaluate the consistency of all proposed zoning maps amendments within the Downtown West Gateway plan boundaries. Where there is a conflict regarding preferred densities, the guidance in this Area Plan shall control.

AP-DW 4 Historic Preservation – Historically significant and contributing structures should be preserved and renovated wherever feasible and not in conflict with other major plan goals. New construction should use the existing architectural and historic character within the area as a guide.

AP-DW 11 Development Character and Design – New development and redevelopment should reflect the existing scale, character, design, and building to street setbacks found in this historic industrial warehouse area with increased development intensities along Dawson Street. Existing vacant lots and parking lots should be in-filled with appropriate new construction that complements this historic industrial character. Modern buildings that incorporate the flavor of the existing design character of the district are encouraged.



Rezoning Application and Checklist

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

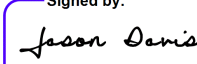
Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed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

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
Existing zoning base district: DX		Height: 5; 20	Frontage: SH
Proposed zoning base district: DX		Height: 20	Frontage: N/A
Overlay(s): N/A			
Overlay(s): N/A			
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number: Z-36-18; Z-78-21; Z-27B-14			

General Information		
Date: 1/9/26	Date amended (1):	Date amended (2):
Property address: 307 W Martin Street; 311 Commerce Place; 322 W Davie Street		
Property PIN: 1703575845; 1703575770; 1703574577		
Deed reference (book/page): 19416/2693		
Nearest intersection: W Martin Street/Commerce Place		Property size (acres): 1.28 acres
For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A
Property owner name and address: Martin-Dawson Property LLC		
Property owner email: [REDACTED]		
Property owner phone: [REDACTED]		
Applicant name and address: Jamie Schwedler; 301 Fayetteville Street, Suite 1400, Raleigh, NC 27601		
Applicant email: [REDACTED]		
Applicant phone: [REDACTED]		
Applicant signature(s):		
Additional email(s):		

Martin-Dawson Property LLC,
a Delaware limited liability company

By: Martin Street JV LLC
Its sole member

Signed by:
By: 
c732D65962D6489...
Jason Davis, Authorized Signatory

REVIEWED
By Metra Sheshbaradaran at 11:51 am, Jan 16, 2026

REVISION 11.08.24

raleighnc.gov

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted: 1/9/26	OFFICE USE ONLY Rezoning case #
Existing zoning: DX-5-SH; DX-20-CU	Proposed zoning: DX-20-CU	

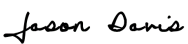
Narrative of Zoning Conditions Offered

1. The existing buildings identified as contributing structures to the Depot National Register Historic District located on property with Wake County Parcel Identification Numbers 1703575845 and 1703575770 (Deed Book 19416, Page 2693 of the Wake County Registry) (the "Contributing Structures") shall be subject to the following standards:
 - a. The portion of the Contributing Structures within 85 feet of the right-of-way of West Martin Street shall be preserved, subject to condition 2. The remainder of the Contributing Structures may be removed.
 - b. Preservation of the first 85 feet of the Contributing Structures shall maintain the overall building massing, subject to condition 1.c. The construction of additional floors above the Contributing Structures shall be prohibited within the 85 foot zone.
 - c. All exterior improvements to the Contributing Structures within 85 feet of the right-of-way of West Martin Street and visible from any right of way, shall be comprised of similar materials to those found as part of other contributing structures of the Depot National Register Historic District.
2. In the event that a Contributing Structure is partially damaged or destroyed, by exercise of eminent domain, fire, accident explosion, flood, lightning, wind, other calamity or natural cause, or any other unintentional cause to the extent of more than 50% of the replacement cost of the structure immediately prior to such damage, the following standards shall apply:
 - a. The entirety of the Contributing Structure may be removed from the property.
 - b. Structures replacing any Contributing Structure shall be constructed with similar materials as those found as part of other contributing structures of the Depot National Register Historic District.
 - c. The maximum height for replacement structures within 85 feet of the right-of-way of West Martin Street shall be five (5) stories.
3. In addition to those otherwise prohibited by the UDO, the following uses are prohibited: adult establishment, pawnshop, self-service storage, vehicle repair, vehicle fuel sales, cemetery, detention center, and dormitory, fraternity, sorority.
4. One (1) Dog Waste Station shall be provided on the site.
5. A plaza shall be provided on the site. A minimum of 50% of this plaza shall be open to the public.
6. The Main Street streetscape standards in UDO Section 8.5.9.A shall apply to the site frontage on South Dawson Street.

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

Martin-Dawson Property LLC,
a Delaware limited liability company

By: Martin Street JV LLC
Its sole member

Signed by:

 By: _____
C732D65962D0489...
 Jason Davis, Authorized Signatory

REVIEWED
By Metra Sheshbaradaran at 11:51 am, Jan 16, 2026

REVISION 11.08.24
raleighnc.gov

Rezoning Application Addendum #1	
Comprehensive Plan Analysis	OFFICE USE ONLY Rezoning case # <hr/>
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	
Statement of Consistency	
Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.	
See attached Addendum #1.	
Public Benefits	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	
See attached Addendum #1.	

Rezoning Application Addendum #2	
Impact on Historic Resources	OFFICE USE ONLY Rezoning case # <hr/>
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	
Inventory of Historic Resources	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
See attached Addendum #2.	
Proposed Mitigation	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
See attached Addendum #2.	

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: Downtown

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

1	<p>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.</p> <p>Response: N/A</p>
2	<p>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</p> <p>Response: N/A</p>
3	<p>A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major thoroughfare or arterial.</p> <p>Response: N/A</p>
4	<p>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</p> <p>Response: N/A</p>
5	<p>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.</p> <p>Response: N/A</p>
6	<p>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.</p> <p>Response: N/A</p>

<p>7</p>	<p>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.</p> <p>Response: N/A</p>
<p>8</p>	<p>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.</p> <p>Response: N/A</p>
<p>9</p>	<p>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.</p> <p>Response: N/A</p>
<p>10</p>	<p>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.</p> <p>Response: N/A</p>
<p>11</p>	<p>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.</p> <p>Response: N/A</p>
<p>12</p>	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p>Response: N/A</p>
<p>13</p>	<p>New public spaces should provide seating opportunities.</p> <p>Response: N/A</p>

<p>14</p>	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p>Response: N/A</p>
<p>15</p>	<p>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.</p> <p>Response: N/A</p>
<p>16</p>	<p>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.</p> <p>Response: N/A</p>
<p>17</p>	<p>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.</p> <p>Response: N/A</p>
<p>18</p>	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p>Response: N/A</p>
<p>19</p>	<p>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.</p> <p>Response: N/A</p>
<p>20</p>	<p>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</p> <p>Response: N/A</p>

<p>21</p>	<p>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.</p> <p>Response: N/A</p>
<p>22</p>	<p>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.</p> <p>Response: N/A</p>
<p>23</p>	<p>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</p> <p>Response: N/A</p>
<p>24</p>	<p>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.</p> <p>Response: N/A</p>
<p>25</p>	<p>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</p> <p>Response: N/A</p>
<p>26</p>	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p>Response: N/A</p>

Rezoning Checklist (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – General Use or Conditional Use Rezoning	Yes	N/A	Yes	No	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Pre-application conference.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Neighborhood meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Rezoning application review fee (see Fee Guide for rates).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Completed application submitted through Permit and Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Completed Comprehensive Plan consistency analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Completed response to the urban design guidelines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Trip generation study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Traffic impact analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If applicable, see page 11:					
12. Proof of Power of Attorney	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Proposed conditions signed by property owner(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

December 19, 2025

Re: Notice of Neighborhood Meeting

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on January 7, 2026, from 6:00-7:00pm at **307 West Martin Street, Raleigh, NC 27601**. The purpose of the meeting is to discuss an upcoming application to rezone three parcels of land located at 307 West Martin Street (PIN: 1703575845), 322 West Davie Street (PIN: 1703574577), and 311 Commerce Place (PIN: 1703575770) (the “Site”). The Site is currently zoned Downtown Mixed Use- 20 stories- w/ Conditions (DX-20-CU) and Downtown Mixed Use- 5 stories- w/ Shopfront Frontage (DX-5-SH). This proposal would rezone the Site to Downtown Mixed Use- 20 stories-w/ Conditions (DX-20-CU). During the meeting, the applicant will describe the nature of the proposed rezoning request and field any questions from the public. Enclosed are: (1) a vicinity map outlining the location of the parcel; and (2) a current zoning map of the subject area.

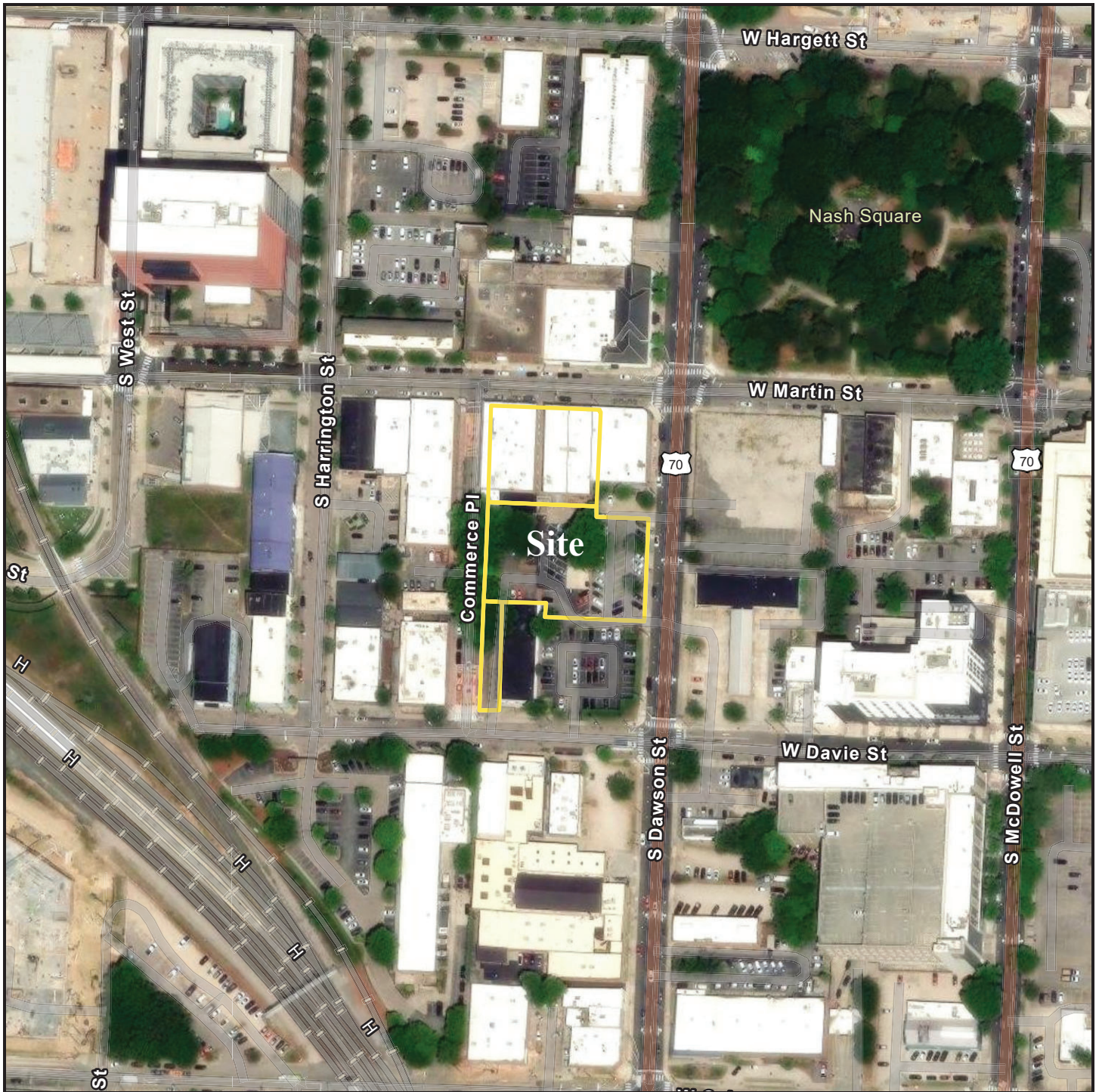
Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 500 feet of the area requested for rezoning. Any landowner or tenant who is interested in learning more about this project is invited to attend.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

Metra Sheshbaradaran
Raleigh Planning & Development
(919) 996-2638
metra.sheshbaradaran@raleighnc.gov

If you have any questions about this rezoning, please contact me at (919) 835-4529 or via email at jamieschwedler@parkerpoe.com.

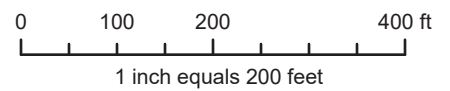
Thank you,

Jamie S. Schwedler

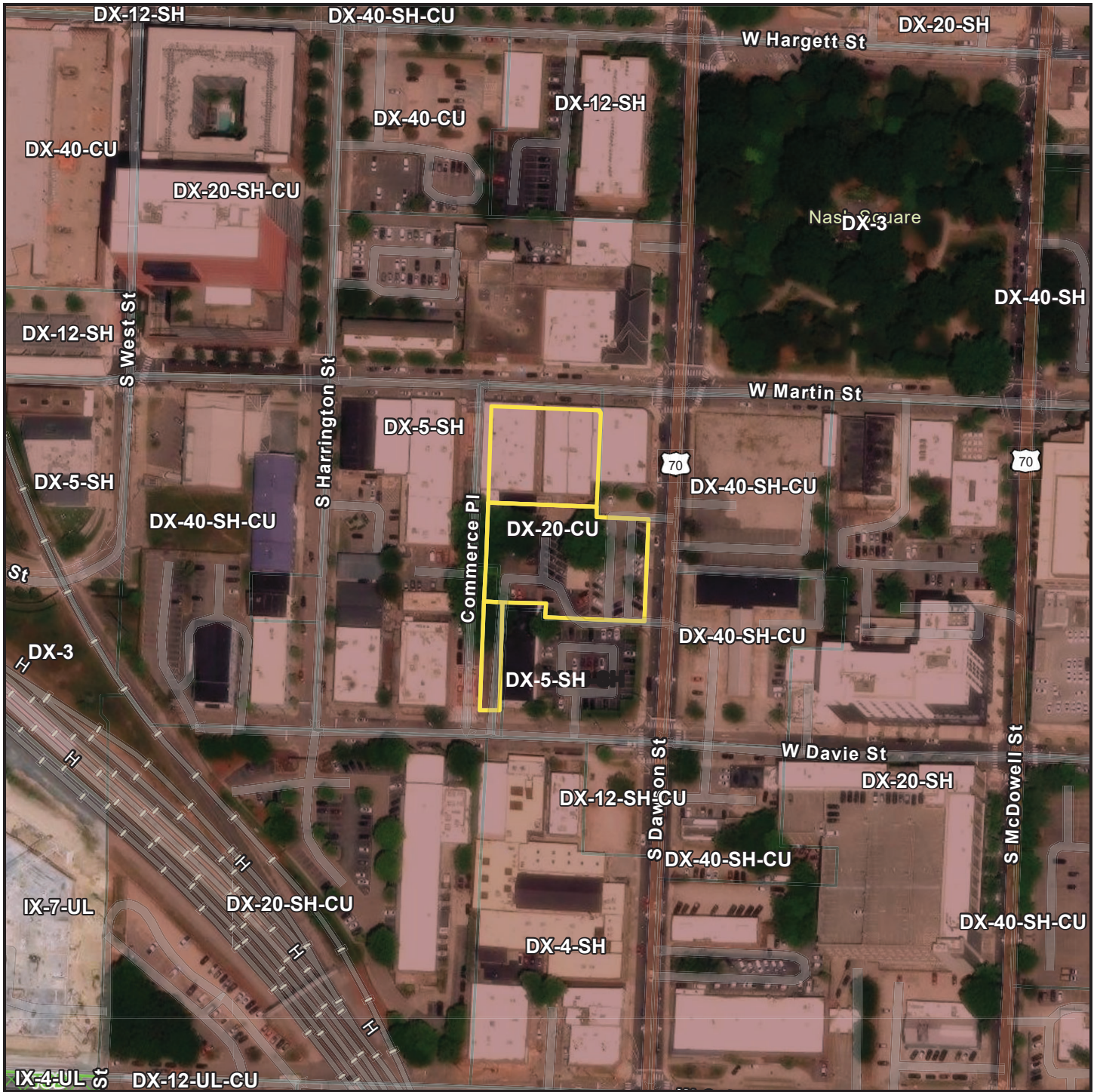


**307 West Martin Street; 322 West Davie Street; &
311 Commerce Place**

Vicinity Map



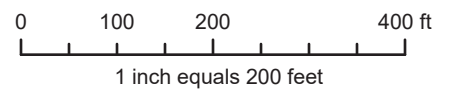
Disclaimer
iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are NOT surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.



**307 West Martin Street; 322 West Davie Street; &
311 Commerce Place**

Zoning Map

Current Zoning: DX-20-CU & DX-5-SH



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SUMMARY OF ISSUES

A neighborhood meeting was held on January 7, 2026 (date) to discuss a potential rezoning located at 307 W Martin Street, 311 Commerce Place, and 322 W Davie Street (property address). The

neighborhood meeting was held at 307 W Martin Street (location).

There were approximately 11 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Discussion of property boundaries compared to current zoning district boundaries
Discussion of rezoning process
Discussion of changes to current zoning conditions
Discussion of preservation of historic structures

W MARTIN STREET – REZONING APPLICATION ADDENDUM #1

STATEMENT OF CONSISTENCY

Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.

This application requests the rezoning of three parcels located at 307 W Martin Street, 311 Commerce Place, and 322 W Davie Street (the “Property”) to the DX-20-CU district. A large portion of the Property was rezoned to DX-20-CU in May 2022 (Z-78-21), while a small portion of the Property along Commerce Place is zoned DX-5-SH. The purpose of this rezoning request is to apply the same DX-20-CU zoning across the entire Property and to update the zoning conditions approved in May 2022 to align with the current City development standards.

FUTURE LAND USE MAP

The Property is designated as “Community Mixed Use” on the Future Land Use Map (“FLUM”), which applies to “medium sized-shopping centers and larger pedestrian-oriented retail districts.” This category envisions development intensities higher than in Neighborhood Mixed Use areas, with mid-rise buildings as well as low-rise buildings. Where residential development occurs, ground floor retail would be encouraged. Height up to 12 stories is appropriate in TOD areas and at the core of mixed-use centers. CX is the primary corresponding zoning district. 2030 Comprehensive Plan, p. 3-11. The city blocks surrounding the Property are zoned Downtown Mixed Use (DX) and designated Central Business District on the FLUM, which is intended for the most intense development in the City, supporting heights up to 40 stories.

The requested DX designation generally conforms with the FLUM by restricting uses to those allowed in the CX district. The 20 story designation is consistent with the rapidly growing warehouse district and the heights associated with the downtown and Central Business District designations surrounding the Property. In addition, the conditions limit height to 5 stories within 85 feet of Martin Street, which is far below the height guidance supported by either the Community Mixed Use or Central Business District designations. In addition, the CX-20-CU zoning approved in the Z-78-21 rezoning case was found to be consistent with the FLUM and Comprehensive Plan.

URBAN FORM MAP

The Property has two designations on the Urban Form Map. The Downtown designation, which defines the downtown area, recommends an urban approach to frontage. 2030 Comprehensive Plan, p. 11-4. The Frequent Transit Area designation, which refers to areas within a half mile of corridors proposed for bus rapid transit or within a quarter-mile of other frequent transit routes, also recommends an urban frontage. 2030 Comprehensive Plan, p. 11-4. A frontage designation is not proposed with this request due to the existing historic structures located along the Commerce Place right of way. Preservation of these historic structures will require unique design considerations, which may not be possible if the development standards of an urban frontage are applied to the Property. However, a zoning condition requires the Main Street streetscape standards along South Dawson Street, which is a component of the urban frontage designations, and will ensure a consistent streetscape along South Dawson Street. Where it is not possible to commit to

an urban frontage, the character of the Depot National Register Historic District is to be preserved, creating a unique pedestrian experience in this area of downtown.

DOWNTOWN WEST GATEWAY AREA PLAN

The Property is also located within the Downtown West Gateway Area Plan (“AP-DW”), which encompasses an area between the Raleigh Convention Center and the Boylan Heights residential neighborhood. This area is expected to experience significant redevelopment and is situated to serve as a connection between existing downtown entertainment and employment centers, residential areas and future park and open space opportunities. The area includes a unique built character contributed to by the Depot National Register Historic District. The area plan was originally adopted in 2004. Comprehensive Plan, p. DW-1. The proposed zoning and accompanying conditions are consistent with the goals and objectives of the Downtown West Gateway, including specific policies related to mixed use development, historic preservation, and development character and design.

- a. **Policy AP-DW 2 – Mixed Use Development.** *Mixed-use development should be the primary form of development in the area with an emphasis on significant new residential growth and a vertical mix of uses in multi-story buildings.* The proposed zoning allows for significant new residential growth and a mix of vertically integrated uses.
- b. **Policy AP-DW 4 – Historic Preservation.** *Historically significant and contributing structures should be preserved and renovated wherever feasible and not in conflict with other major plan goals. New construction should use the existing architectural and historic character within the area as a guide.* The request includes commitments to preserve the majority of buildings named as contributing structures to the Depot National Historic District, and commitments for new development to complement and enhance the character of the Depot Historic District.
- c. **Policy AP-DW 11 – Development Character and Design.** *New development and redevelopment should reflect the existing scale, character, design, and building to street setbacks found in this historic industrial warehouse area with increased development intensities along Dawson Street. Existing vacant lots and parking lots should be in-filled with appropriate new construction that complements this historic industrial character. Modern buildings that incorporate the flavor of the existing design character of the district are encouraged.* The request includes commitments on height and materials of development on the Property that incorporate the identified character of the Depot Historic District. The proposed zoning will facilitate in-fill development of surface parking lots with appropriate new construction.

COMPREHENSIVE PLAN

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

- d. **Policy LU 1.2 – Future Land Use Map and Zoning Consistency.** *The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.* The proposed zoning is consistent with the Community Mixed Use designation

of the Future Land Use Map by generally restricting uses to those permitted in the CX district. The requested 20 stories is consistent with the growing warehouse district and the heights associated with the downtown and Central Business District designations. In addition, a condition limits height to 5 stories within 85 feet of Martin Street.

e. **Policy LU 1.3 – Conditional Use District Consistency.** *All conditions proposed as part of a conditional use district should be consistent with the Comprehensive Plan.* The proposed conditions are consistent with the Property’s FLUM designation by limiting uses to those considered appropriate for property designated Community Mixed Use. The proposed conditions are also consistent with Comprehensive Plan policies addressing historic preservation, urban design, and public open space, as discussed below.

f. **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 noncontiguous development.* The request will allow for redevelopment of a portion of a downtown block mostly utilized for surface parking. The proposed zoning will reduce the negative impacts of low intensity development by allowing greater height and intensity, and to provide a mix of residential and retail uses in a compact land use pattern.

g. **Policy LU 4.4 – Reducing Vehicle Miles Traveled Through Mixed-use Compact Development.** *Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).* The request will allow for mixed-use development on the Property, and increase the amount of residences that are located within the downtown boundary and the employment opportunities the downtown area provides.

h. **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 Property is located three blocks east of Raleigh Union Station and the RUS Bus facility. The proposed zoning will allow higher intensity mixed-use development to take full advantage of its proximity to the significant transit infrastructure in the downtown area.

i. **Policy LU 4.8 – Station Area Land Uses.** *A complementary mix of uses, including multifamily residential, offices, retail, civic, and entertainment uses, should be located within transit station areas.* The proposed higher intensity mixed-use development is located three blocks east of Raleigh Union Station and the RUS Bus facility. This will provide significant opportunities for office, living, and commercial uses in a walkable pattern.

j. **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.* The proposed zoning contains conditions to enable the preservation of two contributing structures to the Depot National Register Historic District,

while also reinforcing the character of the rapidly growing warehouse district. The proposed conditions will allow new development on the Property to be visually integrated with the existing historic buildings, preserving the local character and appearance.

k. **Policy LU 6.2 – Complementary Land Uses and Urban Vitality.** *A complementary integration and mixture of land uses should be provided.* The proposed zoning will enable the preservation of two contributing structures to the Depot National Register Historic District, while also reinforcing the character of the rapidly growing warehouse district. The proposed conditions will allow new development to be visually integrated with the existing historic buildings, which will preserve the local character and appearance.

l. **Policy LU 7.6 – Pedestrian-friendly Development.** *New and redeveloped commercial and mixed-use developments should be pedestrian-friendly.* The proposed streetscape requirements along South Dawson Street will activate the street and create a pedestrian friendly-space. The request also commits to outdoor amenity area that is open to the public.

The proposed rezoning is consistent with the following policies of the Urban Design Element (“UD”) of the 2030 Comprehensive Plan:

a. **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 form.* The Property’s existing features and historic structures require a unique approach to frontage in certain locations. Where possible, the zoning conditions propose frontage consistent with the Shopfront frontage, and consistent with the Downtown Urban Form designation, and the applicant will continue to work with staff to address this aspect of any new development.

b. **Policy UD 2.7 – Public Open Space.** *Usable and well-oriented urban public space should be provided within mixed-use centers to serve as focal points and community gathering spots.* The request includes a commitment to outdoor amenity area that is open to the public, is located between the historic structures and the new development, and is intended to create a unique urban space.

c. **Policy UD 4.1 – Public Gathering Spaces.** *Encourage the development of public gathering spaces within all developments. Such spaces should be designed to attract people by using common and usable open space, an enhance pedestrian realm, streetscape activation, and retail uses.* The request includes a commitment to outdoor amenity area that is open to the public, is located between the historic structures and the new development, and is intended to create a unique urban space.

d. **Policy UD 4.6 – Activated Public Space.** *Provide urban squares, public plazas, and similar areas that stimulate vibrant pedestrian street life and provide a focus for community activities. Encourage the “activation” of such spaces through the design of adjacent structures; for example, through the location of shop entrances, window displays, awnings, and outdoor dining areas.* The request includes a commitment to outdoor amenity

area that is open to the public, and creates a sense of human scale and activity between the new construction and existing buildings.

e. **Policy UD 5.1 – Contextual Design.** *Proposed development within established neighborhoods should create or enhance a distinctive character that relates well to the surrounding area.* The request includes commitments to preserve buildings named as contributing structures to the Depot National Historic District, and commitments for new development to complement and enhance the character of the Depot Historic District.

The proposed rezoning is consistent with the following policies of the Historic Preservation Element (“HP”) of the 2030 Comprehensive Plan:

a. **Policy HP 1.2 – Cultural and Historic Resource Preservation.** *Identify, preserve, and protect cultural and historic resources, including buildings, neighborhoods, designed and natural landscapes, cemeteries, streetscapes, view corridors, and archaeological resources.* The request includes commitments to preserve buildings named as contributing structures to the Depot National Historic District, and to use similar materials with newly-constructed buildings.

b. **Policy HP 2.4 – Protecting Historic Neighborhoods.** *Protect the scale and character of the city’s historic neighborhoods while still allowing compatible and context-sensitive infill development to occur.* The request includes commitments to preserve buildings named as contributing structures to the Depot National Historic District, and commitments for new development to complement and enhance the character of the Depot Historic District. The request involves increased height an infill site interior to an existing city block, and allows for the existing buildings to become a human-scale gateway to the historic Warehouse District.

c. **Policy HP 2.7 – Mitigating Historic Neighborhoods.** *Development proposals adjacent to or including historic sites should identify and minimize or mitigate any negative development impacts on those sites.* The proposed zoning includes commitments to preserve buildings named as contributing structures to the Depot National Historic District. The zoning conditions also restrict the location of new development to minimize adverse impacts to the historic district.

d. **Policy HP 3.1 – Adaptive Use.** *Encourage adaptive use of historic properties to preserve cultural resources and conserve natural resources.* The proposed rezoning allows for the preservation of historic structures while adapting the remainder of the Property for a vertical mix of retail, office, and residential uses. The request includes conditions regarding the materials used in any new construction close to Martin Street to promote consistency with the existing historic structures.

e. **Policy HP 3.2 – Retention Over Replacement.** *Encourage the preservation and rehabilitation of significant or contributing existing structures, favoring retention over replacement, especially in areas where other historic resources are present.* The proposed zoning will enable the preservation of the majority of two buildings named as contributing structures to the Depot National Register Historic District. This commitment to meaningfully preserve the historic buildings and the associated setbacks it creates is consistent with this policy.

f. **Policy HP 3.4 – Context Sensitive Design.** *Use the existing architectural and historical character within an area as a guide for new construction.* The proposed zoning includes conditions requiring materials used in new construction to draw on the historic character of the Depot Historic District.

The proposed rezoning is consistent with the following policies of the Downtown Raleigh Element (“DT”) of the 2030 Comprehensive Plan:

a. **Policy DT 1.2 – Vertical Mixed Use.** *Encourage vertical mixed-use development throughout downtown, unless otherwise indicated on the Future Land Use Map.* The proposed zoning would allow for vertical mixed use development on the Property, in that the heights sought would encourage ground-floor commercial use with office and/or residential above. The requested height designation will allow a significant amount of mixed use development with activated ground floor use in close proximity to planned transit.

b. **Policy DT 1.3 – Underutilized Sites in Downtown.** *Encourage the redevelopment of underutilized sites in downtown, included but not limited to vacant sites, surface parking lots, and brownfield sites.* The proposed zoning will allow for redevelopment of surface parking lots occupying a large portion of a downtown block. This will create a more efficient use of land in the downtown core and in close proximity to planned transit.

c. **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.* The proposed zoning will allow for vertical mixed use development on the Property. The requested height and intensity will encourage ground-floor retail use with office and/or residential above. The development goals envision preservation of the existing retail uses within historic structures, and the addition of new street-level retail within new development.

d. **Policy DT 1.16 – High Density Development.** *Highest density development should occur along the axial streets (Hillsborough Street, Fayetteville Street, and New Bern Avenue), major streets (as identified by the Street Plan), surrounding the squares, and within close proximity to planned transit stations.* The Property is located three blocks east of Raleigh Union Station and the future RUS Bus facility, adjacent to S. Dawson Street, and caddy-corner to Nash Square. The proposed zoning will allow higher intensity mixed-use development to take full advantage of its proximity to the significant transit infrastructure, parks, and major streets in the downtown area.

e. **Policy DT 3.2 – Ground Floor Uses on Primary Retail Streets.** *New development along Retail Streets identified on Map DT-5 should provide continuous retail use along the ground floor. Zoning for parcels and sites along Retail Streets should be mapped with Shopfront frontage or other zoning mandating a retail-ready ground floor.* W Martin St is a Retail Street, and the proposed zoning allows the intensity of ground floor uses recommended. Preservation of the buildings along W. Martin Street will contribute to the character of the retail buildings.

f. **Policy DT 4.1 – Encouraging Downtown Housing.** *Encourage high-density residential development in downtown, consistent with the target of accommodating another*

25,000 residents by 2030. The proposed rezoning will allow for up to 20 stories of mixed use development including the ability to accommodate a meaningful supply of multifamily residential units.

PUBLIC BENEFITS

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

This zoning request seeks to preserve two contributing structures to the Depot National Register Historic District and adapt the remainder of the Property into a taller, mixed use development. The proposed development will provide a public benefit by bringing needed residential and retail uses to support the warehouse district area and support a vibrant downtown with ground-floor retail. The development will also provide a public benefit by preserving the historic buildings, not merely portions of facades or materials. Public benefits will also be realized through public outdoor amenity areas located adjacent to historic buildings.

W MARTIN STREET – REZONING APPLICATION ADDENDUM #2

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.

The rezoning site is located within the Depot Historic District, a National Register Historic District. The two existing buildings at 307-313 W Martin St (PIN 1703575747), built in 1916 and 1925, are both contributing structures to the Depot Historic District.

The Depot National Register Historic District contains the city's only significant collection of buildings related to the heyday of railroad transportation and shipping in Raleigh. These include freight and passenger depots, warehouses, factories, hotels, cafes, and shops dating from the 1880s through the 1950s. As described in the 2002 National Register nomination, the “buildings, ranging from one to three stories in height, are generally of load-bearing brick construction, with flat roofs, and utilitarian industrial or commercial design, with loading doors, small windows (the earliest with segmental-arch openings), and modest decorative brick details.”

The nomination form described the buildings on the rezoning site as follows:

307/309; ca. 1926; Intact Craftsman style 2-story brick building built for sales and storage for McRae notions company and the U.S. Tire Co. Retains two original storefronts with an original garage bay in #307 and continuous 1/1 sash windows with transoms on upper facade. [1915-1927 CDs; 1925 Raleigh Tax List]

311/313; ca. 1916; Intact 2-story brick flat-roofed building with 1st floor sales offices, storage on second floor. Retains 2 original storefronts, continuous 1/1 wood sash windows, decorative brick parapet roof cornices and granite trim. The side elevation on Commerce St. contains segmental-arched windows with original wooden sash downstairs and replacement sash upstairs. Built for Dunn Bros. wholesale grocery, which operated here until at least 1927. Steve Schuster and Tom Sayre remodeled the upper floor of 313 as residential space in the 1980s, and have their office, Clearscapes, PA, in 311. [1915-1927 CDs]

PROPOSED MITIGATION

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

The proposed zoning will require the preservation of the majority of two contributing structures in the Depot National Register Historic District while allowing the remainder of the Property, which is primarily surface parking lots, to be developed with taller mixed use buildings. Zoning conditions require the preservation of the portions of the historic structures within 85 feet of the W Martin Street right of way. These standards also require any exterior improvements to the contributing structures to utilize similar materials as the contributing structures. The 85 foot historic preservation boundary was determined based on the structural beam lines and exterior windows of both contributing structures on the Property, such that any future construction has room to be integrated with the existing buildings and at a point that bears significance for the buildings. In the event a portion of the structures need to be removed, the zoning conditions ensure the majority of the historic structures are preserved and are structurally sound.

307 W Martin St, 311 Commerce Pl, 322 W Davie St (Z-1-26)

Project Engagement

VIEWS

9

PARTICIPANTS

0

RESPONSES

0

COMMENTS

0