



# Staff Report

## Raleigh Appearance Commission Administrative Alternate Request

City of Raleigh  
Urban Design Center  
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**Case File / Name:** AAD-6-20 – 518 W Cabarrus Street

**General Location:** Intersection of McDowell Street and Martin Street

**Owner:** 3119 Associates, LLC and Clancy Properties, LLC

**Contact:** Worth Mills, Lingleaf Law Partners, [wmills@lingleaflp.com](mailto:wmills@lingleaflp.com)

**Cross-Reference:** ASR-0075-2019

**Request:** The applicant requests administrative alternates for UDO Sections 1.5.6. Build-To, 1.5.8. Pedestrian Access, and 1.5.9. Transparency.

**Nature of Request:** UDO Section 1.5.6. Build-to

**A. Defined:**

1. The build-to is the area on the lot where a certain percentage of the front principal building façade must be located, measured as a minimum and maximum setback range from the edge of the proposed or existing right-of-way, whichever is greater.
2. The required percentage specifies the amount of the front building façade that must be located in the build-to, measured based on the width of the building divided by the width of the site or lot.

**B. Intent:**

1. The build-to is intended to provide a range for building placement that strengthens the street edge along the right-of-way, establishing a sense of enclosure by providing spatial definition adjacent to the street.
2. The building edge can be supplemented by architectural elements and certain tree plantings aligned in a formal rhythm. The harmonious placement of buildings to establish the street edge is a principal means by which the character of an area or district is defined.
3. The build-to range is established to accommodate some flexibility in specific site design while maintaining the established street edge.

**C. General Requirements:**

1. On corner lots, a building façade must be placed within the build to for the first 30 feet along the street extending from the block corner.
2. With the exception of parking areas, all structures and uses customarily allowed on the lot are permitted in the build-to area.
3. Any common area is not required to meet the build-to requirements
4. Riparian Buffers, Floodways, areas of steep slope (defined as slopes in excess of 25%), pre-established and recorded Tree Conservation Areas and portions of property encumbered by overhead electric transmission lines rated to transmit 230 Kv, for any second driveway required by this code that must cross the build-to area, the additional width of the driveway up to a

maximum of 25', and City of Raleigh utility easements shall not be considered when calculating the build-to percentage or build-to range.

The applicant is proposing a 6.82-acre mixed-use development within an Industrial Mixed Use, 7 Story, Urban Limited Frontage (IX-7-UL) -zoned district. The development site is bounded by S West Street to the east, W Cabarrus Street to the south, Dupont Circle to the west, and railroad right-of-way to the north. The development is bisected by a private street, or drive aisle between the eastern and western portions areas of the site. Two mixed use buildings are proposed on the eastern portion containing retail use of the ground floor and office above. The western portion contains a mixed-use building with residential above ground floor retail. A multi-level parking deck serving the entire site is located to the north of the building.

Since the site has Urban Limited Frontage, the Build-to is 50% of the lot width between 0'-20' of the Primary Street and 25% for the Side Street(s). The site is also subject to the corner building requirement, which calls for building façades to be placed within the build-to for the first 30 feet along the streets extending from the block corner.

W Cabarrus Street is designated as the Primary Street for the development proposal. The applicant is seeking an alternate for the mixed-use retail and residential building fronting on W Cabarrus Street on the western portion of the site. As proposed, no portion of the building is located between 0 and 20 feet of W Cabarrus Street. In addition, neither of the retail/office mixed-use buildings on the eastern portion of the site are located in the build-to for the first 30 feet from the intersection of W Cabarrus and S West Streets.

In lieu of meeting the build-to standard along W Cabarrus Street the applicant proposes an amenity area in the space between the building and W Cabarrus Street. The proposed amenity area meets the minimum depth requirement for amenity areas (10') and exceeds the 50% lot width standard for the Build-to. But the applicant does not provide information regarding any proposed amenities within the space.

In lieu of meeting the corner Build-to requirement, the applicant proposes another amenity area at the intersection. This area also meets dimensional requirements, but the attached plans do not detail any proposed amenities.

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## **Additional UDO**

### **Sections:**

#### **Sec. 1.5.3. Outdoor Amenity Area**

##### **B. Intent**

1. Outdoor amenity areas are intended to provide usable on-site open space in both residential and non-residential developments for the healthy enjoyment of occupants, invitees and guests of the development.
2. In more intensely developed urban contexts, outdoor amenity areas are also intended to provide visual breaks.

##### **C. General Requirements**

1. Where outdoor amenity area is required, it must be provided on-site and must be available for use by or as an amenity for the occupants, invitees and guests of the development.
2. All required outdoor amenity areas must be ADA accessible.



3. Required outdoor amenity area may be met in 1 contiguous open area or in multiple open areas on the lot; however, to receive credit, each area must be at least 10 feet in width and length.
4. Required outdoor amenity area may be located at or above grade.
5. Required outdoor amenity area cannot be parked or driven upon, except for emergency access and permitted temporary events.
6. In all other districts except DX-, required outdoor amenity area may be covered but cannot be enclosed.
7. Above-ground stormwater detention facilities shall not be considered an outdoor amenity area.
8. Tree Conservation areas shall not be considered an outdoor amenity area.

#### **Sec. 3.4.7. Urban Limited (-UL) Frontage**

##### **C. Build-to**

C1. Primary street build-to (min/max)	0'/20'
C2. Building width in primary build-to (min)	50%
C3. Side street build-to (min/max)	0'/20'
C4. Building width in side build-to (min)	25%

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#### **Administrative Alternate Findings:**

##### **Sec. 1.5.6. Build-to**

The Planning and Development Officer may in accordance with *Sec. 10.2.17.* reduce the build-to requirement, subject to all of the following findings:

1. The approved alternate meets the intent of the build-to regulations;
2. The approved alternate conforms with the Comprehensive Plan and adopted City plans;
3. The approved alternate does not substantially negatively alter the character-defining street wall or establish a build-to pattern that is not harmonious with the existing built context;
4. The change in percentage of building that occupies the build-to area or increased setback does not negatively impact pedestrian access, comfort or safety; and
5. Site area that would have otherwise been occupied by buildings is converted to an outdoor amenity area under *Sec. 1.5.3.B.*

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#### **Comprehensive Plan Guidance:**

##### **Policy LU 2.1 - Placemaking**

Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive have their own identity, and maintain or improve local character.

##### **Policy LU 2.2 – Compact Development**

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

##### **Policy LU 2.5 – Healthy Communities**

New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.

**Policy LU 4.5 – Connectivity**

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

**Policy LU 5.1 – Reinforcing the Urban Pattern**

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

**Policy LU 6.1 – Composition of Mixed-use Centers**

Mixed-use centers should comprise a variety of integrated residential and commercial uses – mixed both vertically and horizontally - that have well-planned public spaces that bring people together and provide opportunities for active living and interaction.

**Policy LU 7.4 – Scale and Design of New Commercial Uses**

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

**Policy T 2.9 – Curb Cuts**

The development of curb cuts along public streets—particularly on major streets—should be minimized to reduce vehicular conflicts, increase pedestrian safety, and improve roadway capacity.

**Policy UD 1.4 – Maintaining Facade Lines**

Maintain the established facade lines of neighborhood streets by aligning the front walls 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 facade 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.

**Policy UD 2.1 – Building Orientation**

Buildings in mixed-use developments should be oriented along streets, plazas, and pedestrian ways. Their facades should create an active and engaging public realm.

**Policy UD 2.7 – Public Open Space**

Usable and well-appointed urban public open space should be provided within mixed-use centers to serve as focal points and community gathering spots.

**Policy UD 3.4 – Enhanced Sidewalks**

Promote a higher standard of storefront design and architectural detail in downtown and along the city's Main Street corridors. Along walkable shopping streets, create streetwalls with relatively continuous facades built to the front lot line to provide a sense of enclosure and improve pedestrian comfort.

**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 enhanced pedestrian realm, streetscape activation, and retail uses.

**Policy UD 4.2 – Streets as Public Spaces**

Design streets as the main public spaces scaled for pedestrian use within City Growth, TOD, and Mixed-use Centers as designated on the Urban Form Map.

**Policy UD 4.5 – Improving the Street Environment**

Create attractive and interesting commercial streetscapes by promoting ground level retail and desirable street activities, making walking more comfortable and convenient, ensuring that sidewalks are wide enough to accommodate pedestrian traffic, minimizing curb cuts and driveways, and avoiding windowless facades and gaps in the street wall.

**Policy UD 4.7 – Indoor/Outdoor Transitions**

Encourage private owners to take the “indoors” outdoors by extending interior space like dining areas and small merchandise displays onto walkways and plazas. Conversely, outdoor spaces should be integrated into the building by opening interior spaces like atriums to views, sunshine, and public use.

**Policy UD 4.8 – Private Sector Public Space Improvements**

As appropriate and necessary, require publicly accessible plazas or open spaces to be provided by the private sector in conjunction with development or redevelopment of multi-family, commercial, or mixed-use developments.

**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.

**Policy UD 6.2 – Ensuring Pedestrian Comfort and Convenience**

Promote a comfortable and convenient pedestrian environment by requiring that buildings face the sidewalk and street area, avoid excessive setbacks, and provide direct pedestrian connections. On-street parking should be provided along pedestrian-oriented streets and surface parking should be to the side or in the rear. This should be applied in new development, wherever feasible, especially on Transit Emphasis and Main Street corridors and in mixed-use centers.

**Policy UD 7.3 – Design Guidelines**

The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit Emphasis Corridors or in City Growth, TOD, and Mixed-Use centers, including preliminary site plans and development plans, petitions for the application of the Pedestrian Business or Downtown Overlay Districts, Planned Development Districts and Conditional Use zoning petitions.

**UDG 5** – New development should be composed of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.

**UDG 6** – A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.

**UDG 8** – If the site is located at a street intersection, the main building of a complex or main part of a single building should be placed at the corner. Parking, loading, or service should not be located at an intersection.

**UDG 9** – To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.

**UDG 10** – New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.

**UDG 12** – A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor “room” that is comfortable to users.

**UDG 13** – New public spaces should provide seating opportunities.

**Policy DT 1.12 – Downtown Edges**

Appropriate transitions in height, scale, and design should be provided between Central Business District land uses and adjacent residential districts.

**Policy DT 1.17 – High Density Public Realm Amenities**

High-density developments downtown should include public realm amenities, such as publicly-accessible open space, public art or space dedicated for public art, seating areas, performance spaces, and water features that complement the building and its nearby uses.

**Policy DT 5.2 – Increasing Downtown Open Space**

Increase public parkland, recreational facilities, and open spaces for downtown residents, workers, and visitors. Seek traditional and non-traditional means for providing these amenities.

**Policy DT 7.3 – Streetwalls**

The placement of buildings along the right-of-way should create a continuous streetwall that defines and accentuates the streets and squares.

**Policy DT 7.18 – Downtown Design Guidelines**

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

**Policy DT 7.19 – Downtown Design Guideline Consistency**

Development projects in the downtown should implement and be consistent with the design guidelines in Table DT-1 to the maximum extent practicable.

**DT-1 Design Guideline 15** – Recessed entries are encouraged. They should be no wider than one-third of the width of the storefront or 20 feet, whichever is less. Recessed entries should be a minimum of 4 feet deep, except where necessary to meet fire code.

**DT-1 Design Guideline 25** – Walls of buildings should parallel the orientation of the street grid.

**DT-1 Design Guideline 40** – Buildings may step back further at intersections in order to articulate the corners.

## Pedestrian Access

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**Nature of Request:** UDO Section 1.5.8. Pedestrian Access

**D. Intent**

1. The street-facing entrance regulations are intended to concentrate pedestrian activity along the street edge and provide an easily identifiable and conveniently-located entrances for residents, visitors and patrons accessing a building as pedestrians from the street.
2. Access points should be located or identified in a manner visible to the pedestrian from the street and be accessible via a direct path.

**E. General Requirements**

1. An entrance installed after September 1, 2013 providing both ingress and egress, operable to residents or customers at all times, is required to meet the street facing entrance requirements. Additional entrances from another street, pedestrian area or internal parking area are permitted.
2. The entrance spacing requirements must be met for each building but are not applicable to adjacent buildings.
3. An angled entrance may be provided at either corner of a building along the street to meet the street-facing entrance requirements.

The applicant is proposing a 6.82-acre mixed-use development within an Industrial Mixed Use, 7 Story, Urban Limited Frontage (IX-7-UL) -zoned district. The development site is bounded by S West Street to the east, W Cabarrus Street to the south, Dupont Circle to the west, and railroad right-of-way to the north. The development is bisected by a private street, or drive aisle between the eastern and western portions areas of the site. Two mixed use buildings are proposed on the eastern portion containing retail use of the ground floor and office above. The western portion contains a mixed-use building with residential above ground floor retail. A multi-level parking deck serving the entire site is located to the north of the building.

Per Urban Limited frontage standards, primary street-facing entrances are required at a maximum spacing of 75' along W Cabarrus Street. Pedestrian access points are provided along the street for the residential building to the west, but none are indicated for the office building to the east.

The applicant has not provided information as to how the ground level building façade of the building meets the findings of the Pedestrian Access section of the UDO.

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**Additional UDO  
Sections:**

**Sec. 3.4.7. Urban Limited (-UL) Frontage**

**E. Pedestrian Access**

E1. Primary street-facing entrance required	Yes
E2. Street-facing entrance spacing (max)	75'

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**Administrative  
Alternate  
Findings:**

**Sec. 1.5.8. Administrative Alternate Findings**

The Planning and Development Officer may in accordance with Sec. 10.2.17. allow a non-street-facing entrance, subject to all of the following findings:

1. The approved alternate meets the intent of the street-facing entrance regulations;
2. The approved alternate conforms with the Comprehensive Plan and adopted City plans;
3. The pedestrian access point is easily identifiable by pedestrian, customer, and visitors;
4. Recessed or projecting entries or building elements have been incorporated into the design of the building to enhance visibility of the street-facing entrance; and
5. The pedestrian route from the street and bus stops and other modes of public transportation to the entrance is safe, convenient and direct.

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**Comprehensive  
Plan Guidance:**

**Policy LU 2.1 - Placemaking**

Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive have their own identity, and maintain or improve local character.

**Policy LU 2.2 – Compact Development**

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

**Policy LU 2.5 – Healthy Communities**

New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.

**Policy LU 4.5 – Connectivity**

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

**Policy LU 5.1 – Reinforcing the Urban Pattern**

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

**Policy LU 6.1 – Composition of Mixed-use Centers**

Mixed-use centers should comprise a variety of integrated residential and commercial uses – mixed both vertically and horizontally - that have well-planned public spaces that bring people together and provide opportunities for active living and interaction.

**Policy LU 6.3 – Mixed-use and Multimodal Transportation**

Promote the development of mixed-use activity centers with multimodal transportation connections to provide convenient access by means other than car to residential and employment areas.

**Policy LU 7.4 – Scale and Design of New Commercial Uses**

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

**Policy LU 7.6 – Pedestrian-friendly Development**

New and redeveloped commercial and mixed-use developments should be pedestrian-friendly.

**Policy T.29 – Curb Cuts**

The development of curb cuts along public streets—particularly on major streets—should be minimized to reduce vehicular conflicts, increase pedestrian safety, and improve roadway capacity.

**Policy T 5.10 – Building Orientation**

All primary building entrances should front onto a publicly accessible, and easily discernible, and ADA-compliant walkway that leads directly from the street to the front door to improve pedestrian access.

**Policy UD 1.2 – Architectural Features**

Quality architecture should anchor and define the public realm. Elements of quality architecture include architectural accents and features conducive to pedestrian scale and usage, such as a distinct base, middle, and top (for high-rise buildings); vertical and horizontal articulation; rooflines that highlight entrances; primary entrances on the front façade; transparent storefront windows and activated uses on the ground floor; and corner buildings with defining landmark features.

**Policy UD 1.3 – Creating Attractive Facades**

Well-designed building facades, storefront windows, and attractive signage and lighting should be used to create visual interest. Monolithic or box-like facades should be avoided to promote the human quality of the street.

**Policy UD 1.4 – Maintaining Facade Lines**

Maintain the established facade lines of neighborhood streets by aligning the front walls 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 facade 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.

**Policy UD 2.1 – Building Orientation**

Buildings in mixed-use developments should be oriented along streets, plazas, and pedestrian ways. Their facades should create an active and engaging public realm.

**Policy UD 2.3 – Activating the Street**

New retail and mixed-use centers should activate the pedestrian environment of the street frontage in addition to internal pedestrian networks and connections, particularly along designated Main Street corridors.

**Policy UD 3.4 – Enhanced Sidewalks**

Promote a higher standard of storefront design and architectural detail in downtown and along the city's Main Street corridors. Along walkable shopping streets, create streetwalls with relatively continuous facades built to the front lot line to provide a sense of enclosure and improve pedestrian comfort.



**Policy UD 4.2 – Streets as Public Spaces**

Design streets as the main public spaces scaled for pedestrian use within City Growth, TOD, and Mixed-use Centers as designated on the Urban Form Map.

**Policy UD 4.5 – Improving the Street Environment**

Create attractive and interesting commercial streetscapes by promoting ground level retail and desirable street activities, making walking more comfortable and convenient, ensuring that sidewalks are wide enough to accommodate pedestrian traffic, minimizing curb cuts and driveways, and avoiding windowless facades and gaps in the street wall.

**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.

**Policy UD 6.2 – Ensuring Pedestrian Comfort and Convenience**

Promote a comfortable and convenient pedestrian environment by requiring that buildings face the sidewalk and street area, avoid excessive setbacks, and provide direct pedestrian connections. On-street parking should be provided along pedestrian-oriented streets and surface parking should be to the side or in the rear. This should be applied in new development, wherever feasible, especially on Transit Emphasis and Main Street corridors and in mixed-use centers.

**Policy UD 7.3 – Design Guidelines**

The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit emphasis corridors or in City Growth, TOD, and Mixed-Use centers, including preliminary site plans and development plans, petitions for the application of the Pedestrian Business or Downtown Overlay Districts, Planned Development Districts and Conditional Use zoning petitions.

**UDG 1** - All mixed-use developments should generally provide retail (such as eating establishments, food stores, and banks), and other uses such as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian-friendly form.

**UDG 6** – A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared used. 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.

**UDG 8** – If the site is located at a street intersection, the main building of a complex or main part of a single building should be placed at the corner. Parking, loading, or service should not be located at an intersection.

**UDG 9** – To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is

visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.

**UDG 11** – The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.

**UDG 18** – Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.

**UDG 25** – The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances should be designed to convey their prominence on the fronting facade.

**UDG 26** – The ground level of the building should offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.

**UDG 27** – The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.

**Policy DT 1.12 – Downtown Edges**

Appropriate transitions in height, scale, and design should be provided between Central Business District land uses and adjacent residential districts.

**Policy DT 1.17 – High Density Public Realm Amenities**

High-density developments downtown should include public realm amenities, such as publicly-accessible open space, public art or space dedicated for public art, seating areas, performance spaces, and water features that complement the building and its nearby uses.

**Policy DT 2.5 – Widen Sidewalks**

In new streetscape designs, provide expansive sidewalks and widen existing sidewalks to a 14-foot minimum where there is available right-of-way.

**Policy DT 3.3 – Encouraging Pedestrian-scale Design**

All new development within the Downtown District but not on a Retail Street should integrate architectural elements that connect to the public right-of-way. Examples of such architectural elements include but are not limited to: inclusion of windows at the sidewalk level, multiple building entrances adjacent to public right-of-way, pedestrian scale building materials with a high level of detail, lighting along the sidewalks, and awnings

**Policy DT 7.3 – Streetwalls**

The placement of buildings along the right-of-way should create a continuous streetwall that defines and accentuates the streets and squares.

**Policy DT 7.4 – Building Entries**

The main entrance of new buildings should front onto a public street. Where buildings abut multiple streets of which one is an axial street, the axial street should be considered the primary frontage, and the main entrance of the building

should front onto the axial street. This policy also applies, where practicable, to existing buildings undergoing major renovations or rehabilitation.

**Policy DT 7.5 – Ground Level Design**

The ground level of every building should engage the pedestrian with multiple entrances, large transparent windows at the pedestrian level, creative signage, and a high level of articulation and pedestrian scale building materials on all façades. Also, the ground level of every building should provide pedestrian amenities, such as adequate lighting levels and protection from the elements. This can be accomplished through the use of façade-mounted lighting elements, canopies and awnings, and arcades.

**Policy DT 7.6 – Minimizing Service Entrance Visibility**

Service entrances and functions should be located internal to the building, in alleys or in parking decks. Their presence on the public right-of-way should be minimized.

**Policy DT 7.12 – Plaza/Square Perimeter Uses**

Downtown plazas, parks, and squares should be ringed by activity. Require ground-floor, active use surrounding publicly-accessible open spaces and encourage upper-level balconies, terraces, and gathering spaces.

**Policy DT 7.18 – Downtown Design Guidelines**

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

**Policy DT 7.19 – Downtown Design Guideline Consistency**

Development projects in the downtown should implement and be consistent with the design guidelines in Table DT-1 to the maximum extent practicable.

**DT-1 Design Guideline 2** – Loading or service entrances should be embedded within the block where possible. If embedding the loading dock is not possible, the loading dock should be located to the side or rear of a building. The width should be minimized and doors or gates should shield the loading docks from view. Roll-down gates should be decorative if facing the public realm.

**DT-1 Design Guideline 5** – The widths of all curb cuts at parking deck entrances should be minimized. Design techniques should be used (such as lane splits within the deck to encourage consolidated single exit or entrance lanes at the street side, and/or columns between lanes to reduce the perceived size of the openings), while maintaining adequate ingress and egress capacity to provide efficient operations and meet air quality conformity.

**DT-1 Design Guideline 6** – Building entries should be emphasized with architectural features, changes in roofline, different massing, or unique materials.

**DT-1 Design Guideline 7** – The primary pedestrian building entrances should be located along the store front. For buildings that front on three streets, the primary pedestrian entrance should be located on the axial street or the corner if the building is located at an intersection

**DT-1 Design Guideline 8** – Building entries should be at grade

**DT-1 Design Guideline 9** – The level of architectural detail should be most intense at street level, within view of pedestrians on the sidewalk.

**DT-1 Design Guideline 10** – The use of solid roll-down security gates is discouraged.

**DT-1 Design Guideline 12** – Large unarticulated walls are discouraged, and should have a window or functional public access at least every 10 feet.

**DT-1 Design Guideline 14** – Entries that provide access to a building's upper floors should be located along a street to promote street life. They should be designed as separate entries, and distinguished from ground level spaces with different architectural details, materials, colors, lighting, signage, and/or paving so that it is clear which entries are public and which are private.

**DT-1 Design Guideline 15** – Recessed entries are encouraged. They should be no wider than one-third of the width of the storefront or 20 feet, whichever is less. Recessed entries should be a minimum of 4 feet deep, except where necessary to meet fire code.

**DT-1 Design Guideline 34** – The principal building entrance should be easily identified by building features and landscape elements; additional public entrances should be provided at every street face.

**DT-1 Design Guideline 39** – Building corners that face an intersection should strive for a distinctive form and high level of articulation.

## Transparency

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### Nature of Request: UDO Section 1.5.9. Transparency

#### A. Intent:

The transparency requirements are intended to lend visual interest to street-facing building facades for both pedestrians and building occupants and minimize blank wall areas. This is not applicable to residential uses.

#### B. General Requirements:

1. The minimum percentage of windows and doors that must cover a ground story façade is measured between 0 and 12 feet above the adjacent sidewalk. More than 50% of the required transparency must be located between 3 and 8 feet of the building façade.
2. The minimum percentage of windows and doors that must cover an upper story façade is measured from top of the finished floor to the top of the finished floor above. When there is no floor above, upper story transparency is measured from the top of the finished floor to the top of the wall plate.
3. In a mixed-use building, or general building where an Urban Frontage is applied, a minimum of 60% of the street-facing, street-level window pane surface area must allow views into the ground story use for a depth of at least 8 feet. Windows shall not be made opaque by non-operable window treatments (except curtains, blinds or shades within the conditioned space).
4. Glass shall be considered transparent where it has a transparency higher than 80% and external reflectance of less than 15%. Glass on upper stories may have any level of transparency and external reflectance.

The applicant is proposing a 6.82-acre mixed-use development within an Industrial Mixed Use, 7 Story, Urban Limited Frontage (IX-7-UL) -zoned district. The development site is bounded by S West Street to the east, W Cabarrus Street to the south, Dupont Circle to the west, and railroad right-of-way to the north. The development is bisected by a private street, or drive aisle between the eastern and western portions areas of the site. Two mixed use buildings are proposed on the eastern portion containing retail use of the ground floor and office above. The western portion contains a mixed-use building with residential above ground floor retail. A multi-level parking deck serving the entire site is located to the north of the building.

With the Mixed Use Building type in an IX district, each building is required to provide 50% ground floor transparency for building facades fronting public streets. In addition, 50% of that required transparency must be located between 3 and 8 feet. Upper floors require 20% transparency.

The applicant is requesting an alternate for Transparency for the two office mixed-use buildings on the eastern portion of the site. According to the plans provided by the applicant the proposed ground floor transparency for the southern building along W Cabarrus Street is 40.7%. For the ground floor of the northern building fronting S West Street 19.2% transparency is proposed, with only 23% between 3 and 8 feet. The application does not provide detail as to what architectural features provide visual interest to offset the reduction in transparency.

It is important to note that due to a recent UDO text change the method for measuring qualifying ground floor elevation and calculating transparency for it has changed. According to the revised text, the minimum percentage of windows and doors that must cover a ground story facade is measured above the adjacent sidewalk surface of the finished ground floor for all above-grade portions of the

façade. More than a minimum of 50% of the required the transparency must be located between 3 and 8 feet of the building façade from the surface of the finished ground floor. The applicant has been informed of this recent text change but has not submitted revised plans or elevations calculating the transparency with this method.

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**Additional UDO  
Sections:**

**Sec. 3.2.6. Mixed Use Building**

F. Transparency

**F1. Ground story (min) for IX- District: 50%**

F2. Upper story (min transparency): 20%

F3. Blank Wall area (max): 20'

---

**Administrative  
Alternate  
Findings:**

**Sec. 1.5.9 Administrative Alternate Findings**

The Planning and Development Officer may in accordance with *Sec. 10.2.17.* reduce the required transparency, subject to all of the following findings:

1. The approved alternate meets the intent of the transparency requirements;
2. The approved alternate conforms with the Comprehensive Plan and adopted City plans; and
3. The street-facing building façade utilizes other architectural treatments to create visual interest to offset the reduction in transparency.

---

**Comprehensive  
Plan Guidance:**

**Policy LU 2.1 - Placemaking**

Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive have their own identity, and maintain or improve local character.

**Policy LU 2.2 – Compact Development**

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

**Policy LU 5.1 – Reinforcing the Urban Pattern**

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

**Policy LU 6.1 — Composition of Mixed-use Centers**

Mixed-use centers should be comprised of well-mixed and integrated developments that avoid segregated uses and have well planned public spaces that bring people together and provide opportunities for active living and interaction.

**Policy LU 7.4 – Scale and Design of New Commercial Uses**

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

**Policy LU 7.6 – Pedestrian-friendly Development**

New and redeveloped commercial and mixed-use developments should be pedestrian-friendly.

**Policy LU 10.1 – Mixed-use Retail**

Encourage new retail development in mixed-use developments.

**Policy UD 1.2 – Architectural Features**

Quality architecture should anchor and define the public realm. Elements of quality architecture include architectural accents and features conducive to pedestrian scale and usage, such as a distinct base, middle, and top (for high-rise buildings); vertical and horizontal articulation; rooflines that highlight entrances; primary entrances on the front façade; transparent storefront windows and activated uses on the ground floor; and corner buildings with defining landmark features.

**Policy UD 1.3 – Creating Attractive Facades**

Well-designed building facades, storefront windows, and attractive signage and lighting should be used to create visual interest. Monolithic or box-like facades should be avoided to promote the human quality of the street.

**Policy UD 2.1 – Building Orientation**

Buildings in mixed-use developments should be oriented along streets, plazas, and pedestrian ways. Their facades should create an active and engaging public realm.

**Policy UD 2.3—Activating the Street**

New retail and mixed-use centers should activate the pedestrian environment of the street frontage in addition to internal pedestrian networks and connections, particularly along designated Main Street corridors.

**Policy UD 3.4 – Enhanced Sidewalks**

Promote a higher standard of storefront design and architectural detail in downtown and along the city's Main Street corridors. Along walkable shopping streets, create streetwalls with relatively continuous facades built to the front lot line to provide a sense of enclosure and improve pedestrian comfort.

**Policy UD 3.11 – Parking Structures**

Encourage creative solutions including landscaping and other aesthetic treatments to design and retrofit parking structures to minimize their visual prominence. Where feasible, the street side of parking structures should be lined with active and visually attractive uses to lessen their impact on the streetscape.

**Policy UD 4.5 – Improving the Street Environment**

Create attractive and interesting commercial streetscapes by promoting ground level retail and desirable street activities, making walking more comfortable and convenient, ensuring that sidewalks are wide enough to accommodate pedestrian traffic, minimizing curb cuts and driveways, and avoiding windowless facades and gaps in the street wall.

**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.

**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.

**Policy UD 6.2 – Ensuring Pedestrian Comfort and Convenience**

Promote a comfortable and convenient pedestrian environment by requiring that buildings face the sidewalk and street area, avoid excessive setbacks, and provide direct pedestrian connections. On-street parking should be provided along pedestrian-oriented streets and surface parking should be to the side or in the rear. This should be applied in new development, wherever feasible, especially on Transit Emphasis and Main Street corridors and in mixed-use centers.

**Policy UD 7.3 – Design Guidelines**

The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit Emphasis Corridors or in City Growth, TOD and Mixed-Use Centers, including preliminary site plans and development plans, petitions for the application of Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions.

**UDG 6** – A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared used. 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.

**UDG 11** – The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.

**UDG 26** – The ground level of the building should offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.

**Policy DT 1.12 – Downtown Edges**

Appropriate transitions in height, scale, and design should be provided between Central Business District land uses and adjacent residential districts.

**Policy DT 1.17 – High Density Public Realm Amenities**

High-density developments downtown should include public realm amenities, such as publicly-accessible open space, public art or space dedicated for public art, seating areas, performance spaces, and water features that complement the building and its nearby uses.

**Policy DT 3.3 – Encouraging Pedestrian-scale Design**

All new development within the Downtown District but not on a Retail Street should integrate architectural elements that connect to the public right-of-way. Examples of such architectural elements include but are not limited to: inclusion of windows at the sidewalk level, multiple building entrances



adjacent to public right-of-way, pedestrian scale building materials with a high level of detail, lighting along the sidewalks, and awnings.

**Policy DT 7.3 – Streetwalls**

The placement of buildings along the right-of-way should create a continuous streetwall that defines and accentuates the streets and squares.

**Policy DT 7.5—Ground Level Design**

The ground level of every building should engage the pedestrian with multiple entrances, large transparent windows at the pedestrian level, creative signage, and a high level of articulation and pedestrian scale building materials on all façades. Also, the ground level of every building should provide pedestrian amenities such as adequate lighting levels and protection from the elements. This can be accomplished through the use of façade mounted lighting elements, canopies and awnings, and arcades.

**Policy DT 7.12 – Plaza/Square Perimeter Uses**

Downtown plazas, parks, and squares should be ringed by activity. Require ground-floor, active use surrounding publicly-accessible open spaces and encourage upper-level balconies, terraces, and gathering spaces.

**Policy DT 7.18 – Downtown Design Guidelines**

The design guidelines in Table DT-1 shall be used to review development applications, including site plan applications, in the downtown.

**Policy DT 7.19 – Downtown Design Guideline Consistency**

Development projects in the downtown should implement and be consistent with the design guidelines in Table DT-1 to the maximum extent practicable.

**DT-1 Design Guideline 2** – Loading or service entrances should be embedded within the block where possible. If embedding the loading dock is not possible, the loading dock should be located to the side or rear of a building. The width should be minimized and doors or gates should shield the loading docks from view. Roll-down gates should be decorative if facing the public realm.

**DT-1 Design Guideline 5** – The widths of all curb cuts at parking deck entrances should be minimized. Design techniques should be used (such as lane splits within the deck to encourage consolidated single exit or entrance lanes at the street side, and/or columns between lanes to reduce the perceived size of the openings), while maintaining adequate ingress and egress capacity to provide efficient operations and meet air quality conformity.

**DT-1 Design Guideline 9** – The level of architectural detail should be most intense at street level, within view of pedestrians on the sidewalk.

**DT-1 Design Guideline 10** – The use of solid roll-down security gates is discouraged.

**DT-1 Design Guideline 12** – Large unarticulated walls are discouraged and should have a window or functional public access at least every 10 feet.

**DT-1 Design Guideline 16** – A minimum of 2/3 of the first-story façade should be windows. Of the total amount of glass on the first-floor façade, a minimum of 85 percent must be transparent. Tinted or reflective glass is

discouraged. First-story windows should be located a maximum of three (3) feet above the adjacent sidewalk.

**DT-1 Design Guideline 17** – Windows should be used to display products and services and maximize visibility into storefronts. Windows should not be obscured with elements that prevent pedestrians from seeing inside.

**DT-1 Design Guideline 35** – Building materials should be of stone, brick, or similar durable, high quality materials. Building form, articulation, and materials should respect and be sympathetic to the major governmental and institutional buildings in the area.

**DT-1 Design Guideline 38** – A minimum of 35 percent of each upper-story should be windows.

**DT-1 Design Guideline 39** – Building corners that face an intersection should strive for a distinctive form and high level of articulation.

# Administrative Alternates



## DEVELOPMENT SERVICES DEPARTMENT

Development Services Customer Service Center | 1 Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2495 | efax 919-996-1831

<b>Administrative Alternate Request:</b> <i>Requested in accordance with UDO Section 10.2.17</i>	<b>OFFICE USE ONLY</b>
<b>Section(s) of UDO affected:</b> <b>Section 1.5.6.C.1., Section 3.2.6.F, Section 3.4.7.C</b> <b>Provide an explanation of the alternate requested, along with an applicant's statement of the findings</b> See attached.	Transaction Number
<b>Provide all associated case plan numbers including zoning and site plan:</b> ASR-75-2019	

<b>Property Address</b> 600 W. Cabarrus St., 518 W. Cabarrus St., and 400 S. West Street		<b>Date</b> 1.30.20
<b>Property PIN</b> 1703-47-5257; 1703-47-7144; 1703-47-8178	<b>Current Zoning</b> IX-7-UL	
<b>Nearest Intersection</b> W. Cabarrus Street and S. West Street		<b>Property size (in acres)</b> 6.82
<b>Property Owner</b> See attached	<b>Phone</b>	<b>Mail</b>
	<b>Email</b>	
<b>Project Contact Person</b> Worth Mills, Longleaf Law Partners	<b>Phone</b> 919.645.4313	<b>Mail</b> 2235 Gateway Access Point, Suite 201, Raleigh, NC 27607
	<b>Email</b> wmills@longleaflp.com	
<b>Property Owner Signature</b> <i>[Signature]</i> , Attorney	<b>Email</b>	
<b>Notary</b> Sworn and subscribed before me this <u>30</u> day of <u>January</u> , 20 <u>20</u>	<b>Notary Signature and Seal</b> <i>[Signature]</i> 	

## PROPERTY OWNER INFORMATION

600 W. Cabarrus Street  
3119 Associates, LLC  
516 W. Cabarrus Street  
Raleigh, NC 27603

518 W. Cabarrus Street & 400 S. West Street  
Clancy Properties, LLC  
C/O Clancy & They's Construction Company  
PO Box 27608  
Raleigh, NC 27611

**Administrative Alternates Requested:** Applicant requests an administrative alternate to the transparency requirements of **UDO Section 3.2.6.F.**, which requires mixed-use buildings to have at least 50% ground floor transparency, in order to construct two mixed-use buildings with ground floor transparency of 19% and 40%, respectively (see attached Exhibit); an administrative alternate to the build-to requirements of **UDO Section 3.4.7.C.**, which requires at least 50% of the building width within the primary street build-to, in order to construct three buildings with primary street build-to of 28% along W. Cabarrus Street (see exhibit); an administrative alternate to **UDO Section 1.5.6.C.1.**, which requires that a building façade on corner lots be placed within the build-to for the first 30 feet along the street, in order to place a building 57 feet from the W. Cabarrus Street and S. West Street intersection (see exhibit), in order to construct a mixed-use project located at 600 W. Cabarrus Street, 518 W. Cabarrus Street and 400 S. West Street.

**UDO Section 1.5.9.C. Transparency Administrative Alternate Findings**

**The Planning Director may in accordance with Sec. 10.2.17. reduce the required transparency, subject to all of the following findings:**

**1. The approved alternate meets the intent of the transparency requirements.**

Response: The intent of the transparency requirements is to lend visual interest to street-facing building facades for both pedestrians and building occupants and to minimize blank wall areas. In the present case, transparency is maximized at the public amenity space where grades align to floor level. Due to significant grade change on site, in areas where transparency zone overlaps with structural depth architectural elements provide visual interest. Additionally, the project seeks to minimize blank wall areas along W. Cabarrus Street.

**2. The approved alternate conforms with the Comprehensive Plan and adopted City plans; and**

Response: The administrative alternate conforms with the following Comprehensive Plan policies: UD 1.3 "Creating Attractive Facades"; UD 1.4 "Maintaining Façade Lines"; and UD 1.5 "Pedestrian Wayfinding".

**3. The street-facing building façade utilizes other architectural treatments to create visual interest to offset the reduction in transparency.**

Response: The office building along W. Cabarrus Street utilizes upper-story, open-air space and amenity area near the W. Cabarrus Street and S. West Street intersection to create visual interest for pedestrians.

**UDO Section 1.5.6.D. Build-To Administrative Alternate Findings**

**The Planning Director may in accordance with Sec. 10.2.17. reduce the build-to requirement, subject to all of the following findings:**

**1. The approved alternate meets the intent of the build-to regulations;**

Response: The intent of the build-to regulations is to provide a range for building placement that strengthens the street edge along the right-of-way, establishing a sense of enclosure by providing spatial definition adjacent to the street. Moving from west to east along the W. Cabarrus Street frontage, the buildings are located closer to the right-of-way to provide streetscape definition. On the eastern portion of the site, which is closer to the



historic residential neighborhood, the building is placed further from the right-of-way; in its place is amenity area for pedestrians walking along W. Cabarrus Street.

**2. The approved alternate conforms with the Comprehensive Plan and adopted City plans;**

Response: The administrative alternate is consistent with the following Comprehensive Plan policies: UD 1.1 "Protecting Neighborhood Identity"; UD 1.6 "City Gateways"; UD 1.10 "Frontage"; UD 2.1 "Building Orientation"; UD 2.3 "Activating the Street"; and UD 2.8 "Open Space in Large Mixed-Use Developments".

**3. The approved alternate does not substantially negatively alter the character-defining street wall or establish a build-to pattern that is not harmonious with the existing built context;**

Response: The approved alternate recognizes the importance of preserving the character of the historic neighborhood to the west, and gradually brings the proposed buildings closer to W. Cabarrus Street as one travels east, away from the neighborhood. Where buildings are farther from the right-of-way and outside of the build-to, those areas have been proposed as amenity areas.

**4. The change in percentage of building that occupies the build-to area or increased setback does not negatively impact pedestrian access, comfort or safety; and**

Response: The change in build-to percentage would improve pedestrian access, comfort and safety, because those areas within the build-to are to be converted to amenity area.

**5. Site area that would have otherwise been occupied by buildings is converted to an outdoor amenity area under Sec. 1.5.3.B.**

Response: The site area that would have otherwise been occupied by buildings has been converted to outdoor amenity area.





## WEST CABARRUS - DOWNTOWN RALEIGH

FEBRUARY 20, 2020

**DRAFT**

### OWNER / DEVELOPER

Kane Realty  
4321 Lassiter at North Hills Ave | Suite 250  
Raleigh, NC 27609

### ARCHITECT - OFFICE

Duda|Paine Architects, PA  
333 Liggett Street  
Durham, NC 27701

### LANDSCAPE ARCHITECT

Stewart  
223 S West St  
Raleigh, NC 27603

### ARCHITECT - RESIDENTIAL

Cline Design  
125 N. Harrington Street  
Raleigh, NC 27603

### STRUCTURAL ENGINEER

Scalene Design  
555 Fayetteville St, Suite 300  
Raleigh, NC 27601

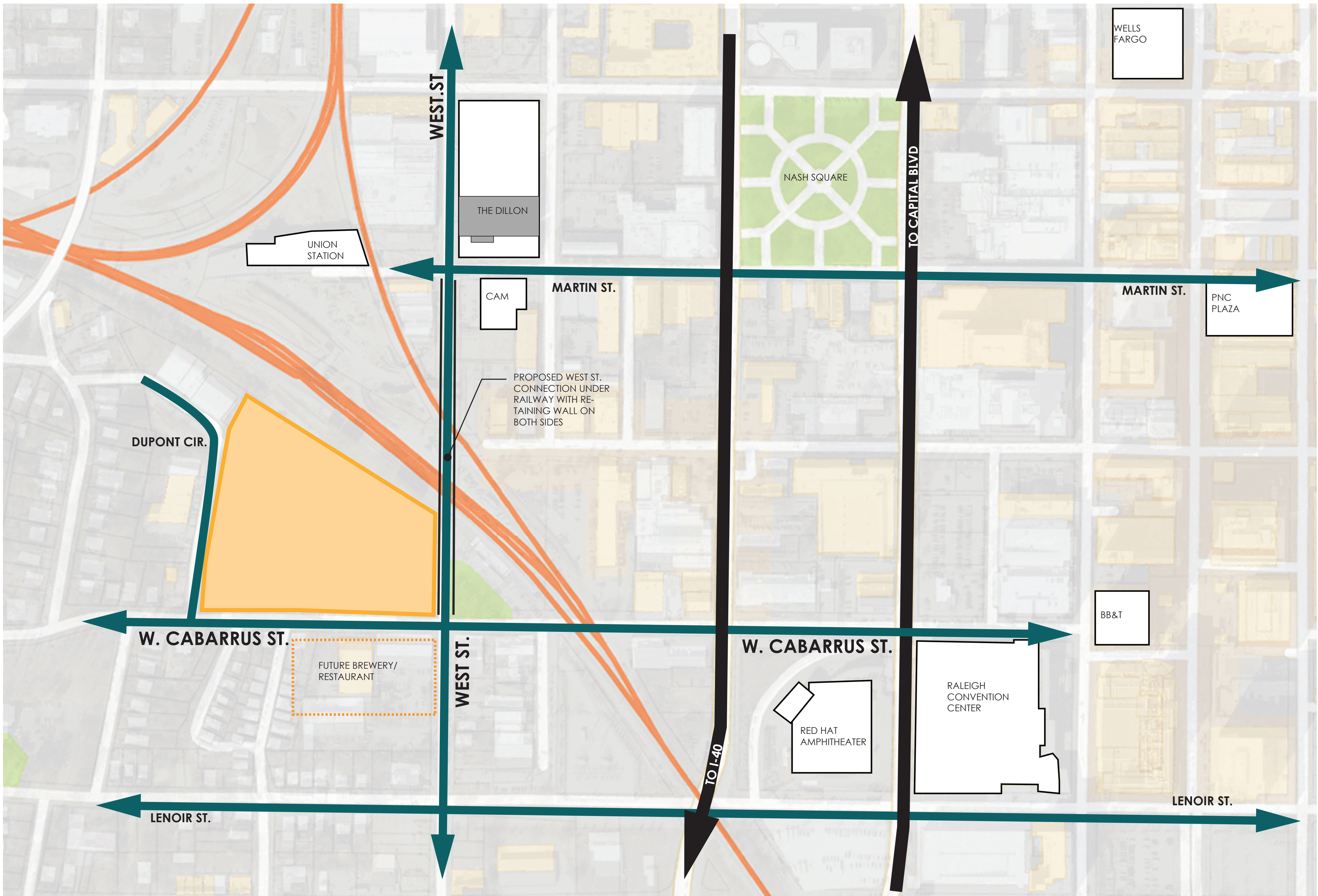
### MEP ENGINEER

Newcomb and Boyd  
8801 Fast Park Dr Suite 111  
Raleigh, NC 27617

### CIVIL ENGINEER

McAdams  
2905 Meridian Pkway  
Durham, NC 27713



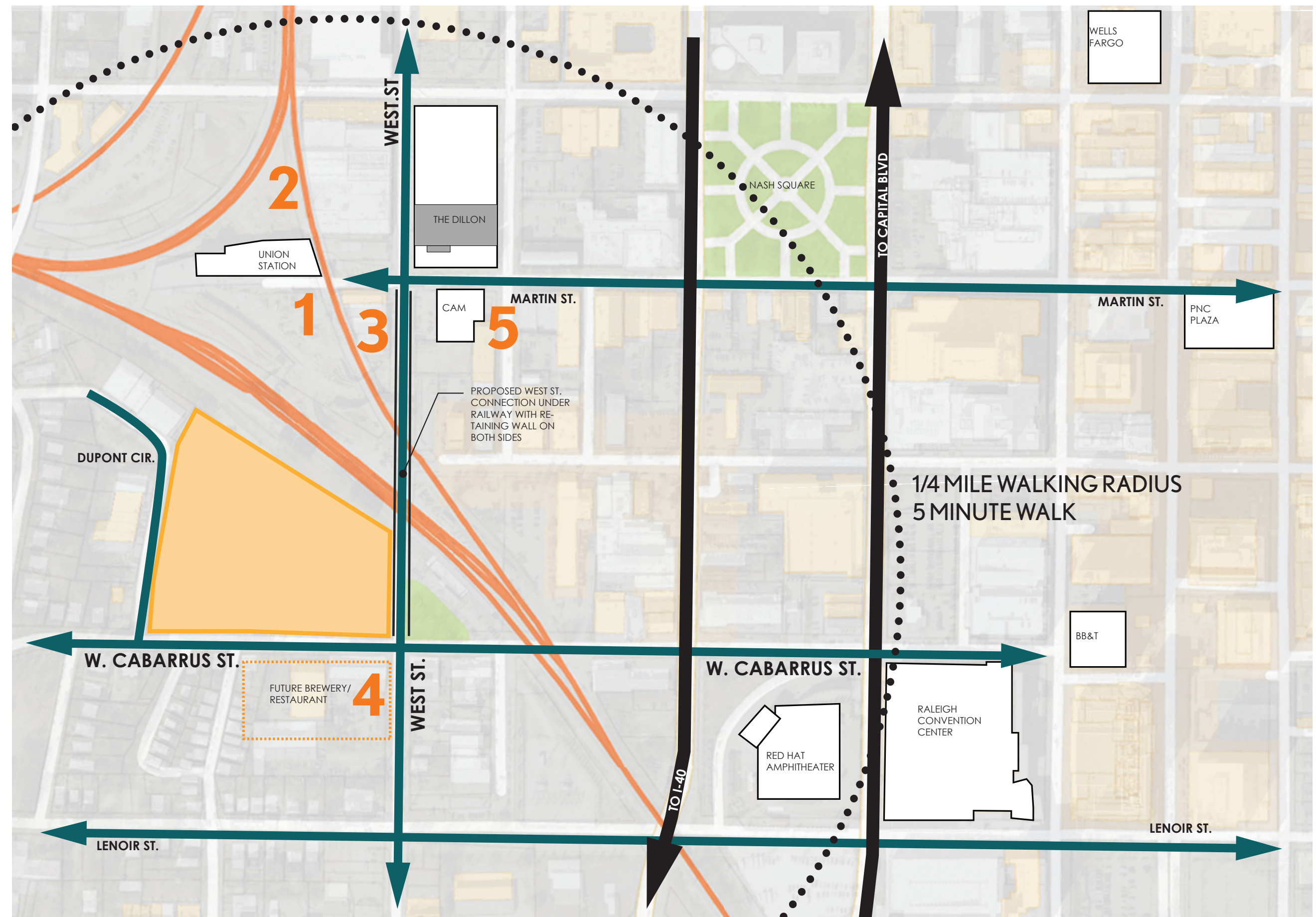


WEST CABARRUS - SITE DIAGRAM

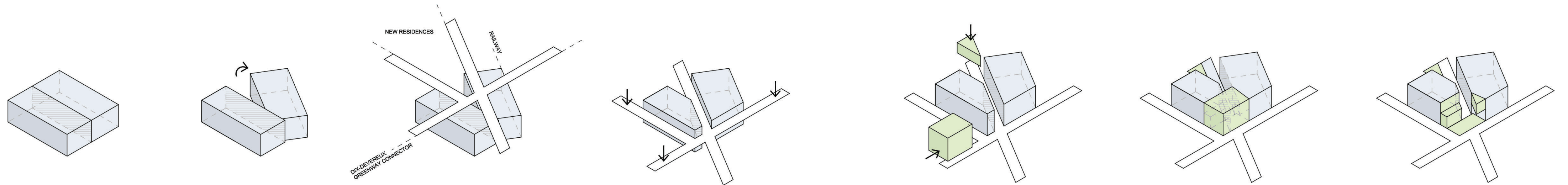
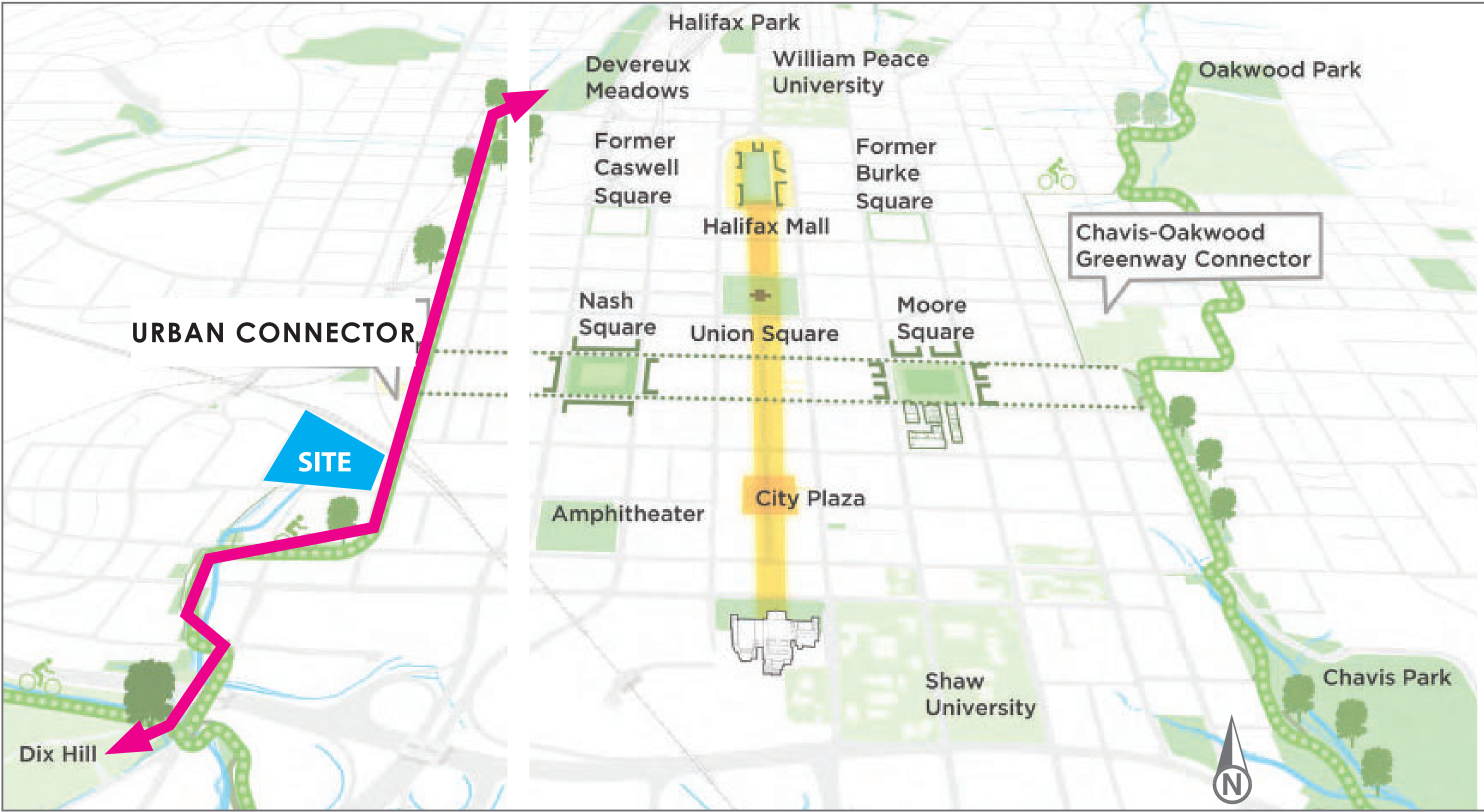
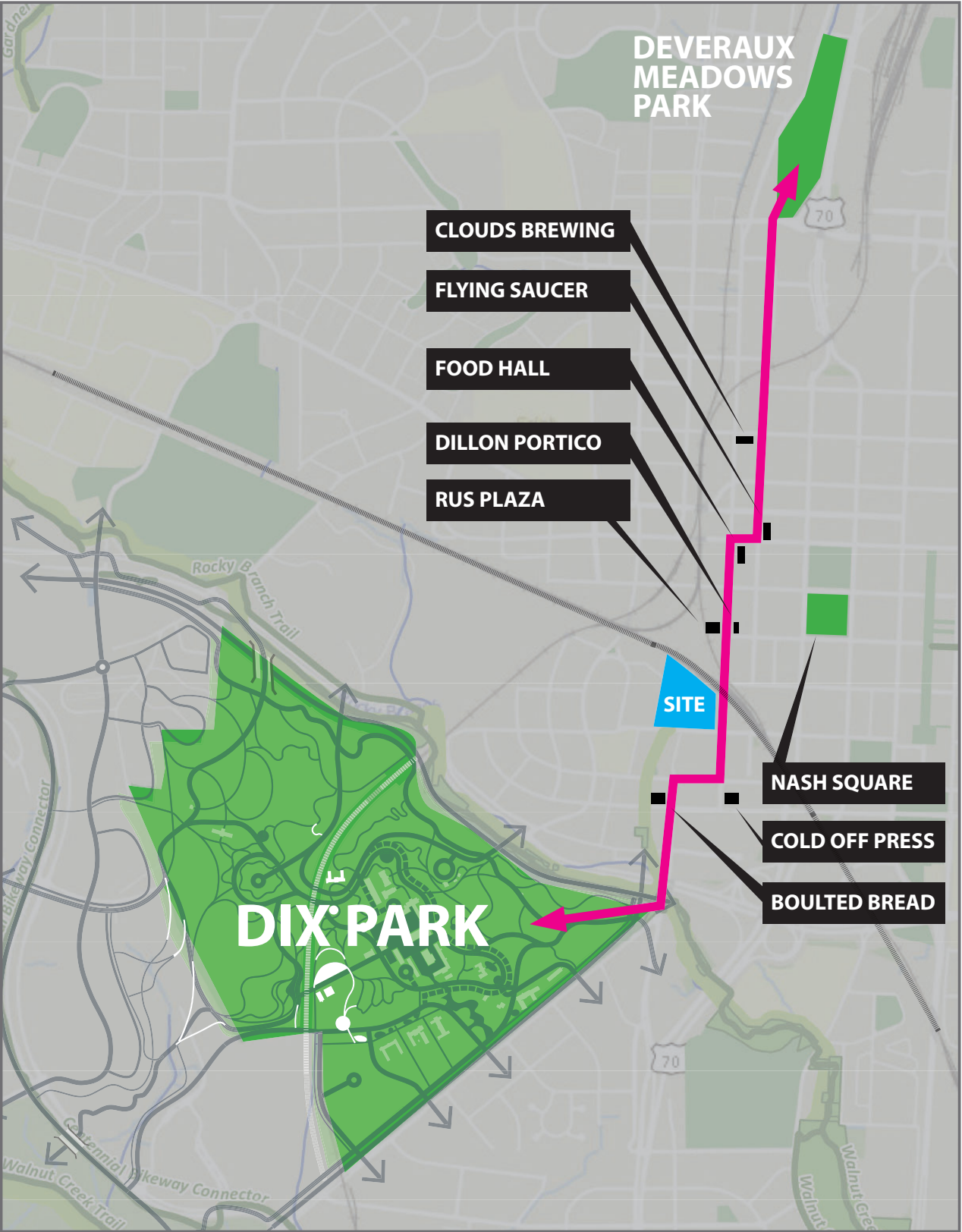




DOWNTOWN CONTEXT







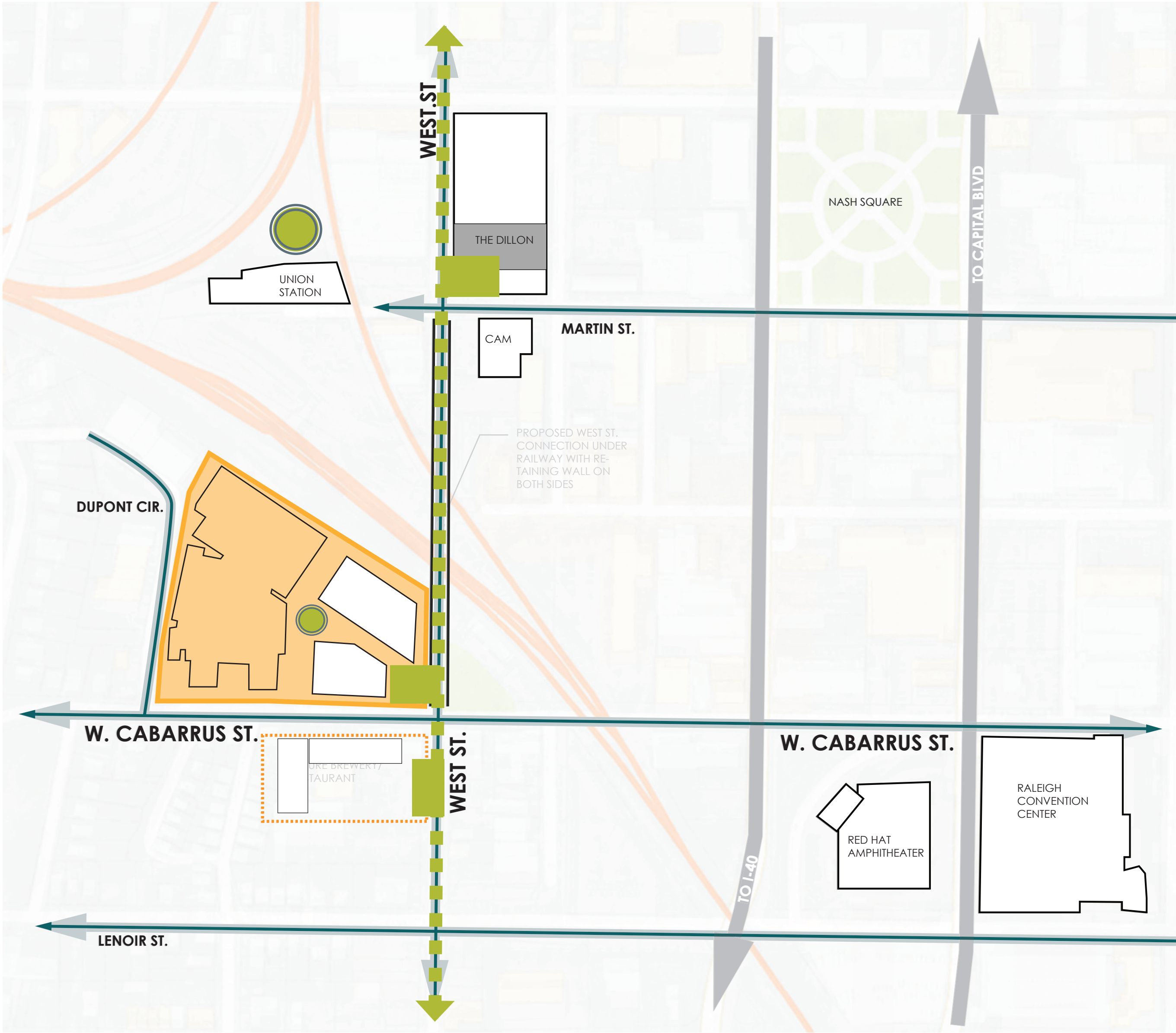
PROJECT DIAGRAM



SITE | GROUND PLANE



DOWNTOWN CONTEXT

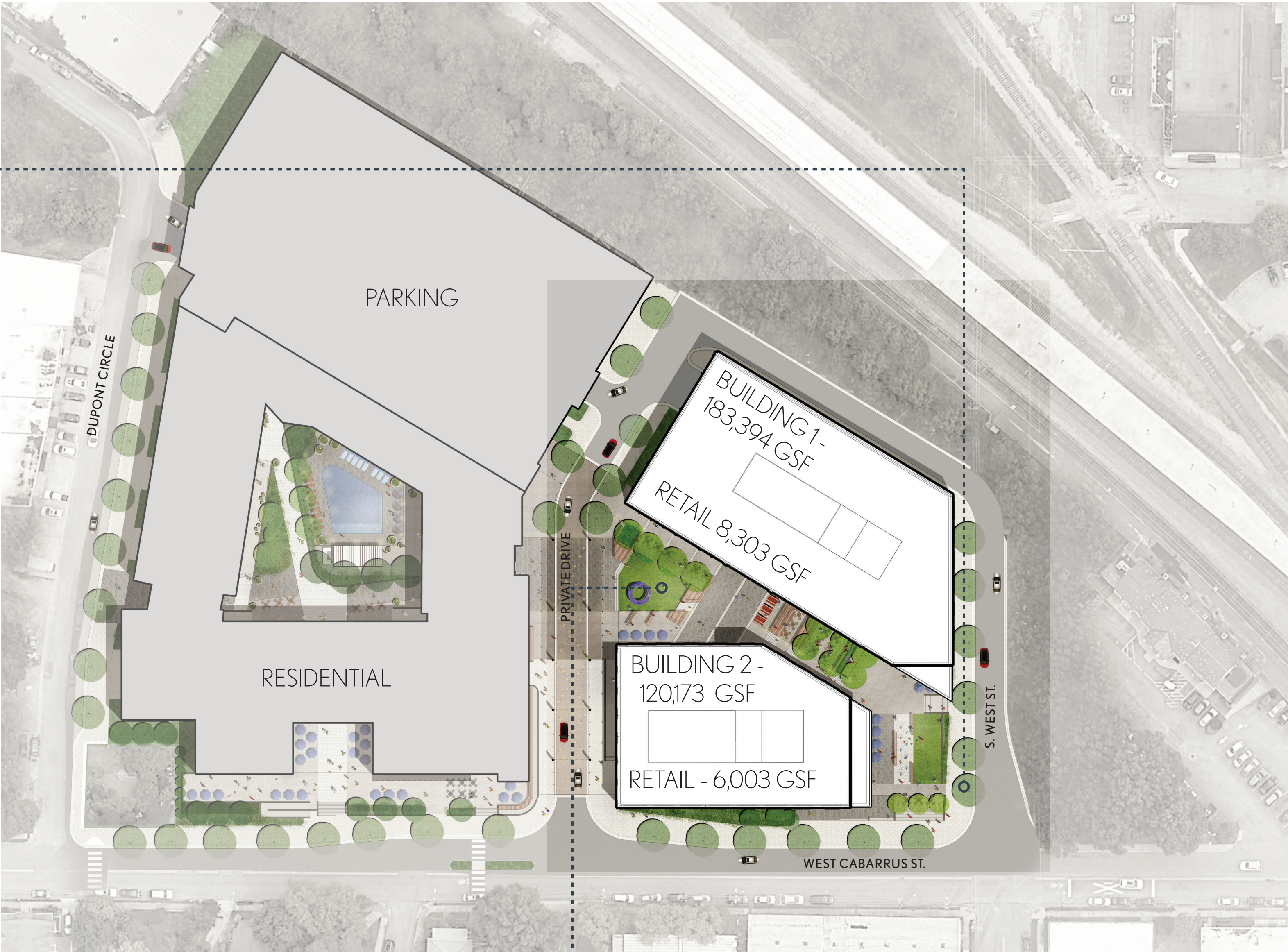




SITE | OFFICES



DIMENSIONAL PLACE - CHARLOTTE, NC





SITE | RESIDENTIAL



SOUTH FACADE FROM SOUTHEAST END



PLATFORM ENTRANCE FROM CABARRUS ST. & ACCESS RD.



SOUTH FACADE FROM SOUTHWEST END



PLATFORM ENTRANCE FROM CABARRUS ST.





SITE |





SITE | CHARACTER





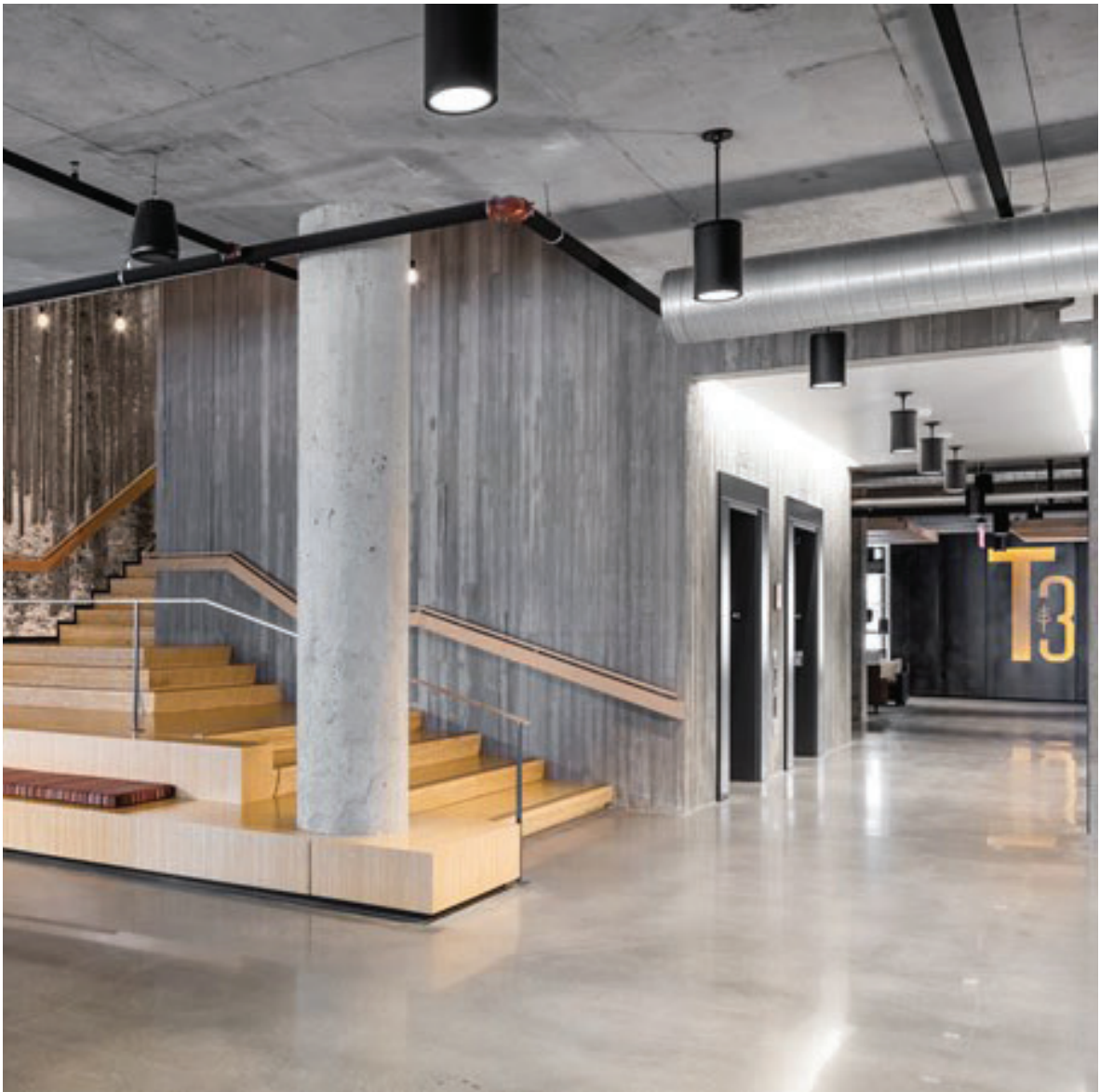
# MASS TIMBER | CODE

TYPE IA NONCOMBUSTIBLE CONSTRUCTION  
AT LEVEL 1 (STEEL)

COMPLETE 3HR HORIZONTAL SEPARATION  
BETWEEN LEVELS 1 & 2

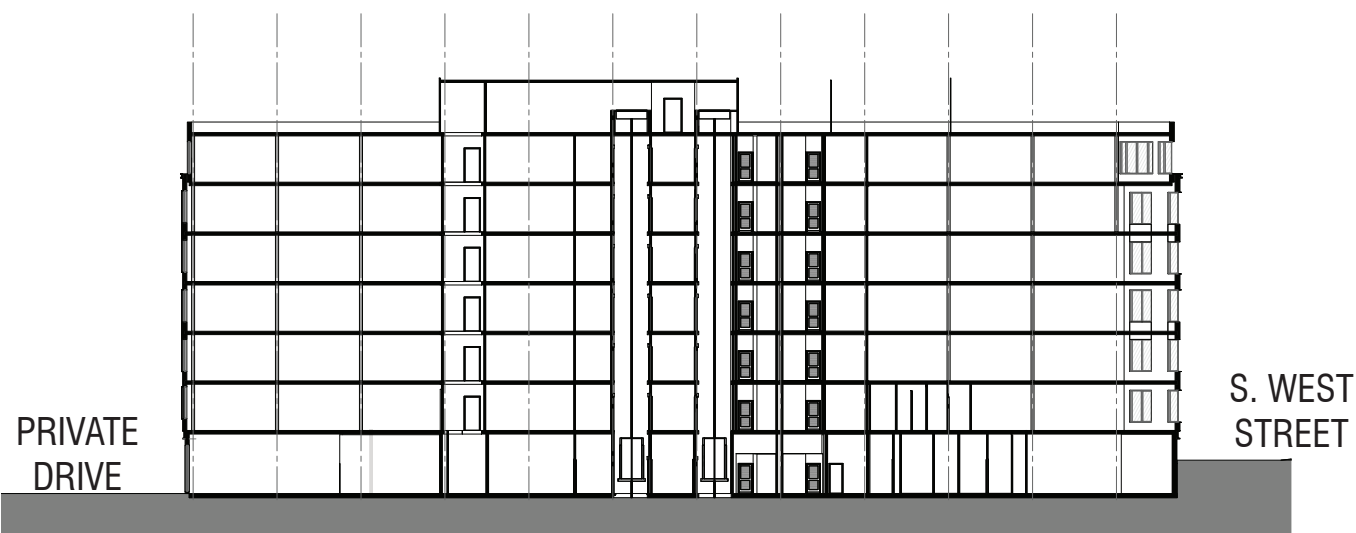
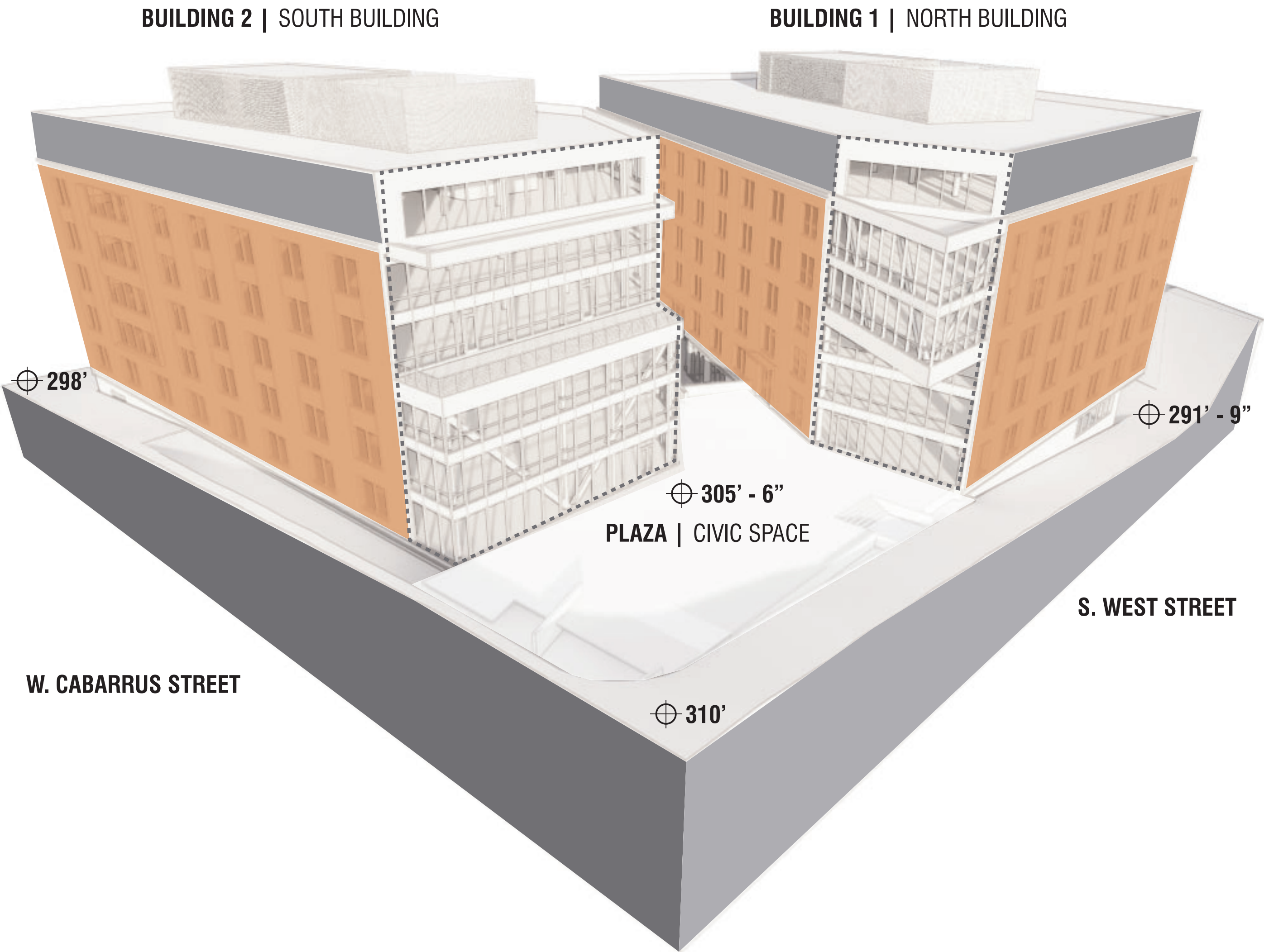
TYPE IIIA CONSTRUCTION FROM LEVEL 2-7

- 85' MAXIMUM HEIGHT FROM GRADE PLANE.
- 6 STORY MAXIMUM
- FLOOR ASSEMBLY - NOT RATED
- PRIMARY FRAME - 1 HR
- CONCEALED SPACES ARE PERMITTED.

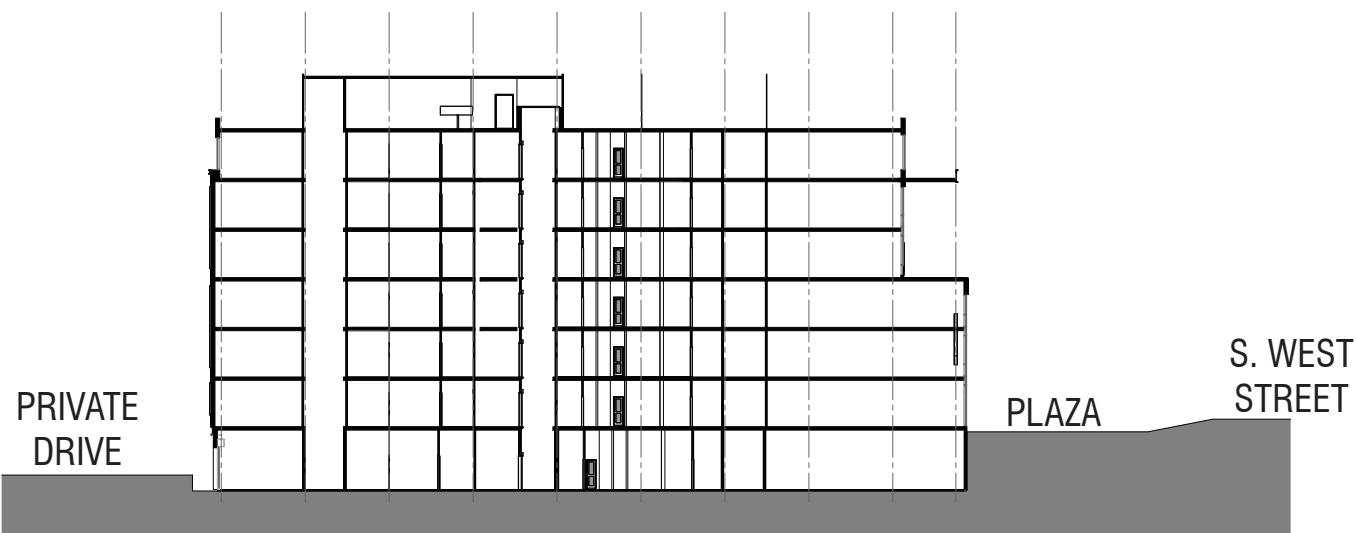




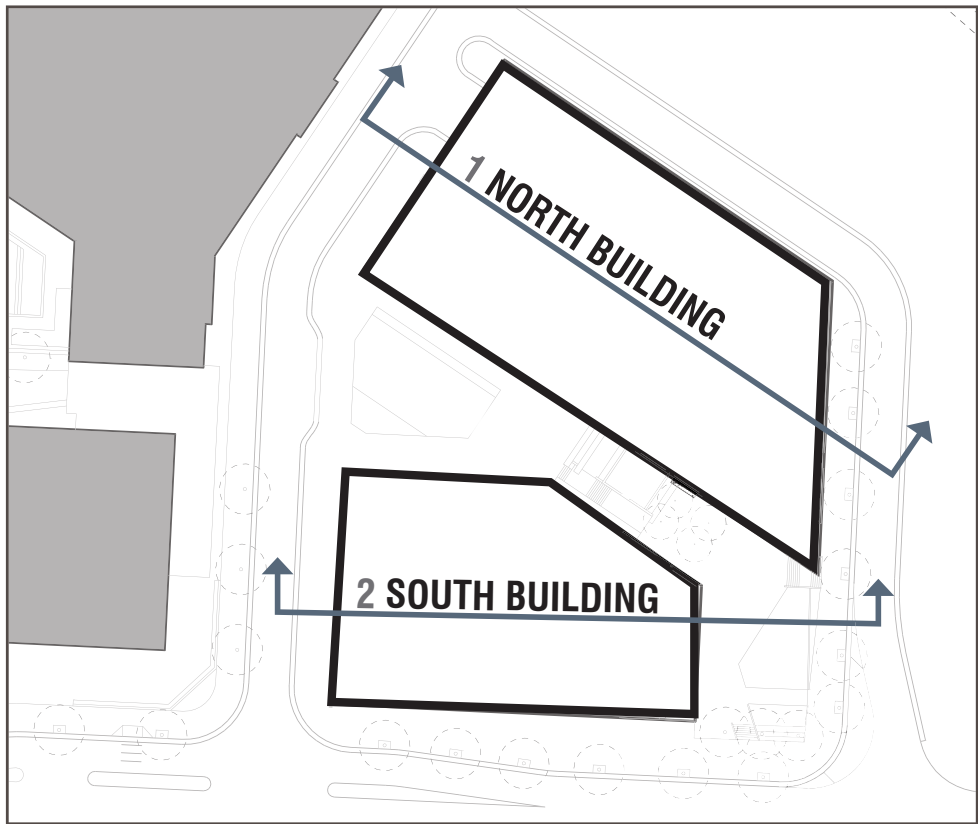
SITE | GROUND PLANE



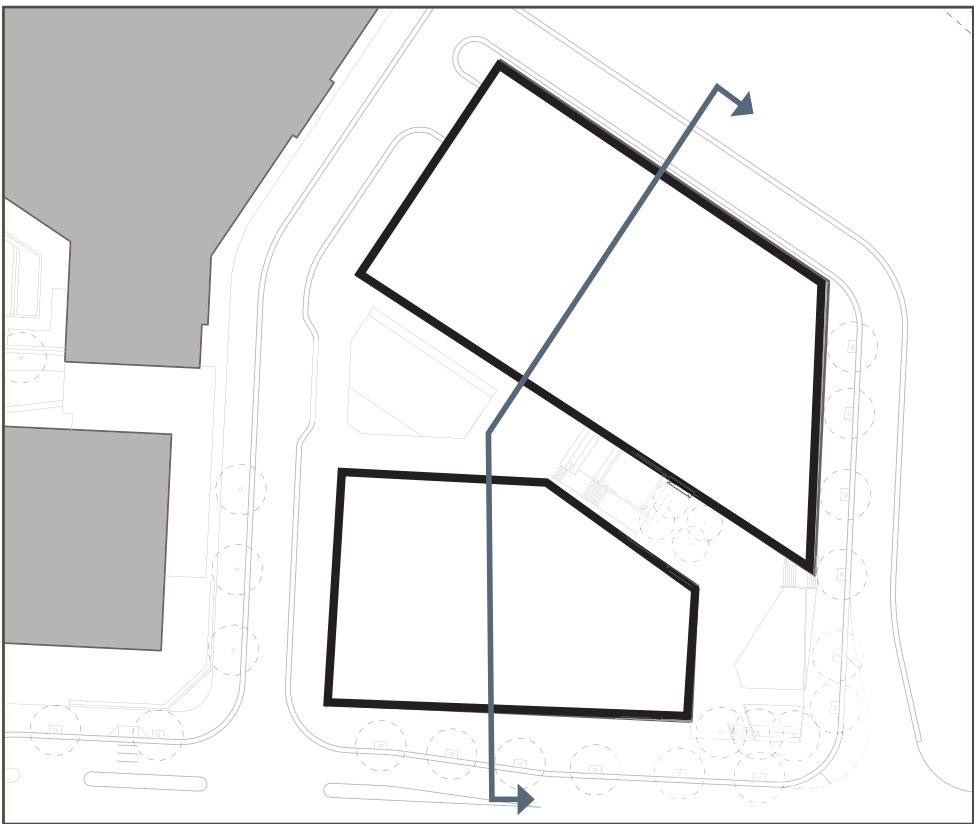
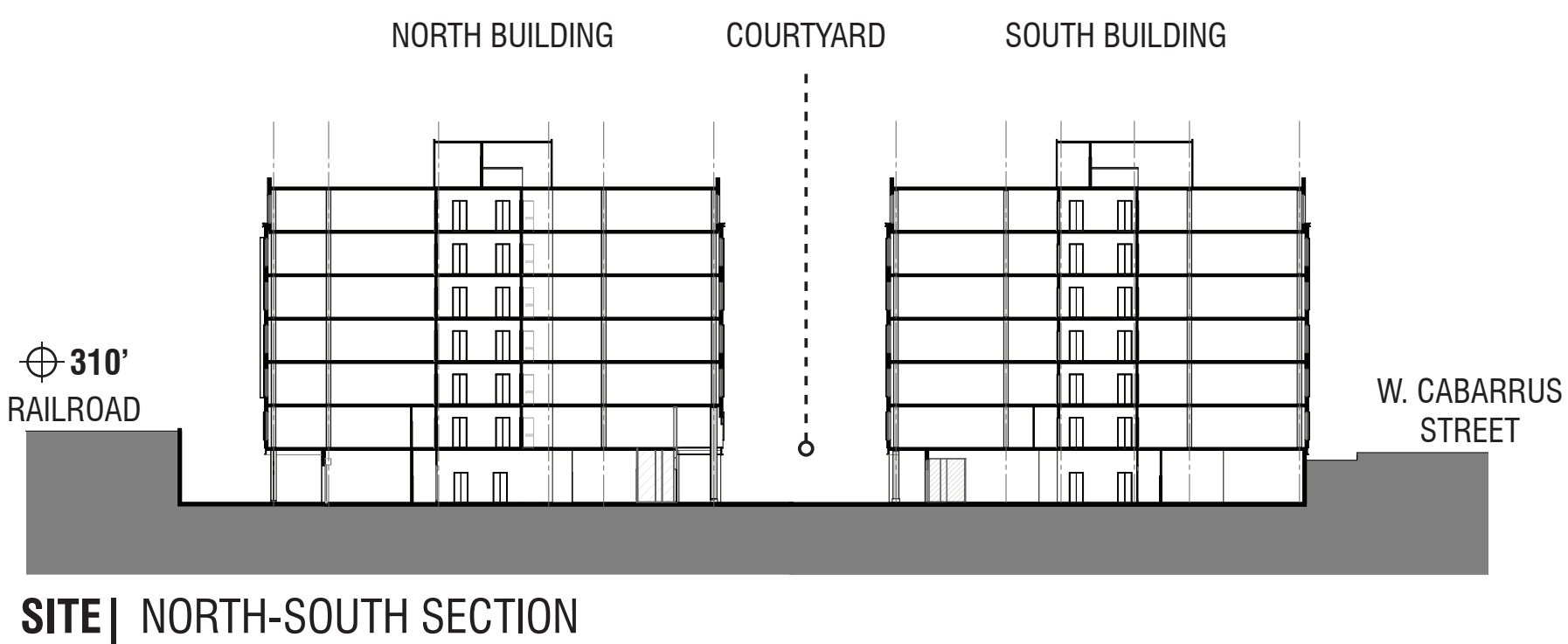
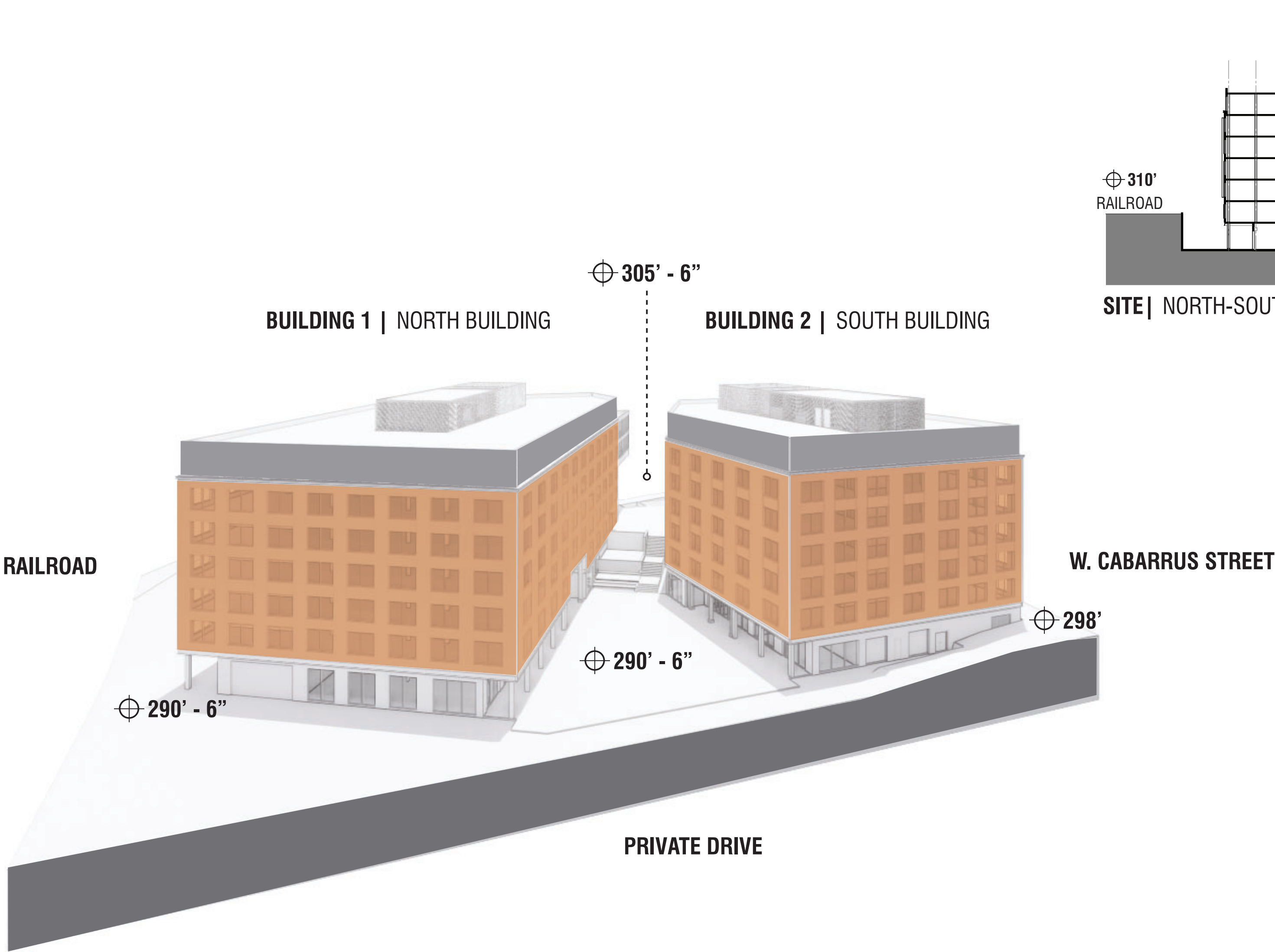
1 NORTH BUILDING | WEST-EAST SECTION



2 SOUTH BUILDING | WEST-EAST SECTION



SITE | GROUND PLANE

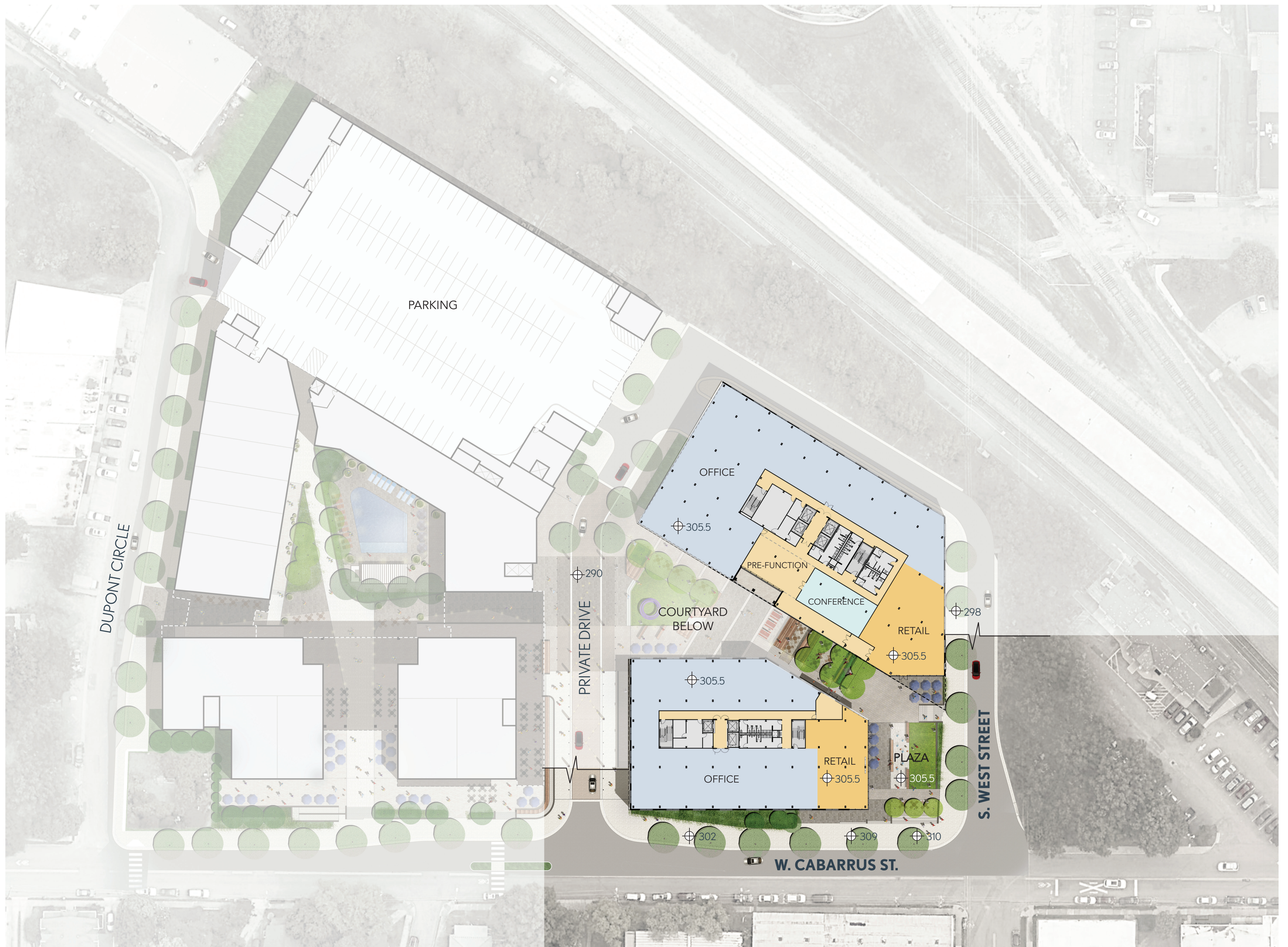






WEST CABARRUS - LEVEL 1 - COURTYARD





WEST CABARRUS - LEVEL 2 PLAZA





WEST CABARRUS - ROOF PLAN





VIEW FROM CORNER OF W. CABARRUS ST. & S. WEST ST.



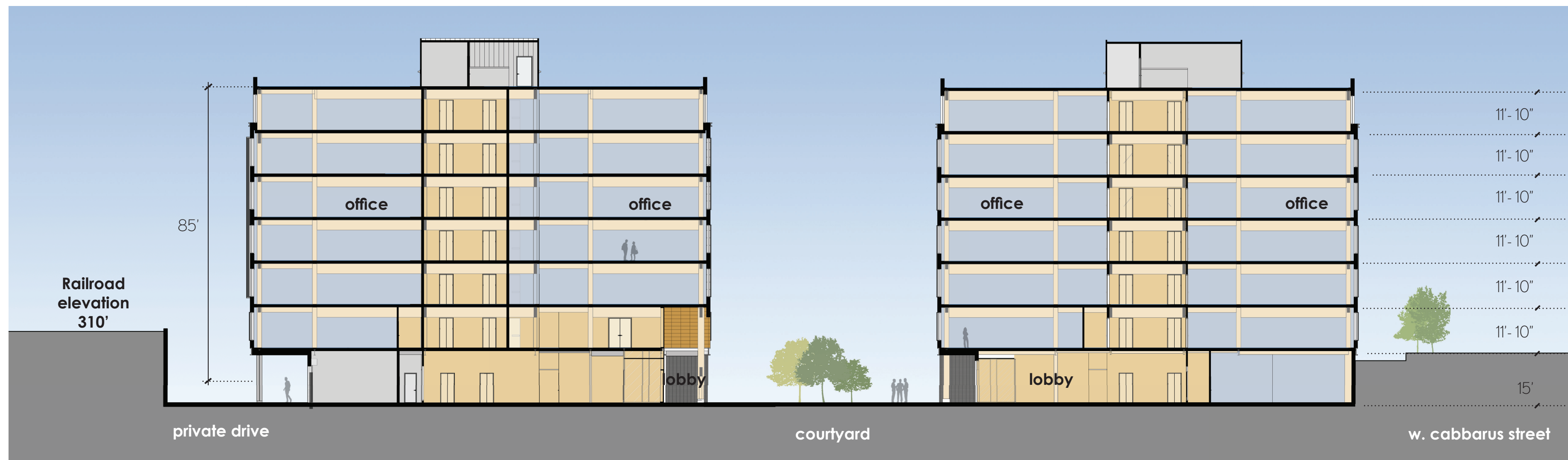


VIEW FROM PRIVATE DRIVE INTO COURTYARD

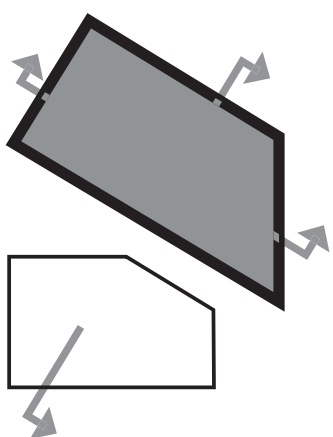




NORTH BUILDING SECTION W-E



BUILDING SECTION N-S





## UDO - Administrative Alternate - Section 1.5.9 Transparency

### INTENT:

The transparency requirements are intended to lend visual interest to street facing building facades for both pedestrians and building occupants and minimize blank wall areas. This is not applicable to residential uses.

Finding 1 The approved alternate meets the intent of the transparency requirements

Transparency is maximized at public amenity space where grades align to floor level. Due to significant grade change on site, in areas where transparency zone overlaps with structural depth architectural elements provide visual interest. Additionally, blank wall areas are minimized.

Finding 2 The approved alternate conforms with the comprehensive plan and adopted city plans

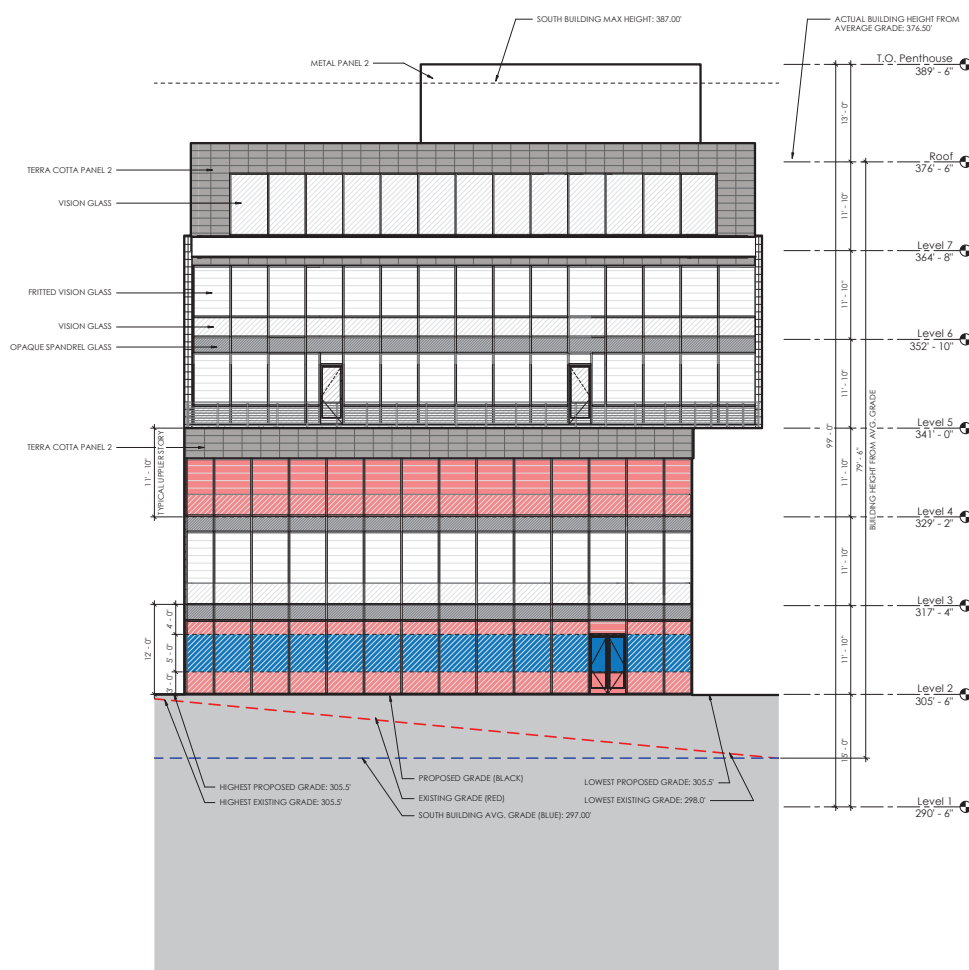
- The building conforms to multiple sections of the Comprehensive Plan and adopted City Plans:
- (11.3) Usable and well-appointed urban public open space is provided to serve as focal points and community gathering spots
- (11.4) Indoor/Outdoor transitions – building encourages interior space to extend into walkways and plazas.
- (11.5) Buildings relate to the context and enhance existing characteristics.

Finding 3 The street-facing building facade utilizes other architectural treatments to create visual interest to offset the reduction in transparency  
Facade utilizes architectural treatments to offset reduction in transparency.





UDO - Administrative Alternate - Section 1.5.9 Transparency



Building 2 - East Elevation - South West Street Facing

GROUND FLOOR TRANSPARENCY 86.4%  
UPPER STORY 65.5%



Building 1 - East Elevation - South West Street Facing

GROUND FLOOR TRANSPARENCY 19.2%  
UPPER STORY 35.0%

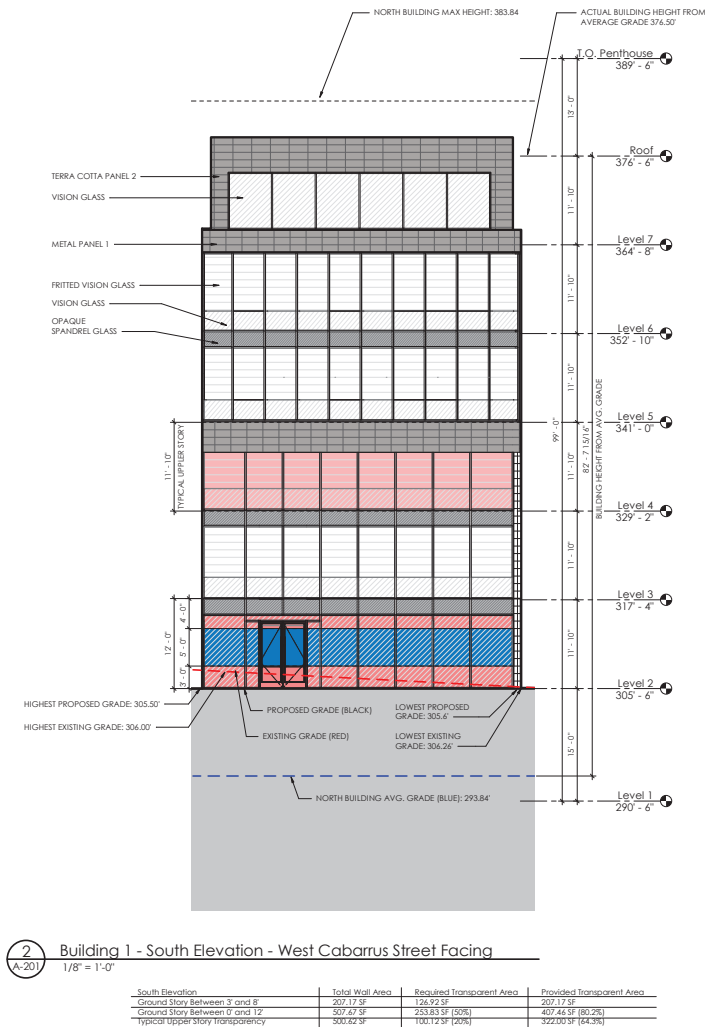
W. Cabarrus St.



S. WEST STREET ELEVATION



UDO - Administrative Alternate - Section 1.5.9 Transparency



GROUND FLOOR TRANSPARENCY 80.2%  
UPPER STORY 64.3%



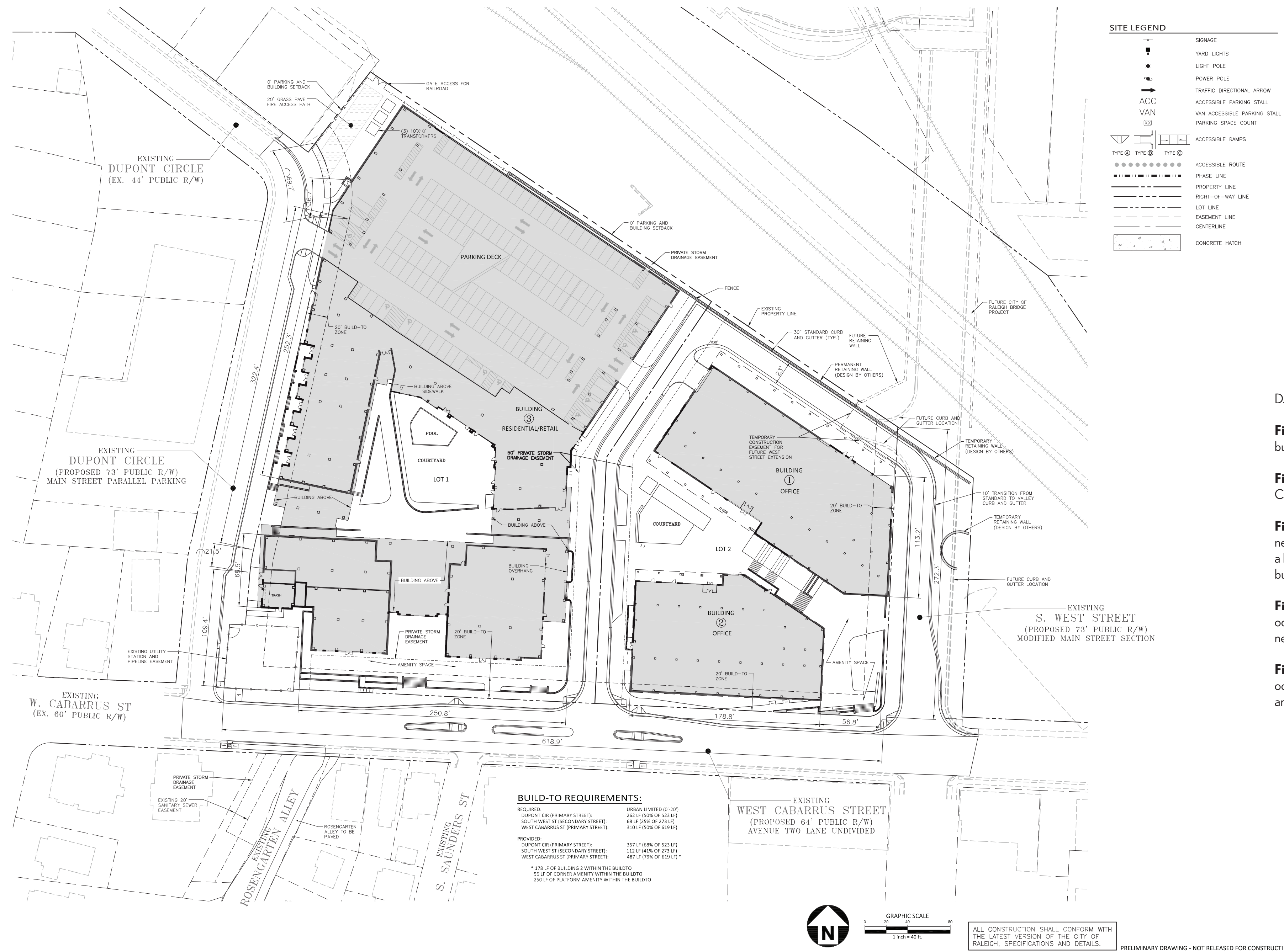
GROUND FLOOR TRANSPARENCY 40.7%  
UPPER STORY 35.2%



W. CABARRUS STREET ELEVATION



UDO - Administrative Alternate - Section 1.5.6 Build-to



D. Administrative Alternate Findings

**Finding 1** The approved alternate meets the intent of the build-to regulations;

**Finding 2** The approved alternate conforms with the Comprehensive Plan and adopted City plans;

**Finding 3.** The approved alternate does not substantially negatively alter the character defining street wall or establish a build-to pattern that is not harmonious with the existing built context

**Finding 4** The change in percentage of building that occupies the build-to area or increased setback does not negatively impact pedestrian access, comfort or safety

**Finding 5** Site area that would have otherwise been occupied by buildings is converted to an outdoor amenity area under Sec. 1.5.3.B.



UDO - Administrative Alternate - Section 1.5.6 Build-to



SOUTH FACADE FROM SOUTHEAST END



SOUTH FACADE FROM SOUTHWEST END



PLATFORM ENTRANCE FROM CABARRUS ST. & ACCESS RD.



PLATFORM ENTRANCE FROM CABARRUS ST.



UDO - Administrative Alternate - Section 1.5.6 Build-to

