



Certified Action of the City of Raleigh Planning Commission

City of Raleigh
Development Plans Review Center
One Exchange Plaza
Raleigh, NC 27601
(919) 516-2626
www.raleighnc.gov

Case File / Name: SP-18-13 / Dillon Supply Warehouse Redevelopment Phase 2

General Location: The block of land bounded by W. Morgan Street to the north, S. West Street to the east, W. Hargett Street to the south and the CSX railroad to the west.

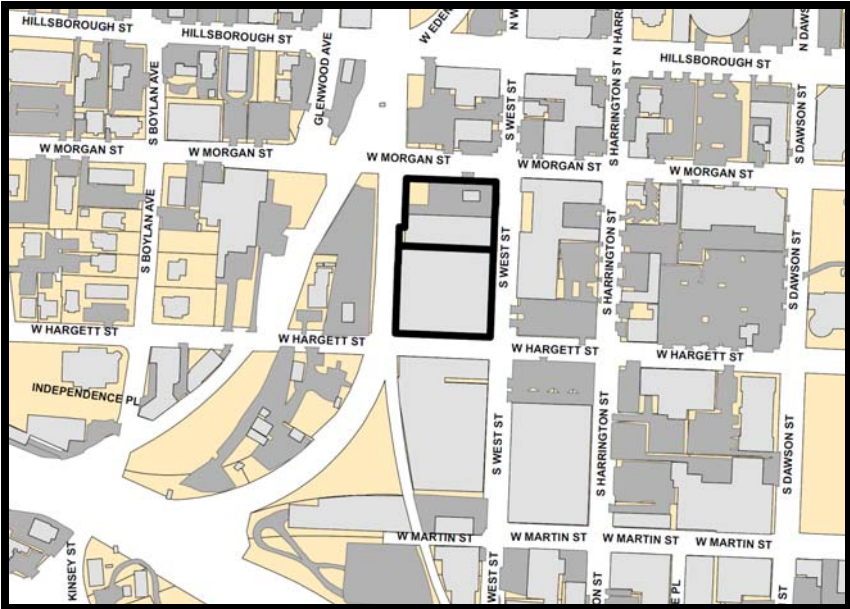
Owner: The Crown Companies, LLC
Designer: Kimley-Horn & Associates

CAC: Central

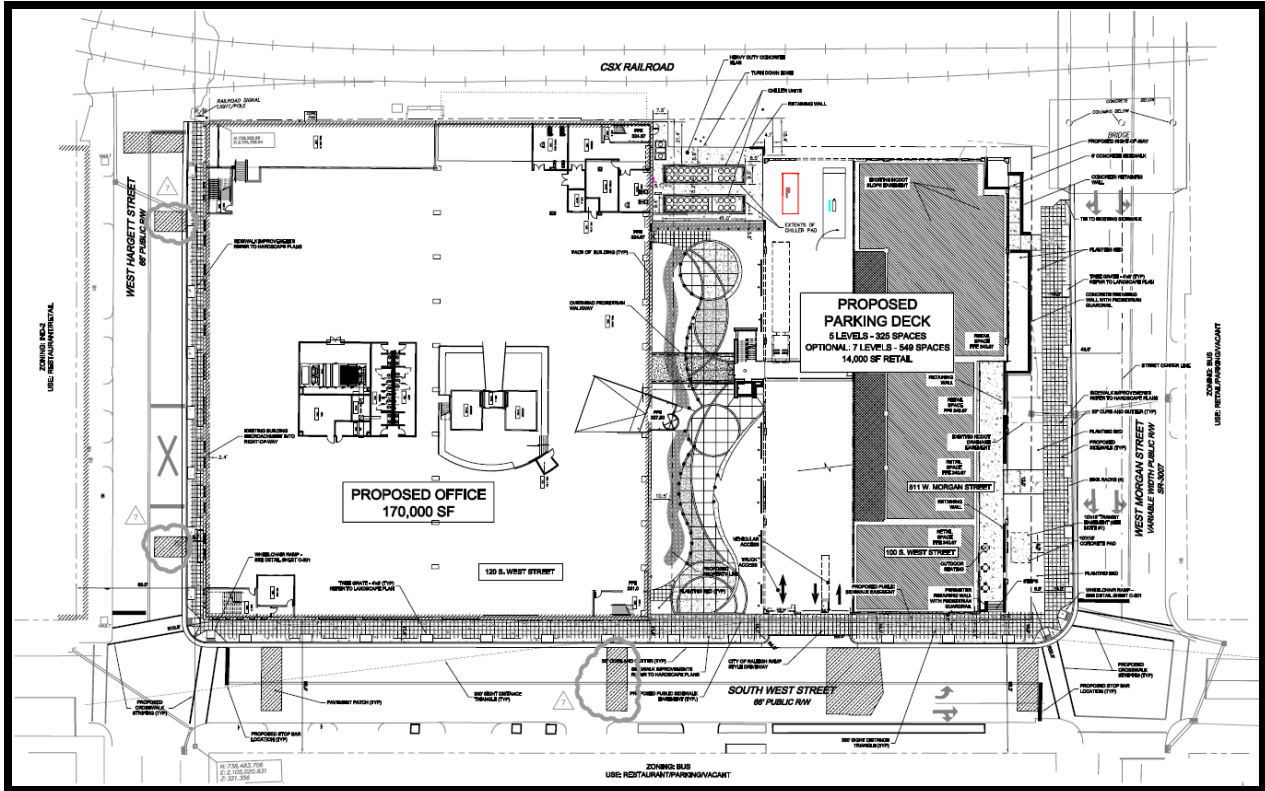
Nature of Case: A 40,000 square foot vertical addition to a recently approved site plan for the expansion of an existing warehouse building to provide a total of 170,000 square feet of office space in a 4 story building on a 1.32 acre parcel zoned Industrial-2 and Downtown Overlay District. The adjacent .98 acre parcel to the north was also recently approved for the construction of a parking deck containing 14,000 square feet of retail space and a minimum of 325 parking spaces to support the subject property. The plans for that deck, as part of this approval, now include a minimum of 400 parking spaces. This proposal requires Planning Commission approval because the building addition is over 10,000 square feet in the Downtown Overlay District.

Key Issues: None

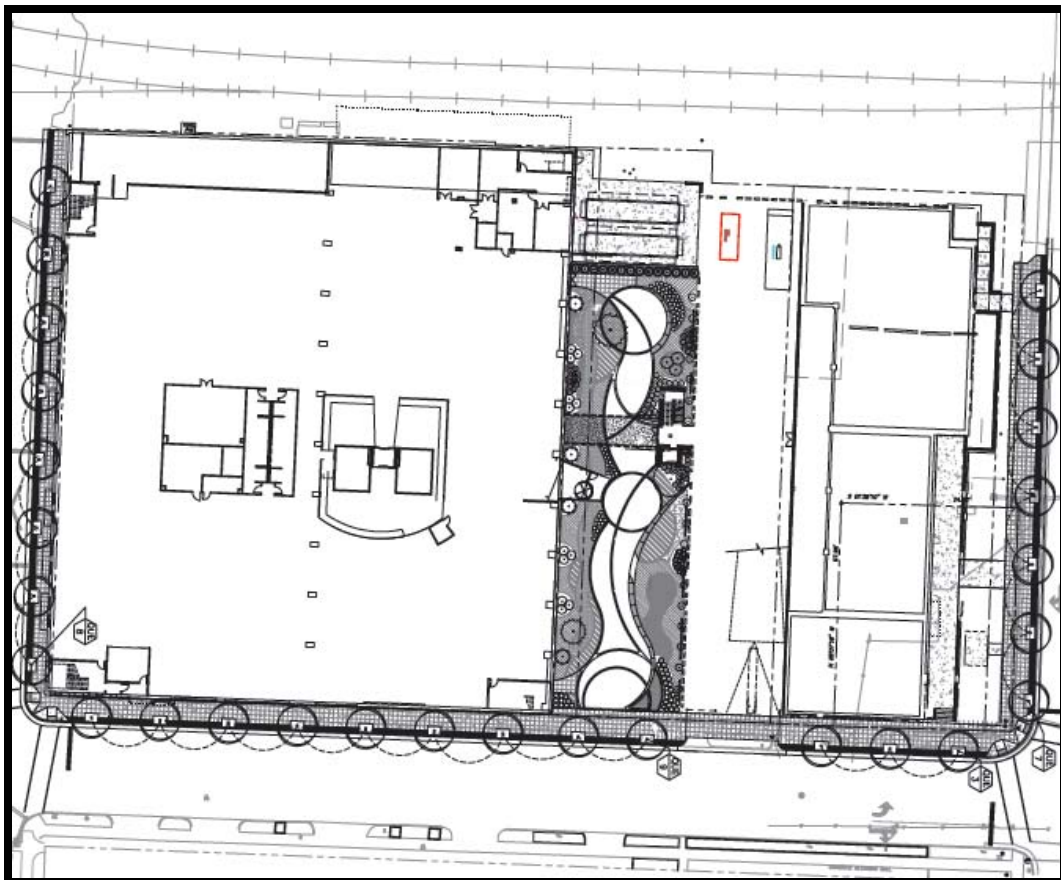
Contact: Sal Musarra, Kimley-Horn & Associates



SP-18-13 Dillon Supply Warehouse Redevelopment Phase 2 – Site Location Map



SP-32-12 Dillon Supply Warehouse Redevelopment – Preliminary Site Plan



SP-32-12 Dillon Supply Warehouse Redevelopment – Preliminary Landscape Plan

SUBJECT: SP-18-13 / Dillon Supply Warehouse Redevelopment Phase 2

CROSS-REFERENCE: SP-32-12 Dillon Supply Warehouse Redevelopment

LOCATION: This site is located on the block of land bounded by W. Morgan Street to the north, S. West Street to the east, W. Hargett Street to the south and the CSX railroad to the west, inside the City Limits.

REQUEST: This request is to approve a 40,000 square foot office (vertical) expansion to the Dillon Supply Warehouse Redevelopment that is currently under construction. If approved this expansion will allow for a total of 170,000 square feet of office space on the site within a 4 story building. The site will be served by a parking deck currently under construction on the adjacent parcel to the north that will contain 14,000 square feet of retail space and a minimum of 400 parking spaces on a 2.38 acre site zoned Industrial-2 and Downtown Overlay District. The plans also include an optional 149 parking spaces that, if built, would provide a total of 549 parking spaces within the deck.

OFFICIAL ACTION: Approval with conditions

CONDITIONS OF APPROVAL: As noted on the Staff Report, attached

FINDINGS: The Planning Commission finds that with the following conditions of approval this request conforms to Chapter 2, Part 10, Sections 10-2047, 10-2051, 10-2132.2, Chapter 3, Part 10, Sections 10-3001-3059. This approval is based on a preliminary plan owned by The Crown Companies, LLC, submitted by Kimley-Horn and Associates.

ADDITIONAL NOTES: There are no additional notes for this plan.

VARIANCES / ALTERNATES: Previously approved Variances & Alternates as part of SP-32-12:

An alternate method of compliance with the Downtown Overlay District's open space requirement for 14' wide sidewalks was approved as part of SP-32-12 given the existing site constraints where existing buildings are proposed to remain. The Code allows the approving body to approve alternate methods of compliance. The proposed open space exceeds the minimum 5% requirement by 4,610 square feet.

A design exception was granted by the City's Public Works Director to allow the applicants to forgo additional right-of-way dedication along W. Hargett Street because the existing buildings, which are proposed to remain, preclude the dedication of the additional right-of-way per standards of the City's Thoroughfare Plan (see attached letter). W. Hargett Street is designated as a minor Thoroughfare which ordinarily would have a right-of-way width of 80'. W. Hargett Street in this location, just outside the historic Christmas Plan for the City of

Raleigh, has a 66' right-of-way, consistent with most of the streets within the historic Christmas Plan area.

To PC: 5/28/13

Case History:

Staff Coordinator: Eric Hodge, AICP

Motion: **Schuster**
Second: **Butler**
In Favor: **Braun, Butler, Buxton, Fleming, Fluhrer, Harris Edmisten, Mattox, Schuster and Sterling Lewis**

Opposed:

Excused:

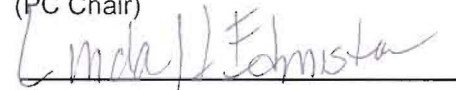
This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the Staff Report attached.

Signatures: (Planning Dir.)



date: 5/28/13

(PC Chair)



date: 5/28/13



Staff Report

**RECOMMENDED
ACTION:** Approval with Conditions

**CONDITIONS OF
APPROVAL:** Planning Commission Actions:

- (1) That as allowed by City Code Section 10-2051(d)(4)b and 10-2132.2(d) , the Planning Commission finds that the increase in building height to 79.5', without setbacks, are in accordance with the general plans for the physical development of the City as embodied in the current Raleigh Downtown Urban Design Guidelines;
- (2) That as previously approved by SP-32-12 and allowed by City Code Section 10-2051(d)(5), the Planning Commission finds that the alternate method of open space proposed regarding maintaining sidewalks less than 14' in width is approved only for those portions of the site where existing buildings proposed to remain preclude the installation of 14' wide sidewalks;
- (3) That the Planning Commission finds that this site plan meets the standards of section 10-2132.2(d);

Administrative Actions:

Prior to issuance of Site Review Permits or Construction Drawing Approval, whichever comes first:

- (4) That as the owner has noted that there will be no encroachment into the CSX property, should the proposed work encroach into the CSX property, notarized permission or recorded temporary construction easements signed by CSX appointed agents will be required prior to site grading permitting or construction drawings, whichever occurs first;
- (5) That the site is exempted from the stormwater regulations of part 10, chapter 9 through showing no increase in impervious surfaces. If the impervious surfaces exceed existing conditions, the requirements of Part 10, Chapter 9 of the Raleigh City Code will apply. That the final site plan shall demonstrate sufficient landscape areas and pervious surfaces to demonstrate compliance with the exemption as currently proposed, specifically the landscaped area between the building and the parking deck;

Prior to issuance of building permits:

- (6) That an encroachment agreement for any existing buildings to remain, plantings, planters, awnings, bicycle racks or stormwater drainage systems that carry private drainage to be located within the public right-of-way is approved by the City Council and/or NCDOT (if applicable) by separate action. An application for encroachment into the public right of way for the landscaping located within the right of way as indicated on the preliminary plan, shall be submitted to the City's Encroachment Coordinator in the

Public Works Department for review, and that the City Council approve the encroachment request. Following City Council approval of the encroachment, an encroachment agreement, prepared in accordance with Raleigh City Code Sections 12-1001 and 12-1021(a), shall be filed with the Public Works Department, and the encroachment agreement is to be recorded with the Wake County Register of Deeds. Maintenance of the encroachment shall be the responsibility of the owner;

- (7) That all building construction design will require review by COR Fire Department showing compliance with all NC and local fire and building codes and city ordinances and the building will be required to meet apparatus access requirements at time of building construction permitting or provide an acceptable alternate. Fire flow requirements shall be determined by an approved method 507.3 NCFC;
- (8) That the applicant shall submit with the application for a building permit a description of all off-site parcels used to meet off-street parking requirements, together with either a certificate of ownership of these parcels or an attested copy of the leasing agreement or recorded cross parking easement. All off-site parking areas shall conform to the City Code. The applicant shall also agree in writing that he, or his successors or assigns, shall provide the required off-street parking on these parcels or their equivalent, so long as the principal use shall continue, and shall agree that the principal use shall be discontinued, should the required off-street parking no longer be provided on these off-site parcels or their equivalent;

Prior to issuance of a certificate of occupancy permit:

- (9) That the first phase of the parking deck will be completed prior to the issuance of a Certificate of Occupancy for the office building and will include a minimum of 325 parking spaces.

ZONING:

ZONING DISTRICTS: Industrial-2 and Downtown Overlay District.

SETBACKS / HEIGHT: This plan conforms to all minimum setback standards. Front yard = 0', rear yard = 0', corner side yard = 0' and side yard = 10.5'. The Industrial-2 District allows for all setbacks to be 0' and for buildings to be constructed to any height except buildings greater than 50' shall add one foot additional width to each required district yard setback for each foot of height greater than 50 feet high. Proposed height of the existing building is being increased to 79.5'. The proposed building does not carry all of the setbacks called for in the underlying zoning but the Planning Commission can approve the increase in height as allowed by the Downtown Overlay District. Through code section 10-2051-(d)(4)b., the Downtown Overlay District allows the Planning Commission to approve height increases after a finding that such increase in height is in accordance with the general plans for the physical development of the City as embodied in the Raleigh Comprehensive Plan and the site plan meets the standards of City Code Section 10-2132.2(d).

PARKING: Off-street parking conforms to minimum requirements: 400 spaces required, based on 1 parking space per 400 square feet of office use and a 10,000 square

foot exemption for office along with a complete exemption for the proposed 14,000 square foot of retail space as allowed by the Downtown Overlay District. A minimum of 400 parking spaces will be provided in the parking deck being constructed on an adjoining lot.

All proposed parking is within the parking deck currently under construction on the adjacent parcel to the north. That deck will include a minimum of four levels and contain a minimum of 400 spaces. The deck was approved with an option to build up to seven levels of parking, containing a total of 549 parking spaces, with the initial development. The deck has only one driveway and is located on West Street.

The parking deck/retail space is located on a separate parcel from the proposed office use. The applicant shall submit with the application for a building permit a description of all off-site parcels used to meet off-street parking requirements, together with either a certificate of ownership of these parcels or an attested copy of the lease agreement or recorded cross parking easement. All off-site parking areas shall conform to the City Code. The applicant shall also agree in writing that he, or his successors or assigns, shall provide the required off-street parking on these parcels or their equivalent, so long as the principal use shall continue, and shall agree that the principal use shall be discontinued, should the required off-street parking no longer be provided on these off-site parcels or their equivalent.

LANDSCAPING: Street yard landscaping in conformity with Section 10-2082.5 is shown in the street right-of-way. No vehicular surface area landscaping is required as all of the proposed parking is within a parking structure. No transitional protective yards are required.

TREE CONSERVATION: No tree conservation areas are required because the site will be comprised of two individual parcels, each less than 2 acres and there are no stands of trees on the site located within 50' of a Thoroughfare meet the requisite standards of code section 10-2082.14.

DEVELOPMENT INTENSITY: Proposed floor area ratio (FAR) is 3.11 and building lot coverage for the office building is 85%.

PHASING: The parking deck may be constructed in phases. The first phase will be completed prior to the issuance of a Certificate of Occupancy for the office building and will include a minimum of 325 parking spaces. The deck may contain an additional 224 optional spaces either at the time of construction or with a later phase. The future retail space within the deck will be given a shop-front appearance along the street edges while being used for parking. The deck is being constructed in such a way that in the future, it is possible to construct a building on top of it. No approval is being given for the potential building on top of the parking deck.

OPEN SPACE: The Downtown Overlay District requires that a minimum of 5% of the total land area of the development to be set aside as open space. "Open space" is defined to include: greenways; any common outdoor landscaped and recreation spaces; outdoor decks; roof gardens and other similar outdoor community space accessible to and available for use by visitors of the development." The Code calls for open space first to be met by widening the sidewalks to a minimum of 14' in width. After that is achieved, any deficit in open space can be met with courtyards, roof gardens, outside dining and recreation space so long as 1/2 of the

required open space shall be in one continuous part with a minimum length and width dimension of 20 feet.

Based on the development's (combined) acreage of 2.35 acres, the base minimum amount of open space required for the development is 5,118 square feet. The applicant's plan for a minimum of 9,728 square feet of qualifying open space to be provided through a proposed qualifying courtyard located between the existing building that is proposed to remain and the new parking deck in the center of the site. The configuration of this open space meets the provisions of the code.

There are areas of the site, along W. Hargett Street and S. West Street where existing the existing building precludes the installation of the full 14' wide sidewalks and the applicants were granted an alternate approval as part of SP-32-12, in accordance with Code Section 10-2051(d)(5), to allow this structure to remain. Staff supports the requested alternate. The proposed open space exceeds the minimum 5% requirement by 4,610 square feet and the alternate open space is available for use by employees and visitors.

UNITY OF DEVELOPMENT: Unity of development and sign criteria are not required in this development.

COMPREHENSIVE PLAN:

GREENWAY: There is no greenway on this site.

THOROUGHFARE / COLLECTOR PLAN:

Dedication of right-of-way and construction of the following streets are required by the Thoroughfare and Collector Street Plan:

Street	ROW	Dedicating	Slope Esmt.
W. Morgan	90'	No additional	N/A
W. Hargett	80'	No additional	N/A

Additional right-of-way along W. Morgan Street was dedicated as called for in the City's Thoroughfare Plan to provide for 1/2 of a 90' ROW as part of the permitting requirements associated with SP-32-12 Dillon Supply Warehouse Redevelopment (Phase 1).

A design exception was granted by the City's Public Works Director to allow the applicants to forgo additional right-of-way dedication along W. Hargett Street because the existing buildings, which are proposed to remain, preclude the dedication of the additional right-of-way ordinarily called for by the City's Thoroughfare Plan. W. Hargett Street in this location, just outside the historic Christmas Plan for the City of Raleigh, has a 66' right-of-way, consistent with most of the streets within the historic Christmas Plan area.

TRANSIT: The following transit-oriented features of this site are incorporated into the proposed plan: a transit shelter within a 10'x15' transit easement is being provided on the north side of the proposed parking deck to accommodate transit users waiting along the W. Morgan Street right-of-way. This site is presently served by the existing transit system and there are fixed-route transit options proposed in the immediate vicinity.

**COMPREHENSIVE
 PLAN:**

The site is located within the Central CAC, and is designated as Central Business District on the future land use map. The Central Business District category is intended to enhance Downtown Raleigh as a vibrant mixed use urban center Staff has reviewed the following Comprehensive Plan policies:

- Policy LU 4.8—Station Area Land Use
- Policy T 2.9—Curb Cuts
- Policy T 5.2—Incorporating Bicycle and Pedestrian Improvements
- Policy T 5.10—Building Orientation
- Policy UD 1.2—Architectural Features- *Elements of quality architecture include...primary entrances on the front façade; transparent storefront windows and activated uses on the ground floor...*
- Policy UD 1.3—Creating Attractive Facades
- Policy UD 2.1—Building Orientation
- Policy UD 2.2—Multi-modal Design
- Policy UD 2.3—Activating the Street
- Policy UD 2.6—Parking Location and Design
- Policy UD 3.8—Screening of Unsightly Uses
- Policy UD 6.1—Encouraging Pedestrian-Oriented Uses
- Policy UD 6.4—Appropriate Street Tree Selection
- Policy UD 7.3—Design Guidelines
- Policy DT 2.8—Priority Pedestrian Streets – **West Street-** *For all public/private sector design and traffic engineering/operations decisions made for Priority Pedestrian Streets shown on Map DT-4, the needs, safety, and comfort of pedestrians should be given priority.*
- Policy DT 3.2 Ground Floor Uses on Secondary Retail Streets -**Morgan and West Streets-** *new Development should dedicate at least 50 percent of its linear frontage along the public right-of-way of Secondary Retail Streets as identified on Map DT-5 for ground-floor space designed and constructed for the uses encouraged on primary streets or service retail and professional services including but not limited to: fitness centers, dry cleaners, shoe repair, and medical offices.*
- Policy DT 7.2—Maintaining Consistent Setbacks
- Policy DT 7.3 – Streetwalls
- Policy DT 7.4 – Building Entries
- Policy DT 7.5 – Ground Level Design
- Policy DT 7.6 – Minimizing Service Entrance Visibility
- Policy DT 7.19 – Downtown Design Guideline Consistency** (all guidelines apply to the project. The ones in the following table are particularly relevant and/or highlight items that need further attention).

APPENDIX C:

Table DT-1 Downtown Urban Design and Facade Grant Guidelines

#	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.
3	Surface and structured parking should be landscaped, emphasizing interior tree canopies in surface lots, formal borders and street trees to reinforce the streetwall.

#	Guideline
5	The widths of all curb cuts at parking deck entrances should be minimized, and design techniques such as lane splits should be used 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 meeting air quality conformity.
6	Building entries should be emphasized with architectural features, changes in roofline, different massing, or unique materials.
7	The primary pedestrian building entrances should be located along the store front. For buildings that front on 3 streets, the primary pedestrian entrances should be located on the axial street or the corner if the building is located at an intersection.
9	The level of architectural detail should be most intense at street level, within view of pedestrians on the sidewalk.
11	Facades should be broken into distinct 20-30 foot modules or bays from side to side to prevent a monolithic edge to the street.
12	Large unarticulated walls are discouraged, and should have a window or functional public access at least every 10 feet.
13	The articulation of the façade should be designed to appear more vertical than horizontal.
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.
16	A minimum of 2/3 of the first story facade should be windows. Of the total amount of glass on the first floor façade, a minimum of 85% 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
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.
20	The use of deep awnings and canopies on the first story is recommended to help mitigate wind, reduce glare, and shade ground level spaces.
23	Outdoor ground plane that abuts or is adjacent to the public right-of-way should be paved with terrazzo, concrete pavers, concrete, stone, brick, tile, or another high quality hardscape material. Asphalt and loose paving materials such as gravel are discouraged. The paving design and materials should complement the building ore storefront architecture.
24	In larger courtyard style spaces, visible from the public right of way, use groundcovers, shrubs, and flowers to accent and fill blank areas with interest. Minimize the use of bare mulch and rocks. Areas of bare earth are discouraged.
28	Public art, performance facilities and/or civic monuments should be an integral part of any building plan.
32	Designs should be contextual to adjacent buildings, including their cornice lines and horizontal banding.
33	Innovative design and unusual lighting of the exterior of the building is important to emphasize the monumentality of government buildings.
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
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.
36	Preferred materials (other than glass) include metal, brick, stone, concrete, plaster, and wood trim and discouraged materials include vinyl siding, pressed wood siding, and exterior insulated finishing systems (EIFS).
38	A minimum of 35 percent of each upper story should be windows.

#	Guideline
39	Building corners that face an intersection should strive for a distinctive form and high level of articulation.
40	Buildings may step back further at intersections in order to articulate the corners.
41	Buildings downtown and in Pedestrian Business Overlays should have stepbacks and articulated facades to mitigate wind effects and increase light and air. Buildings should step back 10 to 15 feet at the 60-foot point above the ground on a wide street and 15 feet on a narrow street. A wide street is 75 feet in width or more, and a narrow street is less than 75 feet in width.

HISTORIC / DISTRICTS:

The existing building is not a designated Historic Structure. This site is not located in or adjacent to a designated Historic District.

APPEARANCE COMMISSION:

The Appearance Commission has made the following comments on this preliminary plan. Shown below are comments and applicant responses:

<u>Comment</u>	<u>Response</u>
<i>Building</i>	
Encourage paving encroachment and curb extension to strengthen public access to courtyard.	Per discussions with Planning and Urban Design staff and the Planning Director, no modifications to the public realm are requested. The Planning Director opinion is that the public realm should not be enhanced to attract attention to a private space.
Commit to improving root zone of street trees.	Applicant has committed to using the City adopted root path system, to the extent possible given potential utility conflicts and included the standard City detail in that regard.
Strengthen corners of Morgan, West & Hargett with architecturally iconographic elements.	Over the course of the design and permitting of phase one of the project, the design team refined and strengthened the Morgan and West Corner to activate and provide a more iconic feature above the retail entrance. Due to grade separation and ADA access issues the design team has chosen to add and strengthen the architectural elements as a skyline element. The completion of phase 2 will add to the skyline, while still allowing some step back opportunity that protects the architecture and scale of the original warehouse building.
Increase public access and address the public realm by the use of public art to make iconic.	Applicant will install a public art piece at the courtyard entrance.
Use more elements in the architectural and signage design that reflect the history of the site and the city.	The existing warehouse building was salvaged as part of this major redevelopment. It is not the developer's intent to paint the original brick or cover what was original to the existing and unique to the structure. The exterior

Parking Deck (previously approved)

Make sure that some façade transparency remains without revealing cars.

Encourage decorative/artistic lighting on parking deck.

Consider continuing to soften the effect of parking deck; make sure the building and deck are positive additions to downtown.

Better connect the lower and upper level materials of parking deck.

Strengthen the architectural connection between the building and parking deck.

Reconsider and soften transition between office building and parking deck.

Extend green wall further up the exterior wall of the deck in the courtyard.

finishes for the warehouse building will be existing or salvaged brick, glass, metal siding, metal shading devices. The new roof structure will have a metal standing seam roof. The parking deck will be a pre-cast concrete structural system with cladding of the same materials as the warehouse. The site is not part of any historic district within the City of Raleigh.

The architect has focused the screening of cars to the northern half of the parking deck in an effort to accommodate this desire. That is the area that is more likely to have residential development versus the transit station in the southerly direction. The current design is calculated to provide the minimum openness as required by the North Carolina Building code for natural ventilation purposes. We are considering this primarily at the areas where the retail shops would be located. There is a delicate balance of putting too much light on the building when you also have a goal to shield lighting impacts from the neighbors. We are constructing a parking deck as part of a redevelopment of an industrial warehouse and are purposeful utilizing similar materials between the two buildings.

The lower level is consistent with the existing warehouse buildings in the district. We are trying to provide a visual difference between the lower and upper areas, just as we have done for the warehouse building. There are elements that appear on the lower and upper areas of the warehouse and the parking deck.

See previous responses.

The courtyard space incorporates significant planting areas, as well as green screen product on the deck façade in the courtyard space.

There are significant maintenance issues related to relying on "window box" type planters elevated above grade along with the associated irrigation required for such an installation. We have a green wall planned for the South Façade of the parking deck that at the

scale of the existing warehouse structure. To address the view and the additional "green" for this site, we have begun the burying of all the power lines (including a major transmission line) along our entire frontage. This will allow us to upgrade all 27 of our street trees from understory (as per Duke Energy Progress) to the city's standard street tree.

**SUBDIVISION
STANDARDS:**

BLOCK LAYOUT: The existing street layout conforms to City Code, providing for efficient circulation of traffic within the entire neighborhood area. The maximum block length in this development meets the 1500-foot standard as noted in the Streets, Sidewalks and Driveway Access Handbook

PUBLIC UTILITIES: City water and sewer services are available. The developer is responsible for installation of all lines necessary to provide service to this site.

SOLID WASTE: Refuse collection facilities are located internal to the proposed deck and are accessed via the deck's access drive from the site's only driveway, located on West Street and shall meet the standards of the Solid Waste Collection Manual. Individual lot service is to be provided by private contractor.

CIRCULATION: Proposed street improvements shall conform to normal City construction standards.

PEDESTRIAN: Proposed sidewalk locations conform to City regulations. A 14' wide sidewalk is required along the property's frontage on Morgan Street, West Street and Hargett Street where construction activity is proposed. Along Hargett Street and West Street where there is an existing building proposed to remain, the applicants were granted an alternate open space design as part of the approval of SP-32-12 that allowed them to remain as shown on the plans.

FLOOD HAZARD: There are no flood hazard areas on this site.

**STORMWATER
MANAGEMENT:**

This developer is showing compliance with part 10, chapter 9 of the Raleigh City Code by proposing no net increase in impervious surface coverage as a result of the proposed development as allowed by City Code Section 10-9021(6). The developer provided stormwater calculations that indicate 2.38 acres of impervious surface coverage in both the pre and post developed condition. Staff has concerns with the ability of the proposed vegetated areas between the parking deck and building to thrive due to a lack of sunlight, prior to site grading permitting or construction drawings, whichever occurs first, the owner is to provide more detailed information as to how vegetation can be established. If the concern cannot be addressed, the owner is to show compliance through alternate means; whether that be by additional open space or stormwater best management practices.

**WETLANDS
/ RIPARIAN
BUFFERS:**

No wetland areas or Neuse River riparian buffers are required on this site.

**OTHER
REGULATIONS:**

Developer shall meet all City requirements, including underground utility service (§10-3059), flood protection measures (Part 10, Chapter 4), and the soil erosion ordinance (Part 10, Chapter 5), unless specifically varied by this approval.