



## Certified Action of the City of Raleigh Planning Commission

City of Raleigh  
Development Plans Review Center  
One Exchange Plaza  
Raleigh, NC 27601  
(919) 996-2626  
www.raleighnc.gov

**Case File / Name:** SP-59-14 / Residence Inn

**General Location:** The west side of South Salisbury Street, between West Lenoir, and West South Streets.

**Owner:** City of Raleigh/Summit Hospitality Group  
**Designer:** ColeJenest & Stone, P.A.

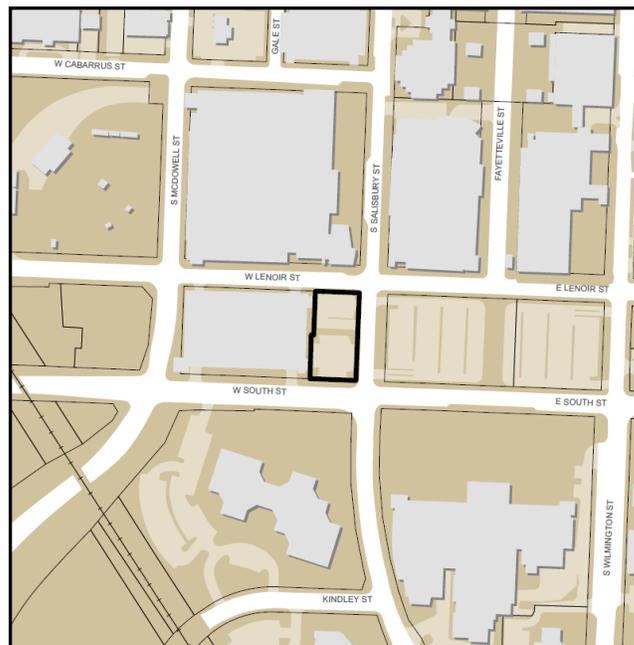
**CAC:** Central

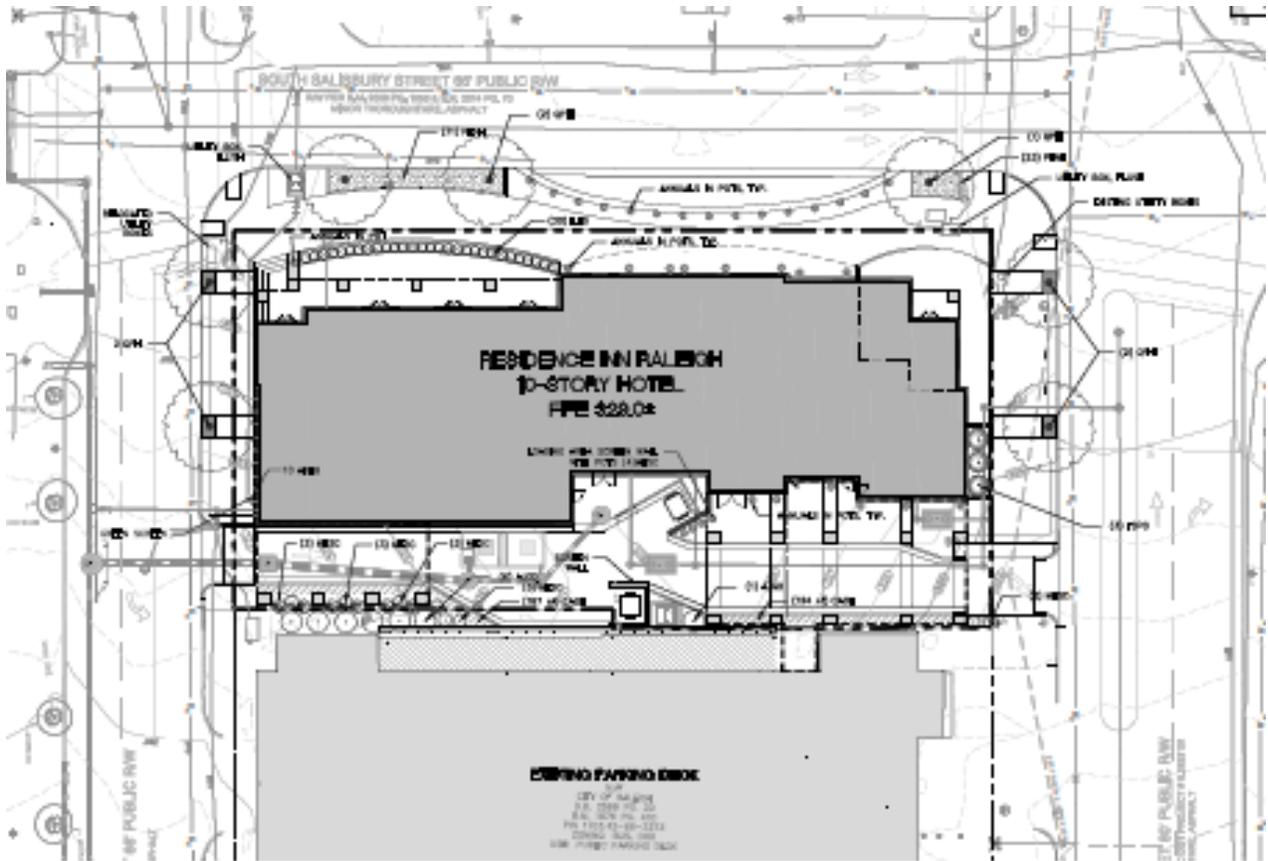
**Nature of Case:** The proposal is for a 134,200 square foot, 10 story, 130 foot tall hotel comprised of 166 dwelling units, 10 hotel units, and 9,000 square feet of ground-floor retail space on a .52 acre site zoned Business Zone and Downtown Overlay District. The proposed use is overnight lodging/hotel use with a residential density of 319.23 units per acre. This proposal requires Planning Commission approval for the following reasons: (A.) It is for a building over 70,000 square feet in floor area gross in the Downtown Overlay District; (B) The building is over 80 feet in height. (C) The proposal includes additional residential density in the Downtown Overlay District; and (D) Developer requests exceptions in maximum height and required off street parking.

See, [City Codes sections 10-2051 and 10-2132.2 (c) (2) a, (3), (8), (9) and (11)]

**Key Issues:** Proposed residential density allowance of 319 units per acre, a building over 80' in height, reduction in required parking.

**Contact:** Cindy Hoffman, RLS, ColeJenest & Stone, P.A.





SP-59-14, Residence Inn – Preliminary Site Plan

**SUBJECT:** SP-59-14 / Residence Inn

**CROSS-REFERENCE:** SP-180-2000 A-8 Parking Deck

**LOCATION:** This site is located at 616 South Salisbury Street, which is on the west side of South Salisbury Street, between West Lenoir, and West South Streets, and is within the City Limits. At present the site contains two paved areas, both of which are used for parking for the adjacent commercial uses. Removal of these paved areas and associated curb cuts is being proposed.

**PIN:** 1703665351

**REQUEST:** The proposal is for a 134,200 square foot, 10 story, 130 feet tall mixed use building comprised of 166 dwelling units, 10 Rooming units, and 9,000 square feet of ground-floor retail space, on a .52 acre site zoned Business Zone and Downtown Overlay District with a residential density of 319.23 units per acre. This proposal requires Planning Commission approval for the following reasons: (A.) It is for a building over 70,000 square feet in floor areas gross and 10,000 square feet in the Downtown Overlay District; (B.) The proposal includes additional residential density in the Downtown Overlay District; (C.) The developer has requested a reduction in required off street parking, and (D) The building height exceeds 80 feet.

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**OFFICIAL ACTION:** Approval with conditions

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

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**FINDINGS:** The Planning Commission finds that with the following conditions of approval being met this request conforms to Part 10, Sections 10-2043, 10-2051 and 10-2132.2 and Part 10A Sections 8 and 9. This approval is based on a preliminary plan dated 01/08/2015, owned by City of Raleigh and The Summit Hospitality Group, submitted by ColeJenest & Stone, P.A.

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**ADDITIONAL NOTES:** This plan was submitted to the City of Raleigh after 1 September 2013.

**VARIANCES / ALTERNATES:** The applicants have received design adjustments granted by the City of Raleigh Public Works Director for alternative cross-sections and Right of Way widths along Lenoir, South Salisbury and South from the City Street Map specified classifications to align with the historically accepted "Christmas Plan". In addition, a request was granted to waive the required Avenue 4 lane Parallel Parking cross-section of south Salisbury Street and modifying the existing roadway by removal of the western-most southbound travel lane, thus creating a three lane cross section. (The proposed passenger drop off will be addressed via encroachment agreements)

The applicants have received design adjustments granted by the City of Raleigh Public Works Director for an alternative tree spacing layout along South Salisbury Street due to the proposed drop off area, and the unique streetscape.

The non-standard planters, pavers, and drop-off area will be reviewed under the City of Raleigh's encroachment agreement process.

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**To PC:** January 13, 2014

**Case History:** xxxxx

**Staff Coordinator:** Michael Walters

**Motion:** Lyle

**Second:** Fleming

**In Favor:** Braun, Buxton, Fleming, Fluhrer, Lyle, Schuster, Sterling-Lewis, Swink, Terando and Whitsett

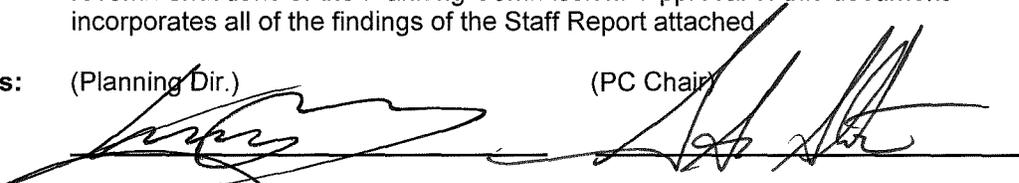
**Opposed:** xxxxx

**Excused:** xxxxx

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.)

(PC Chair)



date: 1/13/15                      date: 1/13/15



## Staff Report

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**RECOMMENDED ACTION:** Approval with Conditions

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

- (1) That the Planning Commission finds that this site plan meets the standards for approval of a residential development in a Business Zone District and located in the Downtown Overlay District in accordance with Code Section 10-2051, providing sufficient open space, parking, minimum net lot area, and minimum yard setbacks;
- (2) That the Planning Commission finds that the site plan meets the standards of approval of code section 10-2132.2 (d);
- (3) That the Planning Commission finds that the increase in building height above 80' (to 130') is in accordance with the general plans for the physical development of the City as embodied in the current Raleigh Comprehensive Plan Policy DT 1.4 Underutilized Sites in Downtown, and Policy LU 4.7 Capitalizing on Transit Access;
- (4) That the Planning Commission finds that the proposed reduction in parking from 182 required to 150 provided is accordance with the general plans for the physical development of the City as embodied in the Comprehensive Plan;
- (5) That the Planning Commission finds that this site plan meets the standards for approval of a residential development exceeding 40 dwelling units per acre density located in the Downtown Overlay District in accordance with code Section 10-2051(d)(1)c, by meeting the Tier 1 subsection ii standard of being located within one-quarter (1/4) mile of an existing or proposed Triangle Transit Authority rail transit station platform; by providing parking in a deck which meets the Code standards, Tier II subsection 3; and by containing adequate amounts of service or retail facilities (at least 50 SF per dwelling unit), Tier III subsection 4; by providing public art, Tier III subsection 10; by providing additional open space, Tier III subsection 6; by providing architectural style and site development, Tier III subsection 7, all of which are consistent with 10-2051(d) (1) c;

**Administrative Actions:**

***Prior to issuance of a site review permit, a land disturbance permit, or concurrent review whichever comes first:***

- (6) That prior to site final permit, in accordance with Part 10A Section 9.4.4, a surety equal to of the cost of clearing, grubbing and reseeding a site, shall be paid to the City;
- (7) That the applicant shall submit a description of all off-site parcels used to meet the parking requirement, along with certification of ownership of these parcels, and a copy of the leasing agreement. Pursuant to City Code

section 10-2082 (c) (3) a last paragraph, the applicant shall agree, in writing, that it, or his successors, or assigns, shall provide the required number of off-street parking spaces as per the approved plan parameters, so long as the principal use continues and shall agree that the principal use shall be discontinued should the required off-street parking spaces are no longer provided. Violations of these City Code provisions shall constitute an unauthorized illegal occupancy of the principal use;

- (8) That a stormwater control plan with a stormwater operations and maintenance manual and budget shall be approved by the Stormwater Reviewer in compliance with Part 10A Chapter 9 of the Unified Development Ordinance, including the designation of buffer areas and open space areas for stormwater purposes prior to site grading or the approval of construction drawings whichever event comes first. The operations and maintenance manual shall include the total costs of the construction of any stormwater devices;
- (9) That an engineered analysis of potential impacts to the proposed stormwater devices from the stormwater network connection on W. Lenoir Street shall be provided at time of construction drawing submittal or site final permit, whichever occurs first; The proposed stormwater connection shall not decrease the capacity of the stormwater drainage system or the engineer shall propose a plan showing how the site will not decrease the capacity of the existing stormwater drainage system.”
- (10) That the proposed connection to the stormwater drainage system in West Lenoir Street meets the standards of the City of Raleigh Stormwater Design Manual. Compliance is to be shown prior to construction drawings or site final permitting, whichever occurs first;
- (11) That a seasonably high water table report from a licensed soils scientist or professional engineer is provided prior to construction drawings or site final permitting, whichever occurs first;

***Prior to issuance of building permits:***

- (12) That infrastructure construction plans for all proposed public infrastructure be approved prior to building permit issuance;
- (13) That deeds of easement or encroachment agreements for the proposed off-site vehicle surface area, landscaping, and retaining wall between the proposed building and the adjacent parking deck to the west, (BM1976 pg 410) be submitted for review and approval by the City Attorney’s Office. Upon approval they shall be recorded in the Wake County Register of Deeds Office and a copy of the recorded easements shall be given to the Planning Department one day after its recordation;
- (14) That a pedestrian routing plan for maintaining access around the site in the public right-of-way during construction is reviewed and approved by the Public Works Department;
- (15) That a public sidewalk easement be approved by the City Attorney for the portion of the required 14’ wide pedestrian way on private property adjacent to public Right of Way along West Lenoir Street. The approved easement shall be recorded in the Wake County Register of Deeds and a copy of the recorded document(s) shall be given to the City prior to building permit issuance;

- (16) That a surety, covering all construction costs associated with the proposed work in the public Right of Way, shall be posted with the City of Raleigh;
- (17) That in accordance with Part 10A Section 9.2.2 a surety equal to 125% of the cost of construction of stormwater devices shall be paid to the City prior to permit issuance;
- (18) That prior to building permit issuance the developer shall pay to the City a stormwater facility replacement fund payment equal to twenty-four percent (24%) of the estimated cost of constructing all stormwater control facilities shown on the development plans;
- (19) That prior to building permit issuance all stormwater control measures and means of transporting stormwater runoff to and from any nitrogen and stormwater runoff control measures shall be recorded on a plat in private drainage easements approved by the City of Raleigh. A copy of the recorded plat shall be provided to the City prior to building permit issuance;
- (20) That any proposed water quality device is to be shown to comply with all standards of the NCDENR BMP Manual;
- (21) That a Tree Impact and Landscape Permit shall be obtained from the Parks and Recreation Department prior to Street Tree installation and subsurface root area installation for all trees within the right of way;
- (22) That the plans be revised to include landscaping in full conformance with Code Section 10-2082.8 (a) (1) including the vegetative screening of Loading Area walls/closed fencing;
- (23) That the developer acknowledge on the plans that the requisite amount of retail and/or service facility, and/or open space associated with the density bonus is to be provided in perpetuity on the site following occupancy unless the City Code no longer ties density bonuses to the provision of specified amounts of retail and/or service facilities, and open space, for this site;
- (24) That encroachment agreements for any plantings, planters, awnings 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;
- (25) That any work that takes place on adjacent properties owned by others will require notarized permission or temporary construction easements signed by all impacted owners;
- (26) That regarding the proposed walkway between the structure and the off-site parking facility, a determination as to the need of a Unified Development Agreement shall be made by the lead building inspections

officer, and if required, will be developed, and approved by all parties concerned and a copy provided to the Planning Department and City Attorney's Office;

**Prior to issuance of any occupancy permit:**

- (27) Prior to certificate of occupancy, That in accordance with Part 10A Section 9.2.2, an as-built plan and certification any stormwater control device shall be reviewed and accepted by the City prior to final stormwater inspection approval or certificate.

**ZONING:**

**ZONING DISTRICTS:**

Business Zone with Downtown Overlay District.

**SETBACKS / HEIGHT:**

This plan conforms to all minimum setback standards. Front yard = 12', rear yard = 24', front / rear aggregate = 36', side yard = 10', side yard aggregate = 20'. Proposed height of the building is 130'. This building exceeds the height of the underlying Business District and requires special approval from the Planning Commission pursuant to 10-2051 (d) (4) b.

**PARKING:**

Off-street parking does not conform to minimum requirements: 182 spaces are required and 150 spaces are provided. This is based on 1 parking space per dwelling units for 170 spaces, 2 parking spaces per all 2 bedroom dwelling units (or six units), for an additional 12 spaces and a total of 182 spaces required. There are no spaces required for all non-residential uses less than 10,000 square feet of which 9000 square feet is being proposed. (10-2051 e (1)) There are 150 spaces that are being proposed and provided within the existing adjacent deck located to the west of the site. The spaces proposed for utilization within the existing deck are not allocated to meet any other development's parking requirements. As such, code allows the off-site spaces to be counted as they are within 800' of the subject property. While the Downtown Overlay District does not require any bicycle parking facilities, 6 bicycle spaces (3 racks) are proposed.

**LANDSCAPING:**

Street yard landscaping in conformity with Section 8.5 of the UDO has been met along both W South Street and W Lenoir Street. Street yard Landscaping along South Salisbury Street has been met in the form of a design adjustment allowing alternative street tree spacing inside of the Right of Way. Vehicular surface area landscaping in conformity with Section 10-2082.6 is shown. This is a medium impact use under Section 10-2082.9, thus no transitional protective yard is required as the adjacent use (the Municipal Parking Deck) is also of medium intensity.

<u>Location</u>	<u>Yard type required</u>	<u>Width proposed</u>
Adj. Parking Deck (west)	NA	NA

**TREE CONSERVATION:**

NA. The site is less than two acres.

**DEVELOPMENT INTENSITY:**

The applicants are allowed increases in residential densities in excess of 40 units per acre through the Downtown Overlay District and compliance with the tiered standards for additional density. For each Tier 1 and Tier 2 standard specified in the Downtown Overlay District that the Planning Commission finds the plan

compliant with, an increase in density of 60 units per acre is allowed. For each Tier 3 standard spelled out in the Downtown Overlay District that the Planning Commission finds the plan compliant with, an increase in density of 40 units per acre is allowed. The project's proposed density is 166 dwelling units. In order to achieve this density, the project would have to meet all of the applicable standards under Tiers 1 and 2, and three of the standards under Tier 3. The applicants purport that the plan meets one Tier 1 standard, two Tier 2 standards and three Tier 3 standards. These standards are listed below:

**1. Location: (Tier 1 Standard granting an additional 60 units per acre)**

The development is located within one of the following areas: (i)

a block immediately adjacent to a public open space greater than one (1) acre, or

(ii) located within the central downtown area described as follows: beginning at the intersection of Harrington Street and Morgan Street, east on Morgan Street, north on Dawson Street, east on Edenton Street, north on McDowell Street, east on Jones Street, south on Blount Street, east on Morgan Street, east on New Bern Avenue, south on Bloodworth Street, west on Davie Street, south on Wilmington Street, west on South Street, north on Salisbury Street, west on Cabarrus Street, northwest along the eastern edge of the Seaboard Coastline Railroad right-of-way, west on Davie Street, north on Harrington Street to the point of beginning, or (iii) located within one-quarter ( $\frac{1}{4}$ ) mile of an existing or proposed Triangle Transit Authority rail transit station platform (determined by straight line from edge of platform to property line).

**The proposed site is located within one-quarter ( $\frac{1}{4}$ ) mile of an existing or proposed Triangle Transit Authority rail transit station platform (determined by straight line from edge of platform to property line).**

**2. Parking Deck: (Tier 2 Standard granting an additional 60 units per acre)**

At least 80% of the off-street parking spaces provided are contained in a multilevel parking structure that is visually integrated into the principle building and designed to be compatible with other buildings on the site by using compatible building materials and architectural designs, as reflected in scale, color, texture, fenestration, width, height, roof lines, and other similar architectural gauges. No more than 75' total of the ground level of the sides of the building or parking deck (measured 20' deep from the façade of the building) located on the sides of the lot fronting a public street shall be devoted to parking driveways and/or loading areas.

**All parking (100%) is proposed off site within a parking deck on the adjacent parcel to the west which is compatible with the proposed construction. (BM 1976 pg 410)**

**Service and Retail Facility:** (Tier 2 Standard granting an additional 60 units per acre). The development contains on-site a minimum of 50 square feet per unit of service and retail facilities to serve the residents.

**With 176 units (166 dwelling units and 10 rooming units) proposed, 8,800 square feet of retail and/or service facilities is required. The proposal includes 9,000 square feet of new retail/service facility space is being provided within the ground floor of the building.**

**3. Architectural style and site development: (Tier 3 standard granting an additional 40 units per acre)**

The development contains innovative architectural elements and design such as atriums, innovative roof lines, building step-backs, pedestrian-oriented and publicly visible squares, courtyards, plazas and walks and building materials which are both compatible to the site and its setting and which enhance the appearance of the project and the visual image of the City, and features pedestrian friendly elements such as a distinct base, middle and top cornices, and ground level architectural detail. The building has a significant

connection to the public realm, through the use of elements such as commercial storefronts, multiple entrances, and stoops, and minimizes street frontage used for service functions and parking.

**The proposed plan provides each of the elements listed above and was refined per four separate reviews by the Appearance Commission. Building form, materials, and streetscape were adjusted to meet these standards.**

**Innovative elements include;**

**A marquee entrance which improves the building scale for pedestrian experience.**

**Pedestrian plazas/generous sidewalks along all street frontages and rear entrances**

**Outdoor terraces on 2nd & 10th floor**

**Rooftop pergola on 10th floor**

**Building materials and colors selected for their compatibility with surrounding architecture and visual impact on the skyline**

**distinct material changes denoting base, middle and upper levels.**

**artistic detailing and public art at street level. (custom decorative fencing to define dining areas and art panels on Lenoir st frontage)**

**Multiple entrances**

**Stooped entrance at NE restaurant corner**

**enhances pedestrian connection to Convention Center, Amphitheatre, parking deck, & Performing Arts Center, and**

**Sweeping sidewalk paving pattern and tree planters commercial storefronts**

4. **Open space:** (Tier 3 standard granting an additional 40 units per acre)

The development provides one (1) of the following:

(i) on-site "open space" in excess of the minimum standard set forth in subsection (d)(5) below is provided on the basis of a minimum of an additional fifty (50) square feet per unit for the total number of units within the development, or (ii) an amount of five thousand dollars (\$5,000.00) for each additional unit allowed through compliance with this standard is paid to the City to be placed within an "open space" fund and designated to establish new City-owned open space areas or improve existing City-owned open space areas within the applicable Downtown or Pedestrian Business Overlay District or within one-quarter (¼) mile of the boundary of the applicable Downtown or Pedestrian Business Overlay District. Upon receipt of this payment, the City shall be responsible for obligating the expenditure of these funds within a maximum period of five (5) years and spent within a maximum period of seven (7) years.

**In order to meet this Density Tier Requirement, an additional 8,300 square feet, of open space is required. This equates to (166 units \* 50 square footage). This required 8,300 square feet of open space is in addition to the initial required 5% of open space ( 1,132 square feet) for a total of 9,432 square feet of open space required, 10,900 square feet of open space is being provided.**

5. **Public Art:** (Tier 3 standard granting an additional 40 units per acre). The development commits to erecting on site a work(s) of art, fountain(s) or water display(s) which are located outdoors, visible and equally accessible to the general public. All such works shall be permanently maintained.  
**The applicants are proposing public art metal panels to be located such that all face existing streets and sidewalks.**

**OPEN SPACE:**

The open space required for this project being (.52 acres \* .05) or 1,132 square feet, plus (166 units \* 50 square feet) or 8,300 square feet for the Tier density

requirement for a total of 9,432 square feet. Proposed is 10,900 square feet of open space.

**PHASING:** This project is proposed as one phase.

**UNITY OF DEVELOPMENT:** NA

**COMPREHENSIVE PLAN:**

**GREENWAY:** NA

**STREET TYPOLOGY MAP:** Dedication of right-of-way and construction of the following streets are required by the Street Typology Map of the Comprehensive Plan:

<b>Street</b>	<b>ROW</b>	<b>Construct</b>	<b>Slope Esmt.</b>
South Salisbury	NA	NA	NA
West South Street	NA	NA	NA
West Lenoir Street	NA	NA	NA

The Public Works Department has granted Design Adjustments to waive Right of Way and infrastructure requirements, based on UDO cross-sections, as well as allowing an alternative streetscape plan along Salisbury Street, not associated with the future Encroachment request. Alternative cross-sections and Right of Way widths were approved for West Lenoir, South Salisbury and West South such that all align with the historically accepted “Christmas Plan”.

**TRANSIT:** This section of Salisbury Street is served by the R-Line and there are stops at the Raleigh Civic and Convention Center as well as the Duke Energy Center for the Performing Arts. There are no transit requests. This site is presently served by the existing transit system.

**COMPREHENSIVE PLAN:**

The site is located within the Central CAC, in an area designated Central Business District on the future land use map. This category is intended to enhance Downtown Raleigh as a vibrant mixed use urban center. The category recognizes the area’s role as the heart of the city, supporting a mix of high-intensity office, retail, housing, government, institutional, visitor-serving, cultural, and entertainment uses. Heights in the downtown could reach as high as 40 stories in the core, but transitions down to meet the adjacent neighborhoods at a height of three to four stories.

Staff has reviewed the site plan and finds this plan consistent with the Comprehensive Plan and the following policies:

- Policy LU 2.2—Compact Development
- Policy LU 5.1—Reinforcing the Urban Pattern
- Policy UD 2.3—Activating the Street
- Policy UD 6.1—Encouraging Pedestrian-Oriented Uses
- Policy DT 2.8—Priority Pedestrian Streets
- Policy DT 3.2—Ground Floor Uses on Secondary Retail Streets
- Policy DT 7.6—Minimizing Service Entrance Visibility

**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 in six meetings with three related to the contract for development of the site. Shown below are comments and applicant responses for the review of the plan:

<b>Comment</b>	<b>Response</b>
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**August 7<sup>th</sup> 2014**

The Commission supports a meaningful connection between material change and building components and the use a restrained material palette.

We have continued to refine the design of the exterior facades in order to make careful transitions between building materials and to select a restrained palette of materials.

The Commission suggests that the applicant consider the prominence of the western elevation in future design and materials selection.

We have continued to refine the western elevation to incorporate additional design elements and details.

The Commission suggests that the applicant include planting areas, however small, in the service area for the benefit of hotel guests looking out on the space.

Planting is provided in the area between the new hotel and existing parking lot. Additional planting to screen utility areas on the west side of the building is provided via large planter pots.

The Commission suggests the use of a different paving material to underscore pedestrian right of way at the drive crossings.

Scored concrete matching the city standard for pedestrian walks will be used to denote pedestrian access at the drive crossings

**September 4, 2014**

The Commission suggests the applicant add dimension, detail, material changes, and creative design elements to the western elevation to make the façade feel less like the rear of the building.

We have continued to refine the western elevation to incorporate additional design elements and details.

The Commission suggests the incorporation of local art and artists into the

Public art will be provided. The art will be a permanent feature intrinsic to building construction such as artistic wall panels and fencing at outdoor

architectural and site design.

dining areas. Art will be prominent and easily visible to the public.

The Commission commends the landscape and hardscape design, and suggests that the shape of the canopies echo the curvilinear pattern of the streetscape.

The canopies and streetscape patterns are coordinated as shown on plans. Streetscape curves are based on the radius of the primary awning above the hotel entrance

The Commission supports the incorporation of open spaces and seating areas into the site design.

Street level open space and seating is provided in two outdoor dining areas

**November 6, 2014**

The Commission suggests that the applicant prioritize the crown signage on the western elevation.

The applicant team will work closely with the hotel brand to prioritize the signage commensurate with the importance of the western elevation.

The Commission suggests the applicant consider a less saturated orange and dark red brick and EIFS, and choose a palette to echo that of nearby buildings.

We will continue to study options for the building skin materials in an effort to be more compatible with the downtown Raleigh vernacular.

The Commission commends the refinement of the design of the base of the building.

Noted

The Commission supports the inclusion of an additional story for the project, as it is more in keeping with the scale and proportion of buildings in the area.

The applicant is requesting approval for a 10-story structure.

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**SUBDIVISION  
STANDARDS:**

**BLOCK LAYOUT:** No new streets are proposed with this development.

**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 site, at the rear of the building, adjacent to existing parking deck, and shall meet the standards of the Solid Waste Collection Manual. Individual lot service is to be provided by private service provider.

**BLOCKS / LOTS /  
ACCESS:** The block perimeter measurement within this subdivision is based on R-4 zoning and the maximum block length should be between 5,000 – 6,000 linear feet. A design adjustment was approved by the Public Works Director eliminating the public street connection requirement to meet the maximum block perimeter.

**STREETSCAPE  
TYPE:** The applicable streetscape is a main street. The plan conforms to standards given the design adjustments approved by the Public Works Director for spacing of street trees along S. Salisbury Street.

**PEDESTRIAN:** Proposed sidewalk locations conform to City regulations. A 14' wide sidewalk is required and proposed along the property's South Salisbury, West South, and West Lenoir Street frontages (partly within a proposed public sidewalk easement outside the right of way. The proposed sidewalk widths are consistent with the open space requirements of 10-2051(d)(5).

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

**STORMWATER  
MANAGEMENT:** This site is subject to stormwater management controls in accordance with Chapter 9 of Part 10 of the Raleigh City Code. Proposed stormwater control measures are conditioned and/or shown in accordance with the Raleigh Stormwater Control and Watercourse Buffer Manual. No exemptions to code compliance have been requested.

An engineered analysis of potential impacts to the proposed stormwater devices from the stormwater network connection on W. Lenoir Street shall be provided. The proposed connection to the stormwater drainage system in Salisbury Street is to meet the standards of the City of Raleigh Stormwater Design Manual. A seasonably high water table report from a licensed soils scientist or professional engineer will be required. A sand filter and underground detention is proposed.

**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, flood protection measures, and the soil erosion ordinance, unless specifically varied by this approval.