

# Development Services Advisory Committee Meeting

## Facilitated by Planning and Development

May 14, 2026



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# Agenda

1. Opening Remarks
2. Transportation Presentation
  - Driveway Spacing
3. Criteria for Common Plan of Development
  - UDO Section 9.2.1
4. Stormwater Design Exception
5. Tier 1 Development: Replanting and Fee-in-lieu replacement of Trees
6. Permit Pathways Session
7. Meeting Adjourned



# Driveway Spacing and Intersection Clearance Standards

Raleigh Department of Transportation



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# Driveway Spacing

## DSAC Inquiry

- **Text change request:** Clarify whether staff intends to pursue a UDO text change for driveway spacing flexibility.
- **Current standard challenge:** 3+ unit projects require **200' driveway spacing**, creating difficulties for smaller sites.
- **Small infill impacts:** **0.25–1 acre sites** often cannot meet current spacing requirements, creating uncertainty in site design.
- **DRC burden:** Concern that delays in code changes will continue to drive avoidable DRC cases.

## GOALS FOR THIS PRESENTATION

Provide overview of driveway spacing

Provide overview of intersection clearance

Provide a recent case study as an example

We have limited time potentially today can have follow up questions and answer session as needed.

DRIVEWAY SPACING  
UDO 8.3  
RALEIGH STREET  
DESIGN MANUAL  
(RSDM) CHAPTER 9

### 3. Driveways for Mixed Use and Nonresidential Uses

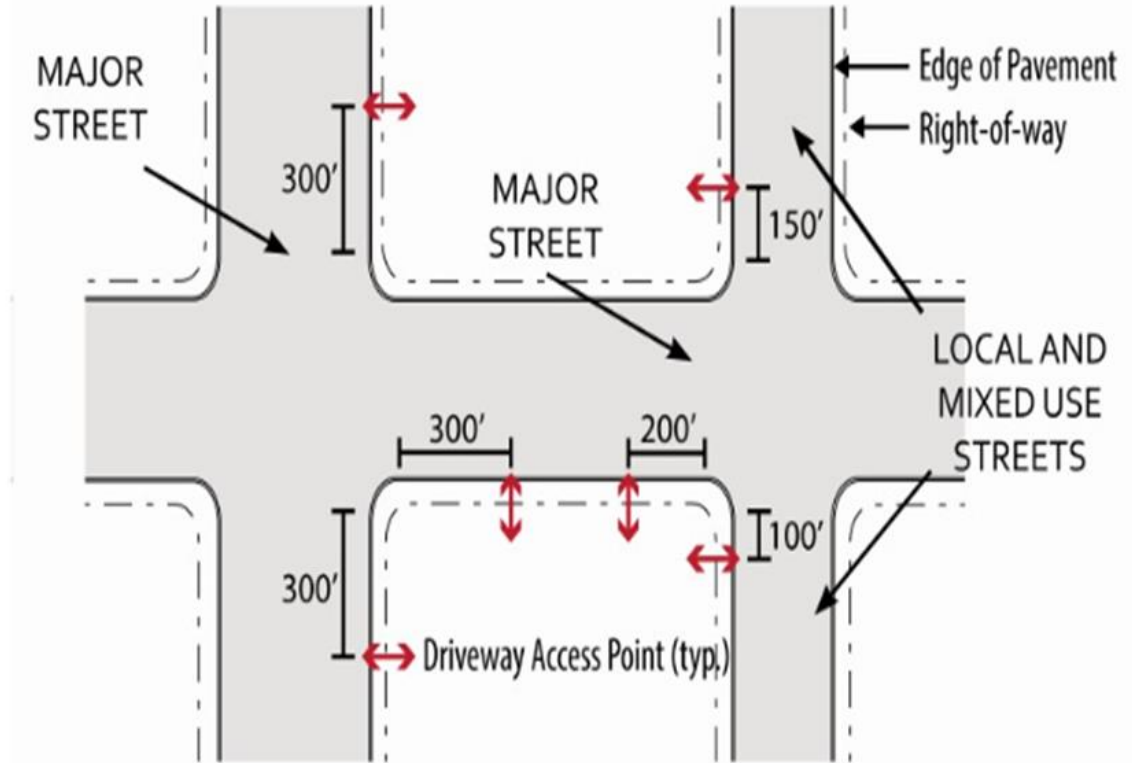
Unless modified by a zoning condition contained in an adopted conditional zoning ordinance or a design alternate authorized by the City of Raleigh, the regulations in subsection C.3 shall apply.

- a. If on-site parking areas can be accessed from an improved alley with a right-of-way of at least 24 feet in width, access from the alley is required and new curb cuts along the public right-of-way are not allowed.
- b. Driveways are allowed based on the property frontage of any street. Additional driveways require approval from the Development Services Director.
- c. Driveways accessing up to 80-foot wide street rights-of-way must be spaced 200 feet apart centerline to centerline and driveways accessing more than an 80-foot wide street right-of-way must be spaced 300 feet apart centerline to centerline.
- d. A driveway serving any non-residential use or multi-unit living shall not be permitted to access neighborhood yield or neighborhood local streets unless the proposed access point is the lesser of 300' from an avenue, boulevard or parkway, or the intersection of another public street.
- e. Offers of cross-access shall be prohibited where a proposed non residential use or multi-unit living may potentially obtain access from a neighborhood or residential street, unless the resulting access meets the provisions of subsection d above.
- f. Driveways may intersect a street no closer than 50 feet from the intersection of two street rights-of-way, not including alleyways.
- g. Service and loading driveways integrated into a building or parking structure are exempt from the driveway spacing requirements. Parking structure driveways for passenger vehicle ingress/egress are subject to spacing requirements consistent with Raleigh Street Design Manual -Chapter 3, shown on each street cross-section.

# INTERSECTION CLEARANCE

- UDO Article 8.3
- RSDM Chapter 9

Driveway access points shall be located according to the diagram below



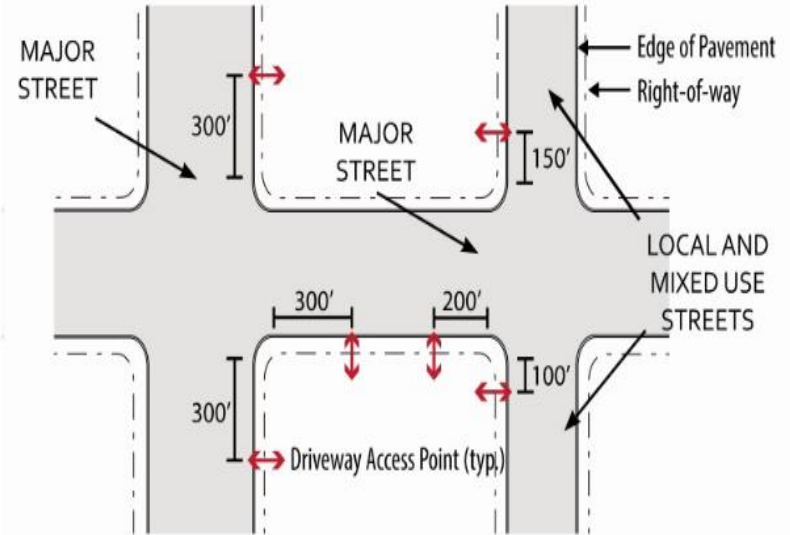
# UDO 8.3.5 AND RALEIGH STREET DESIGN MANUAL ARTICLE 9.5 REFERENCES (DRIVEWAY SPACING TO LEFT AND INTERSECTION CLEARANCE ON THE RIGHT)

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# EXAMPLE SITE – 15 SUMMIT AVENUE



# 15 SUMMIT AVENUE

## SUMMARY INFORMATION

**DEVELOPMENT NAME:** OPERATION COMING HOME

**SITE ADDRESS:** 15 SUMMIT AVE, RALEIGH, NC 27603

**PIN NUMBER(S):** 1703-51-6283

Parcel owned by City of Raleigh

**TOTAL AREA:** 24,937 SF, 0.572 AC

**LESS WATER WORKS ST R/W DEDICATION:** 698 SF, 0.016 AC

**NET AREA:** 24,239 SF, 0.556 AC

**EXISTING USE:** VACANT

**PROPOSED USE:** COTTAGE COURT

**JURISDICTION:** CITY OF RALEIGH

**CURRENT ZONING DISTRICT:** RX-4

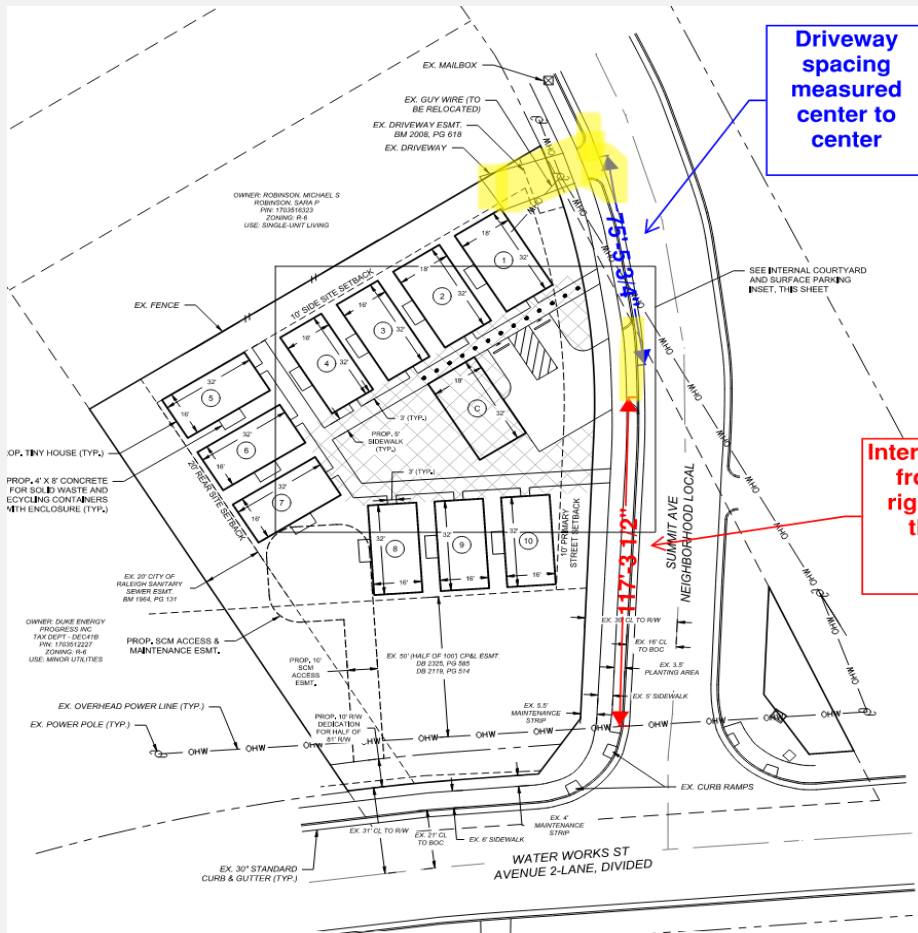
**BUILDING TYPE:** TINY HOUSE

**PROPOSED UNITS:** 10

**PROPOSED DENSITY:** 17.99 UNITS/ACRE

**PROPOSED PRIMARY STREET:** SUMMIT AVE

# 15 SUMMIT AVENUE – SITE PLAN WITH ADDITIONAL DIMENSIONING



**Driveway spacing measured center to center**

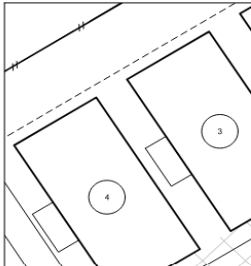
- INTERNAL COURTYARD NOTES**
- 100% OF COURTYARD IS CONTIGUOUS.
  - PARKING AREA EXCLUDED FROM COURTYARD AREA.
  - PROPOSED COMMON BUILDING HAS 576 SF FOOTPRINT.
  - COMMON BUILDING USES INCLUDE ENCLOSED 85 SF LAUNDRY ROOM (21% OF INTERNAL COURTYARD) AND 304 SF COVERED GATHERING AREA (52% OF INTERNAL COURTYARD).

- NOTES**
- DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
  - PROPOSED ADA STALLS AND ABLES SHALL HAVE SLOPES NO STEEPER THAN 1:48 (2%) IN ALL DIRECTIONS.
  - PROPOSED ACCESSIBLE ROUTES SHALL HAVE RUNNING SLOPES NO STEEPER THAN 1:20 (5%) AND CROSS SLOPES NO STEEPER THAN 1:48 (2%).
  - UNITS 1 AND 2 SHALL BE ADA ACCESSIBLE.

**LEGEND**

---	EX. PROPERTY LINE
---	EX. RIGHT-OF-WAY
---	EX. ADJACENT OWNERS
---	EX. EASEMENT
---	EX. ROAD CENTERLINE
---	EX. WOOD FENCE
---	EX. OVERHEAD ELECTRIC LINE
---	PROP. RIGHT-OF-WAY
---	PROP. SETBACK LINE

**Intersection clearance measured from intersection of the two rights of way (usually around the tangent point of curb)**



## 15 SUMMIT AVENUE - REQUIREMENTS FOR DRIVEWAY SPACING AND INTERSECTION CLEARANCE

- 150' of clearance from the intersection
  - The access is a left turn movement from the intersection of Water Works Street and Summit Avenue
- 200' driveway spacing
  - More than two (2) dwelling units and a right of way width less than 80\*

\* Please note that while Avenue 2 Lane Divided typologies are 81' for right of way width the additional width is for streetscape. With the text change staff received a determination that the Avenue 2 Lane Divided typology is still eligible for 200' driveway spacing consistent with the previous typologies of

## WHERE DO THESE DIMENSIONAL STANDARDS COME FROM FOR INTERSECTION CLEARANCE AND DRIVEWAY SPACING?

- The RSDM provides references as to how requirements were considered within the introduction. Those will be highlighted in a subsequent slide.
- Big picture is the functional area of intersections – efforts should be taken not to impact functional areas with access and median breaks.
- There are of course additional considerations like sight distance, proximity to existing driveways, known operational concerns etc.

# WHERE DO THESE DIMENSIONAL STANDARDS COME FROM FOR INTERSECTION CLEARANCE AND DRIVEWAY SPACING?

## INTRODUCTION

Raleigh's [Unified Development Ordinance](#) (UDO hereby), sets forth many street typologies to work with various streetscapes and frontage types. While the UDO establishes the appropriate street type, this manual assists with specific design details related to the engineering aspects of the various street typologies.

It is the responsibility of the developer to take future roadway plans of the City and NCDOT into consideration when developing a site plan for a future development. In addition, character and circulation patterns of developments in the immediate vicinity should also be taken into consideration to address existing development patterns and context. Sources of information include, but are not limited to:

- A. The Arterials, Thoroughfares, and Collector Plan the [Street Plan Map](#) in the Transportation Element of Raleigh's Comprehensive Plan
- B. [NCDOT Transportation Improvement Program](#)
- C. [Capital Improvement Program](#)
- D. [City of Raleigh and Wake County Short and Long Range Transit Plans](#)
- E. [Capital Area Metropolitan Planning Organization](#)
- F. [City Council authorized Street and Sidewalk Projects](#)
- G. [2030 Comprehensive Plan](#)
- H. [American Association of State and Highway and Transportation Officials \(AASHTO\)](#)
- I. [Manual on Uniform Traffic Control Devices \(MUTCD\)](#)
- J. [Public Right of Way Advisory Group \(PROWAG\)](#)
- K. [American with Disability Accessible Design Requirements](#)
- L. [NCDOT Policy on Street and Driveway Access To North Carolina Highways Manual](#)

## ADMINISTRATIVE CAPABILITIES

- Does the length of the frontage allow for compliance with spacing and clearance with a single access maximized to comply with code?
- Is the determination objective or subjective?

# Common Plan of Development and Stormwater Design Exceptions





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# Common Plan of Development

## UDO Section 9.2.1:

‘Common Plan of Development’ means a site where multiple separate and distinct development activities may be taking place at different times on different schedules but governed by a single development plan regardless of ownership of the parcels. Information that may be used to determine a ‘common plan of development’ include plats, blueprints, marketing plans, contracts, building permits, public notices or hearings, zoning requests, and infrastructure development plans.



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# Common Plan of Development

- Staff asked for interpretations from State and CAO before adopting this State language but were told interpretations had to be based on specific cases.
- Staff are taking each case to the CAO.
- We are not applying this retroactively to approved cases.
- We will publish guidance once we have precedents.



# Stormwater Design Exception



All communication by e-mail



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# Stormwater Design Exception

## Current Issues:

- Added a step when resumed Design Exceptions
- Requests get lost in e-mail inboxes



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# Stormwater Design Exception

Possible solutions:

- Use Service Now system to pass through approval chain so that it can be tracked and given deadline.
- Revise UDO to allow Stormwater Program Manager to Approve.

# Street Trees





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# Tier 1: Replanting and Fee-in-Lieu

## DSAC Concerns:

- **Disproportionate burden:** Concern that **Tier 1 development** (single-family/attached homes) is required to provide both tree replanting and fee-in-lieu, unlike more intensive developments that only replant.
- **Regulatory question:** Request for staff feedback on whether there is support for potential UDO or regulatory changes.

# Urban Forestry and City Tree Protection

- City tree replacement and fee-in-lieu is not a tier 1 site plan requirement, and it is not in the UDO
- City tree protection, replacement, and fee-in-lieu standards come from City code (Chapter 8 of Part 9)

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# Background

- Tier III site plans and Subdivisions require street trees in the r/w and existing City trees must have 100% of the critical root zone protected (UDO 7.2.7.E.6) which is typically not possible for a development
- Work in the r/w or within 15' of City Tree can allow for protection of the City trees when the work is not a Tier III or SUB

# Background cont.

- When protection of the City tree is not desired by the developer the replacement and fee-in-lieu requirement is applied.
- \$100 per inch does not give the City full inch replacement cost, but it provides some money that is used to plant additional trees in the City r/w and helps maintain tree canopy in the City

# Answer to the Question

- Any tree in the City maintained r/w is a City tree regardless of how it got there
- Per internal discussions no change to the current application of code is planned at this time

# Additional info

- Urban Forestry would be happy to review any specific site concerns to determine if a reduction or elimination of the fee-in-lieu makes sense
- Please send any specific site concerns to Chris Crum [Christopher.crum@raleighnc.gov](mailto:Christopher.crum@raleighnc.gov) or Zach Manor [Zachary.manor@raleighnc.gov](mailto:Zachary.manor@raleighnc.gov)

# Permit Pathways





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# Permit Pathways Session

- **Permitting Townhomes**
  - Intake requirements
  - Review (Matrix Departments along with Planning and Development)
  - Permitting
- **Session Details**
  - Thursday, May 28, 2026
  - Limited to 40 registrants
  - Free 2-hr Parking and Food

# Meeting Adjourned

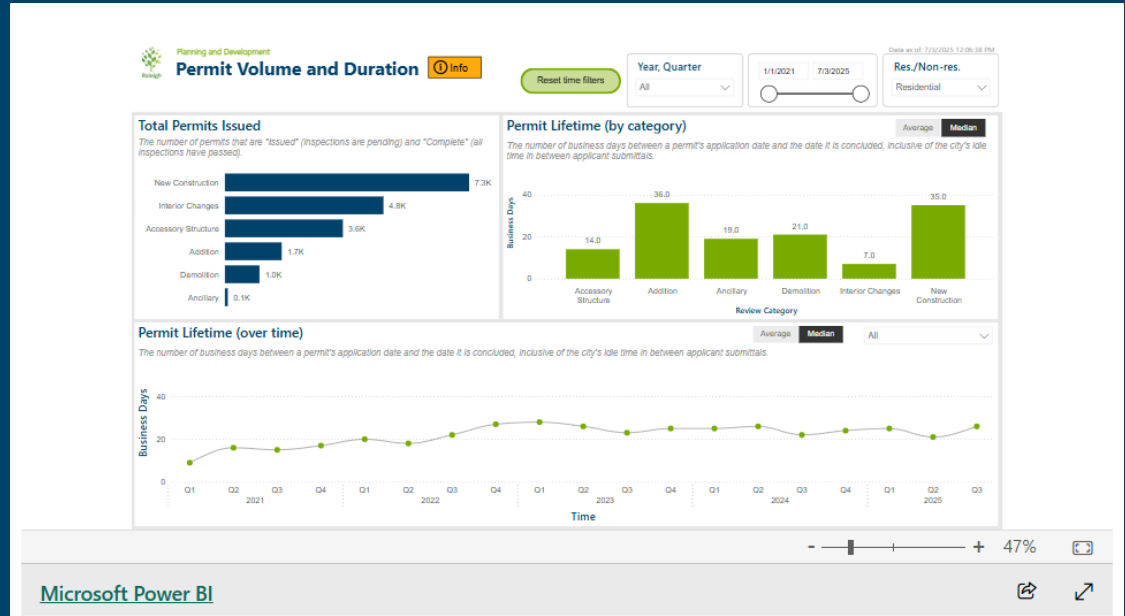


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# Review Dashboards

Check out our  
public dashboards  
for Metrics  
Review Turnaround Times  
and Performance  
Dashboards  
Click the link above.





# CICS Points of Contact

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