Z-11-10 – Hillsborough Street/SSP-1-10 – Hillsborough Morgan Streetscape and Parking Plan, south side of Hillsborough Street, east of its intersection with Park Avenue to Morgan Street, west side, north of Tryon Hill Road, and Wakefield Drive, west side, being Wake County PINs 1703-29-0807, 1703-19-8695, 1703-19-9501, 1704-10-9162, 1704-10-9027, 1704-10-8049, 1704-10-8117, 1704-10-7141, 1703-19-7985, 1704-10-6017 and 1703-19-6982. Approximately 5.91 acres rezoned from Residential-20, Office and Institution-2, Buffer Commercial, Neighborhood Business and Industrial-2 to Industrial-2 Conditional Use with Pedestrian Business Overlay District in accordance with the following conditions dated October 6, 2010 and the Hillsborough Morgan Streetscape and Parking Plan SSP-1-10 approved October 19, 2010.

Conditions dated: October 6, 2010

Prohibited Uses

(a) The following uses, as listed in the Schedule of Permitted Land Uses in Zoning Districts in section 10-2071 of the Raleigh City Code, shall be prohibited on the property:

- mini warehouse storage facility
- airfield or landing strip
- heliport
- cemetery
- correctional/penal facility – governmental and non-governmental
- crematory
- funeral home
- adult establishment
- carwash facility
- kennel/cattery
- vehicle sales/rental
- automotive service and repair facility
- pawn shop
- rifle range – all kinds
- bottling plant
- bulk products (storing, sorting and breaking)
- bulk storage of flammable and combustible liquids
- incinerator
- machine shop
- manufacturing – restricted and general
- mining and quarrying
- outdoor storage – all kinds
- scrap materials – indoor storage

- solid waste – indoor and outdoor reclamation and landfill
- terminal, facility, railroad roundhouse and depot
- gas plant
- power plants – other power plants
- warehousing/distribution center
- wholesale laundry, dyeing and dry cleaning
- wholesaling
- camp
- outdoor stadium/theater/amphitheatre/racetrack
- riding stable
- fraternity/sorority house
- convention center/assembly hall
- exterminating service
- railroad freight station or stop

(b) No more than 30% of the total number of dwelling units located within any single "group housing development" or "multi-family dwelling development" as defined by the Raleigh City Code shall contain more than two bedrooms.

(c) No special use permit allowing outdoor amplified entertainment after 11:00 p.m. shall be issued for any use developed within the site area West of Ashe Avenue (PIN 1704-10-8117; DB 12747, PG 1007; PIN 1704-10-8049; DB 13324, PG 2399; PIN 1704-10-9162; DB 13324, PG 2399; PIN 1704-10-9027; DB 13324, PG 2399; PIN 1704-10-7141; DB 12572, PG 2361; PIN 1704-10-6017; DB 12572, PG 2361; PIN 1703-19-6982; DB 12572, PG 2361; PIN 1703-19-7985; DB 12572, PG 2361, as shown on the attached exhibit).

Mixed-Use Development & Pedestrian Orientation

(d) Upon redevelopment, building elevations fronting along Hillsborough Street shall have active uses on at least 75% of their frontage at sidewalk level and on upper floors. For the purposes of this condition (d), active uses are defined as commercial (other than parking facilities listed in the Schedule of Permitted Land Uses in Zoning Districts), office, restaurant, and/or retail sales (other than retail sales-highway) that front the right-of-way and have at-grade access, except for upper floors, where any use listed in the Schedule of Permitted Land Uses in Zoning Districts (other than parking facilities listed in the Schedule of Permitted Land Uses in Zoning Districts) that is not otherwise prohibited by the City Code or this rezoning ordinance is allowed.

(e) Upon redevelopment, building elevations fronting along Morgan Street shall have active uses on at least 75% of their frontage at sidewalk level and on upper floors. Building elevations fronting along Tryon Hill Drive and the east side of Wakefield Avenue shall have active uses along at least 50% of their frontage at sidewalk level and on upper floors. For the purposes of this condition (e), active uses are defined as commercial (other than parking facilities listed in

the Schedule of Permitted Land Uses in Zoning Districts), office, restaurant, and/or retail sales (other than retail sales-highway) that front the right-of-way and have at-grade access, except for upper floors, where any use listed in the Schedule of Permitted Land Uses in Zoning Districts (other than parking facilities listed in the Schedule of Permitted Land Uses in Zoning Districts) that is not otherwise prohibited by the City Code or this rezoning ordinance is allowed. The amount of floor area gross dedicated to ground floor active uses required by this condition (e) along Morgan Street, Tryon Hill Drive and the east side of Wakefield Avenue shall collectively be no less than 9,500 square feet of gross floor area.

(f) Upon redevelopment, building elevations fronting along Ashe Avenue and Park Avenue shall have active uses along at least 50% of their frontage at sidewalk level and on upper floors. For the purposes of this condition (f), active uses are defined as residential (including units accessed by stoops), commercial (other than parking facilities listed in the Schedule of Permitted Land Uses in Zoning Districts), office, restaurant and/or retail sales (other than retail sales-highway) that front the right-of-way and have at-grade access, except for upper floors, where any use listed in the Schedule of Permitted Land Uses in Zoning Districts (other than parking facilities listed in the Schedule of Permitted Land Uses in Zoning Districts) that is not otherwise prohibited by the City Code or this rezoning ordinance is allowed.

(g) Parking below buildings and/or surface parking shall conform to Hillsborough Morgan Streetscape and Parking Plan. No parking lot lights, or lights within parking structures, shall cast glare outside of the property per City of Raleigh lighting ordinance (parking screening is handled in the Hillsborough Morgan Streetscape and Parking Plan). Any development on the subject property shall be parked on the development site per the Hillsborough Morgan Streetscape and Parking Plan.

(h) Building facades fronting public rights-of-way will have no more than 50 feet of unbroken plane. Balconies, bays or building steps of at least two feet may be used to relieve facades.

(i) Development on the site area East of Ashe Avenue (PIN 1703-29-0807; DB 12572, PG 2349; PIN 1703-19-8695; DB 12572, PG 2361; PIN 1703-19-9501; DB 12979, PG 123, as shown on attached exhibit) shall consist of no less than three buildings. The building footprint of any single building located on the site area East of Ashe Avenue shall not exceed fifty percent (50%) of the total site area East of Ashe Avenue.

(j) In the event the properties being redeveloped are zoned with a Pedestrian Business Overlay District, residential development on the site area East of Ashe Avenue shall not exceed 285 dwelling units. Upon redevelopment, the site area East of Ashe Avenue shall have a maximum of 20,000 square feet floor area gross (excluding floor area devoted to elevator shafts, stairwells, mechanical equipment,

attics, balconies and mezzanines, enclosed porches) of street level retail sales/commercial uses (other than parking facilities listed in the Schedule of Permitted Land Uses in Zoning Districts).

(k) Upon redevelopment, development on the site area West of Ashe shall consist of no less than two buildings. The building footprint of any single building located on the site area West of Ashe Avenue shall not exceed sixty-five percent (65%) of the total site area West of Ashe Avenue.

(l) In the event the properties being redeveloped are zoned with a Pedestrian Business Overlay District, residential development on the site area West of Ashe Avenue shall not exceed 175 dwelling units. Upon redevelopment, the site area West of Ashe Avenue shall have a minimum of 4,000 square feet floor area gross of street level retail sales/commercial uses (other than parking facilities listed in the Schedule of Permitted Land Uses in Zoning Districts). Upon redevelopment, no single retail tenant space may exceed 20,000 square feet floor area gross. Retail uses on the site area West of Ashe Avenue shall be restricted to ground level.

(m) There shall be no drive-through window located on the property.

Open Space

(n) A pedestrian way connecting Ashe Avenue and West Morgan Street shall be constructed and maintained. This pedestrian way shall have a minimum average width of twenty feet, inclusive of a paved sidewalk a minimum eight feet in width. The pedestrian way will incorporate green space, lawns, play areas, planted areas, plazas, patios or other similar features along its entire length and at least one of these green areas shall engage the public. The pedestrian way area may be included in the publicly accessible open space required by below rezoning condition (o). The access point on Ashe Avenue to and from the pedestrian way shall be located mid-block, between Hillsborough Street and Wakefield Avenue, such that no portion of the access point can be located within 188 feet of the northwest corner of the parcel with PIN 1703-19-7728 (DB 11420, PG 972) or within 188 feet of the northern corner of the parcel with PIN 1704-20-0054 (DB 8093, PG 1266), as measured along the Ashe Avenue public right-of-way. The access point on Morgan Street to and from the pedestrian way shall be located mid-block, between Hillsborough Street and Tryon Hill Drive, such that no portion of the access point can be located within 200 feet of the southeast corner of the parcel with PIN 1703-29-0422 (DB 2979, PG 859) or within 200 feet of the southeast corner of the parcel with PIN 1703-29-1936 (DB 10176, PG 1246), as measured along the Morgan Street public right-of-way. Any buildings immediately adjacent to the pedestrian way on the subject property shall consist of no more than one level of above-grade covered parking, screened per the Hillsborough Morgan Streetscape and Parking Plan (see section entitled "Vehicular Parking Areas") and those floors above the structured parking shall

contain any use that is listed in the Schedule of Permitted Land Uses in Zoning Districts (other than parking facilities listed in the Schedule of Permitted Land Uses in Zoning Districts) that is not otherwise prohibited by the City Code or this rezoning ordinance. This pedestrian way shall not be closed to general public use, except for repair or maintenance. Inclusion of this pedestrian way in the project is contingent upon abandonment of Whitley Street.

(o) With regard to the site area East of Ashe Avenue, a minimum of 10% of site area East of Ashe Avenue will be private open space for use by the residents, such as balconies, courtyards, roof decks and pool areas. Contingent on the abandonment of Whitley Street, and in addition to the 10% of private open space provided by the first sentence of this rezoning condition (o), an additional 10% of the site area East of Ashe Avenue will be open space accessible by the general public, including at a minimum lawns, greens, play areas, planted areas, pathways, plazas or other similar areas.

(p) With regard to the site area West of Ashe Avenue, a minimum of 5% of the site area West of Ashe Avenue will be private open space for use by residents, such as balconies, courtyards, roof decks and pool areas. In addition to the 5% of private open space provided by the first sentence of this rezoning condition (p), an additional 5% of the site area West of Ashe Avenue will be open space accessible by the general public, including at a minimum lawns, greens, play areas, planted areas, pathways, plazas or other similar areas.

(q) A bicycle air pump open for public use shall be installed in the general area of where the property lines of 925 W. Morgan Street (PIN 1703-29-0807 and DB 12572, PG 2349) meets the neighboring property of 1207 Hillsborough Street (PIN 1703-29-1936 and DB 10176, PG 1246) at the West Morgan Street right-of-way, and shall be maintained by the owner of 925 W. Morgan Street (PIN 1703-29-0807 and DB 12572, PG 2349) or a property owners association.

(r) The area measuring 20 feet by 30 feet located at the corner of Tryon Hill Drive and Wakefield Avenue, described in Deed Book 2012, Page 173 in the Wake County Registry, shall be maintained as open space, accessible to the public and with an outdoor seating area including at least two public benches consistent with those provided for in the Streetscape and Parking Plan.

Transitions

(s) In addition to the uses prohibited in above condition (a), bar, nightclub, tavern, and lounge, as listed in the Schedule of Permitted Land Uses in Zoning Districts in section 10-2071 of the Raleigh City Code, shall be prohibited as a principal use within 50 feet of the public right-of-way of Hillsborough Street.

(t) In the event the property located at 105 Park Avenue (PIN 1704-10-6180; DB 6986, PG 599) is being used as a single-family dwelling or two-family

dwelling at the time of site plan approval for properties immediately adjacent to 105 Park Avenue (PIN 1704-10-6180; DB 6986, PG 599), then the following conditions shall apply:

(1) The maximum building height for any portion of a building within 25 feet of any property line adjacent to 105 Park Avenue (PIN 1704-10-6180; DB 6986, PG 599) shall be 45 feet; outside of this 25 feet zone, the maximum building height for any portion of a building is 70 feet.

(2) In addition to the uses prohibited in above condition (a), bar, nightclub, tavern, and lounge, as listed in the Schedule of Permitted Land Uses in Zoning Districts in section 10-2071 of the Raleigh City Code, shall be prohibited within 50 feet of the property line of 105 Park Avenue (PIN 1704-10-6180; DB 6986, PG 599).

(u) In the event the properties located at 909 West Morgan Street (PIN 1703-29-0533; DB 874, PG 80), 913 West Morgan Street (PIN 1703-29-0548, DB 1100, PG 528) are being used as single-family dwellings or two-family dwellings at the time of site plan approval for properties immediately adjacent to 909 and 913 West Morgan Street, then the following conditions shall apply:

(1) The minimum building setback shall be 10 feet from any property line of 909 West Morgan Street (PIN 1703-29-0533; DB 874, PG 80) or 913 West Morgan Street (PIN 1703-29-0548, DB 1100, PG 528);

(2) The maximum building height for any portion of a building within 25 feet of any property line adjacent to 909 West Morgan Street (PIN 1703-29-0533; DB 874, PG 80) or within 25 feet of 913 West Morgan Street (PIN 1703-29-0548, DB 1100, PG 528) shall be 45 feet; outside of this 25 feet zone, the maximum building height for any portion of a building is 70 feet;

(3) In addition to the uses prohibited in above condition (a), bar, nightclub, tavern, and lounge, as listed in the Schedule of Permitted Land Uses in Zoning Districts in section 10-2071 of the Raleigh City Code, shall be prohibited within 50 feet of 909 West Morgan Street (PIN 1703-29-0533; DB 874, PG 80) or shall be prohibited within 50 feet of 913 West Morgan Street (PIN 1703-29-0548, DB 1100, PG 528).

(v) In the event the property located at 109 Ashe Avenue (PIN 1703-19-7728; DB 11420, PG 972) is being used as a single-family dwelling or two-family dwelling at the time of site plan approval for properties immediately adjacent to 109 Ashe Avenue (PIN 1703-19-7728; DB 11420, PG 972), then the following conditions shall apply:

(1) The maximum building height for any portion of a building within 25 feet of the eastern-most property line (side yard) of 109 Ashe Avenue (PIN 1703-19-7728; DB 11420, PG 972) shall be 45 feet; the maximum building height outside this 25 feet zone shall be 70 feet;

(2) The maximum building height for any portion of a building within 10 feet of the southern-most property line (rear yard) of 109 Ashe Avenue (PIN 1703-19-7728; DB 11420, PG 972), excluding any alley right-of-way, shall be 45 feet; the maximum building height outside this 10 feet zone shall be 70 feet;

(3) For uses other than a single family dwelling use, there shall be a minimum side yard building setback of 10 feet from the common property line of the property and 109 Ashe Avenue (PIN 1703-19-7728; DB 11420, PG 972);

(4) In addition to the uses prohibited in above condition (a), bar, nightclub, tavern, and lounge, as listed in the Schedule of Permitted Land Uses in Zoning Districts in section 10-2071 of the Raleigh City Code, shall be prohibited within 50 feet of 109 Ashe Avenue (PIN 1703-19-7728; DB 11420, PG 972).

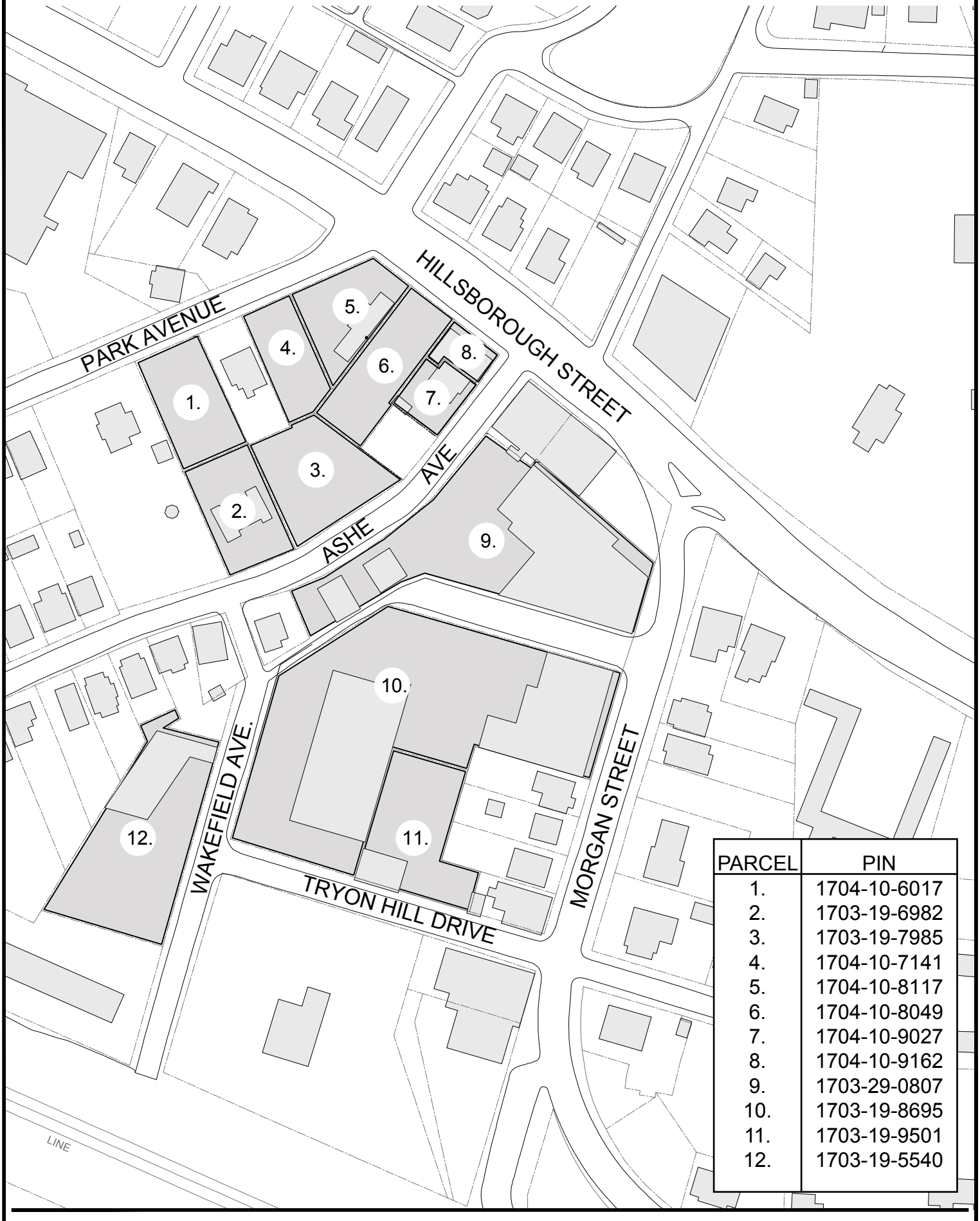
(w) The parcel located at 106 Wakefield Avenue (PIN 1703-19-5540; DB 12587, PG 1071, as shown on attached exhibit) shall not be subject to this rezoning ordinance.

Public Improvements

(x) Prior to lot recordation or the issuance of any building permit, whichever shall first occur, the owner of the property shall deed to the City transit easements to the extent required to measure fourteen feet (14') in depth from back-of-curb by twenty feet (20') long adjacent to the public right-of-way on Hillsborough Street and on Morgan Street to support bus stops for current and future transit services in the area. The location of the transit easements shall be reviewed and approved by the Transit Division of the City and the City Attorney or his designee shall approve the transit easement deed prior to recordation in the Wake County Registry. If, prior to the issuance of the first building permit for development on the property, a bus stop is located at one or both of the transit easements deeded pursuant to this condition (x), then the owner of the developing property shall, with the approval of the City's Transit Division, construct an ADA accessible shelter within that easement or easements for which there is a bus stop at a cost not to exceed $5,000 per shelter, or in the alternative, the shelter(s) may be integrated into building architecture with canopies or other appropriate measures for sheltering riders with Transit Division approval, and such approval shall not be unreasonably withheld.

(y) Mitigation requirements for any traffic impacts associated with a traffic impact analysis completed for any development on the subject properties cannot include the widening of Hillsborough Street, Morgan Street or Ashe Avenue. The prohibition on any such widening does not include driveways or turn lanes required by the City of Raleigh and North Carolina Department of Transportation. The foregoing condition shall not eliminate the need to mitigate traffic conditions required by the City Code or by traffic safety.

(z) Upon redevelopment of the site area West of Ashe Avenue including the parcel with PIN 1704-10-8117 (DB 12747, PG 1007), Park Drive will be realigned to meet Hillsborough Street at a 90 degree angle (known as the "prewar alignment"), subject to approval by the North Carolina Department of Transportation and the City of Raleigh.



PARCEL	PIN
1.	1704-10-6017
2.	1703-19-6982
3.	1703-19-7985
4.	1704-10-7141
5.	1704-10-8117
6.	1704-10-8049
7.	1704-10-9027
8.	1704-10-9162
9.	1703-29-0807
10.	1703-19-8695
11.	1703-19-9501
12.	1703-19-5540

Hillsborough Morgan PBOD Parcels



Hillsborough Morgan

Streetscape and Parking Plan

Raleigh, North Carolina

Adopted - October 19, 2010

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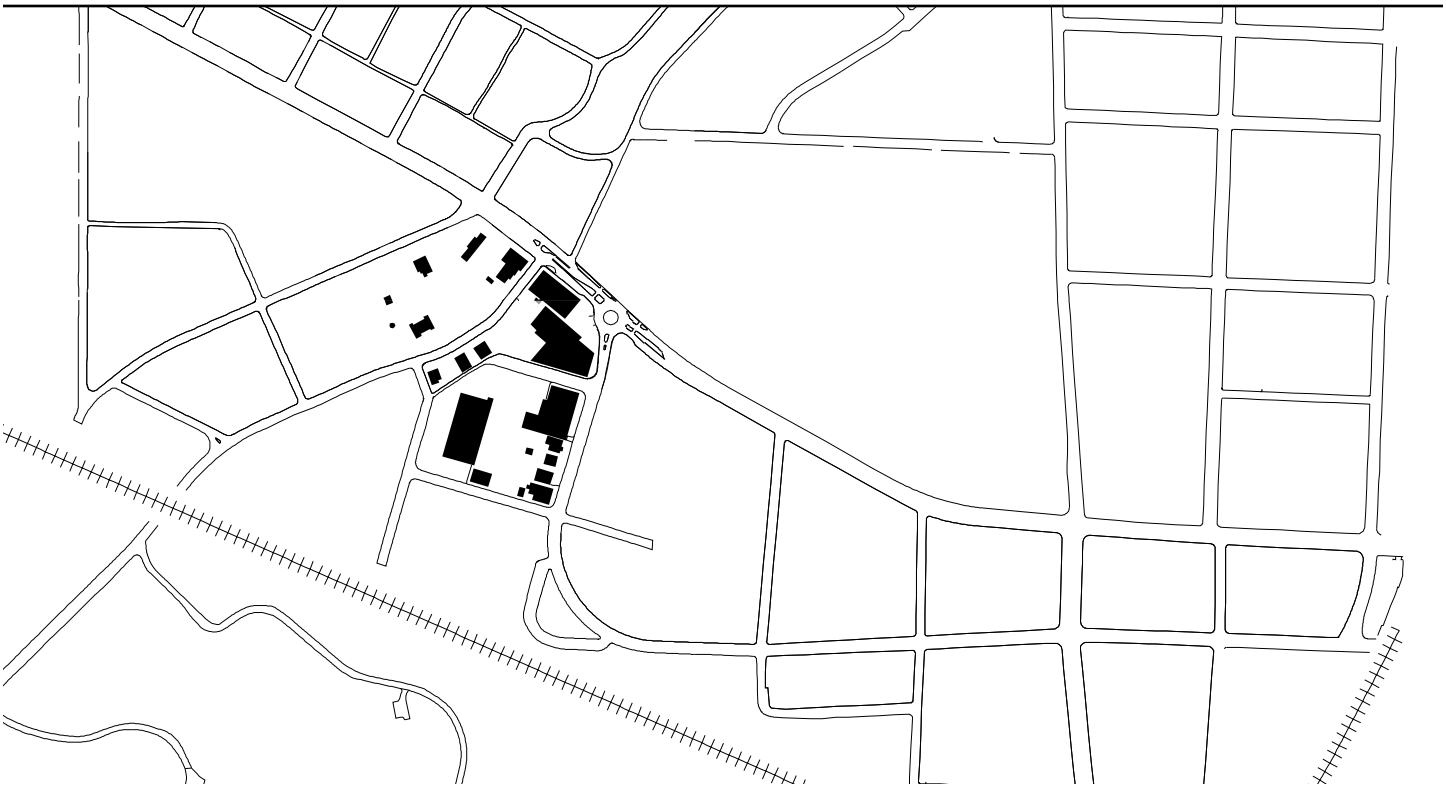
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Background

The sites covered by this plan have been variously utilized for over 100 years, housing such uses as a bakery and bottling plant early in the Century, in addition to homes, and later, retail and restaurant uses along Hillsborough and Morgan Streets.

The site is variously zoned I-2, R-20, buffer commercial, and neighborhood business. The streetscape and parking plan, along with a PBOD designation for the area, will facilitate uses and development in keeping with Raleigh's resurgent urban core.

The site is strategically located between NC State and State Capitol, and with direct connections and frontage on Hillsborough Street, Morgan Street, and Ashe Avenue, which connects it to Pullen Park and Western Boulevard.

Raleigh's growth, re-commitment to the urban core, and renewed appetite for transit make this site ideal for a pedestrian and transit friendly, mixed use re-development.

Planning Goal

The goal of this streetscape and parking plan is to offer a planning armature which will align the site with redevelopment efforts along Hillsborough Street, and to facilitate pedestrian friendly, transit friendly residential and community retail development uses on the site. The site is currently a significant void in the fabric of the community that stretches along Hillsborough Street. This plan aims to offer a structure for mending this void, and encouraging appropriate development on this well located but under-utilized parcel.

The Streetscape and public realm elements are contemplated here; parking standards which align with the urban nature of the site are offered, and height limits for varying quadrants of the site are set.

Residential densities will follow the established PBOD regulations that are in place in all other PBODs throughout the City, including Glenwood South, a few blocks to the north and East, and University Village, a few blocks to the West.

Appropriately dense residential development, along with community scale retail, and other uses such as a possible hotel, will provide a needed boost in activity, investment, and vitality to the area. Existing retail and restaurant businesses along Hillsborough and Morgan will benefit significantly from new residents and activity, and pedestrians in the area will find new interest and value in a reactivated fabric.

Transportation

The site is located adjacent to the City's most heavily served street, Hillsborough Street. Cat Buses, The Wolf Line Prowler, and TTA busses all serve the site currently. The R-line circulates at the corner of Glenwood and Hillsborough, .5 mile east.

Morgan Street is currently undergoing final conversion to two way traffic, increasing access and flexibility around the site. As mentioned above, the site also has direct access to Pullen Park, Dorothea Dix, and Western Boulevard via Ashe Avenue.

Some future rail plans contemplate a light rail station within a few yards of the site. Current regional rail stations are planned .6 miles to the East in Downtown, and .8 miles West on the NC State Campus. Appropriate, dense, mixed use development will create demand for future transit. Residents on the site will benefit from current and future service, which will relieve much of the need for auto-only commuting, shopping and travel from this location. Additional density and mix of uses in this area will also reduce the need for car trips.

Streetscape Concept

The Streetscape concept contemplates two roadway types within the area:

Primary Roadways/Primary Pedestrian Corridors

Hillsborough Street and Morgan Street

Secondary Roadways/Secondary Pedestrian Corridors

Neighborhood scale streets including Ashe Avenue, Tryon Hill Drive, Wakefield Street, Whitley Street and Park Avenue.

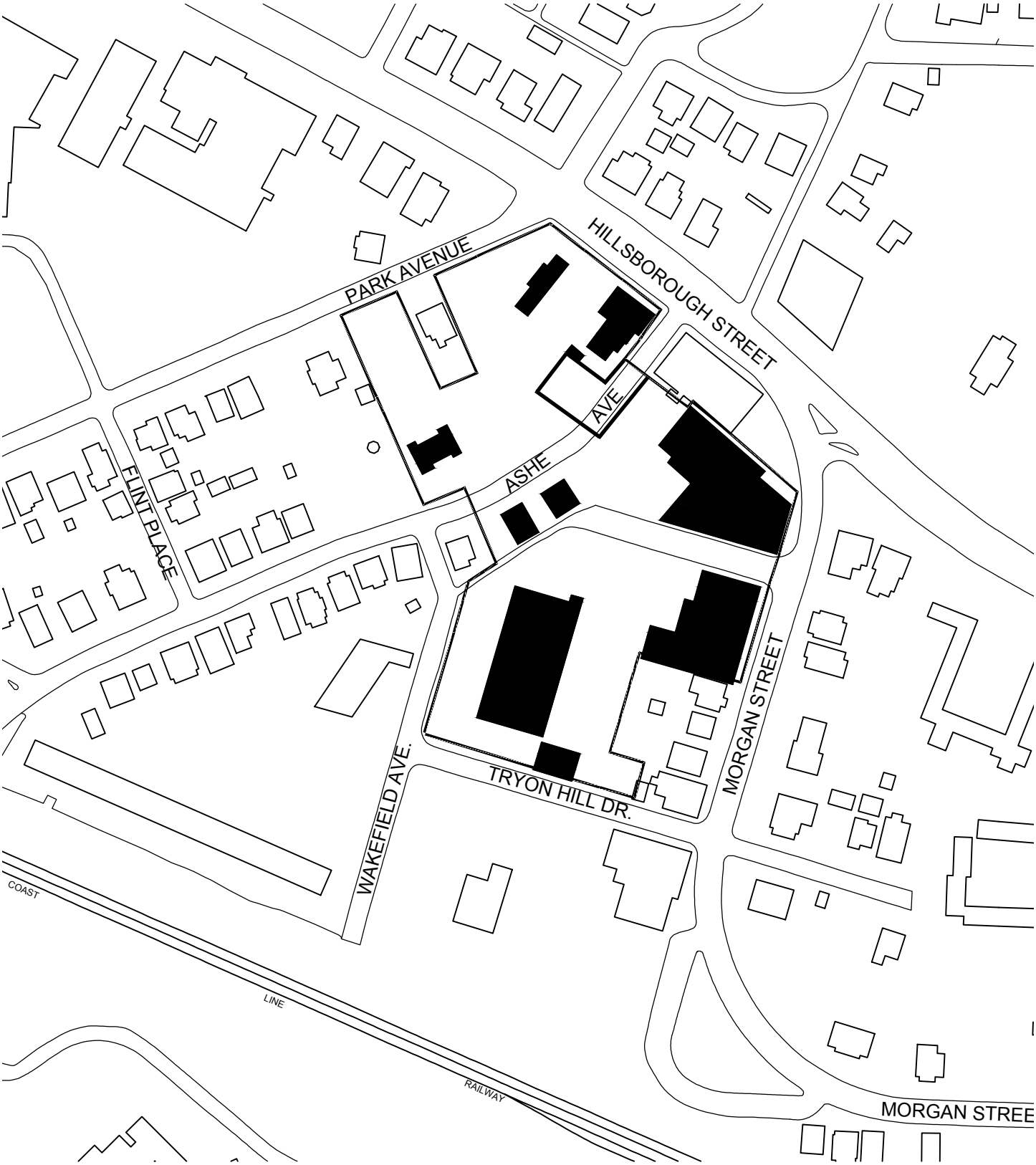
On Hillsborough Street and Morgan Streets, the streetscape plan can transition from that of Hillsborough Street Improvements to the west in terms of paving width, sidewalk treatments, and street furnishings, neighborhood streets will receive a modified treatment; concrete sidewalks will be extended to the curb, tree grates will accommodate street trees, and existing planting strips adjacent to the property can remain to offer transition to adjacent residential areas.

This will allow for modest planting and/or outdoor seating areas, while limiting impervious surfaces and walkways that are out of scale with the roadway, and its surrounds.

It is recommended that the City continue its revitalization effort along Hillsborough Street, and proceed with undergrounding of power lines and streetscape between Oberlin and Morgan.

The resulting plan will provide unity with other parts of the Hillsborough Street community while respecting the scale and character of secondary streets in the area.

Hillsborough Morgan PBOD Boundary



Sidewalks

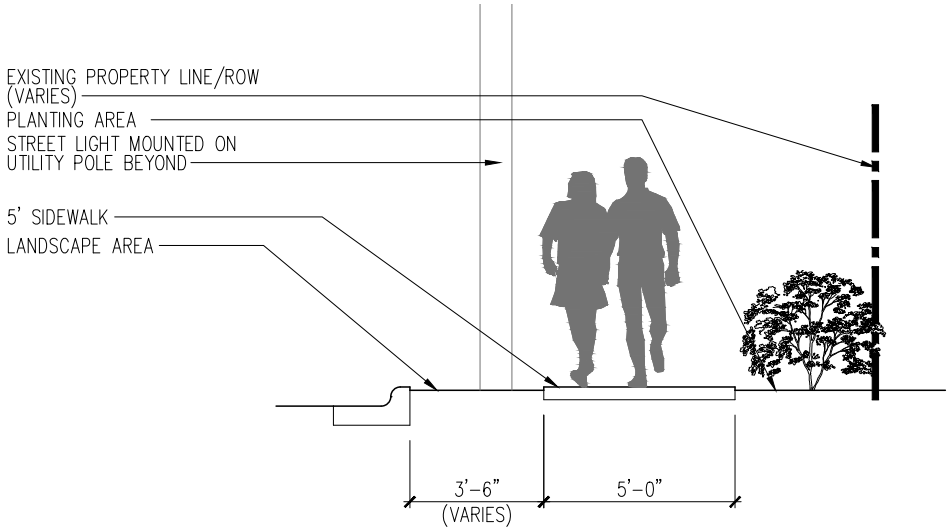
Existing sidewalks will remain and be modified as shown below. This will provide an ease of transition to existing sidewalks outside the PBOD.

Sidewalks/Primary Roads- Hillsborough and Morgan Streets will receive full 14 ft sidewalks per City PBOD standards. Refer to accompanying illustration.

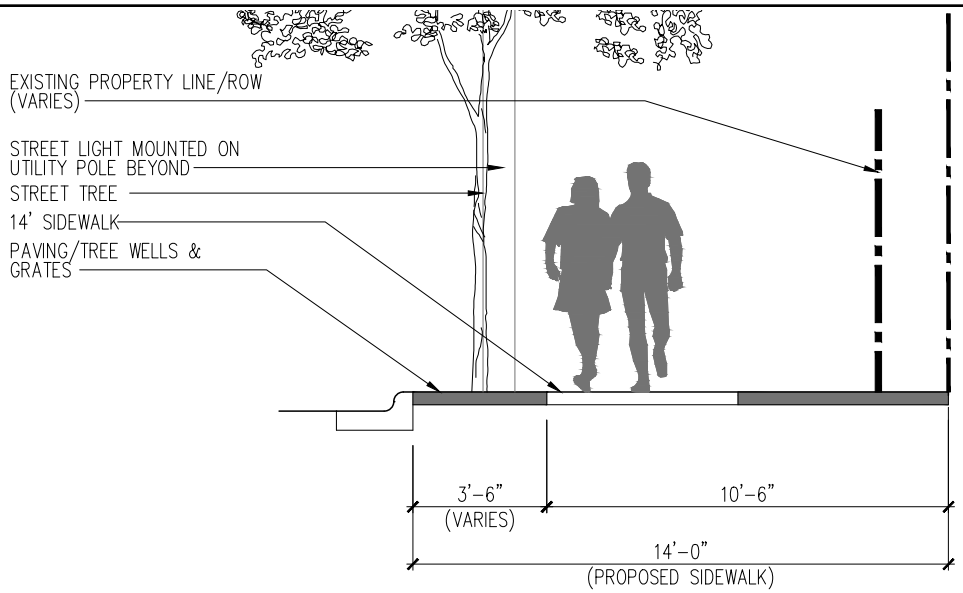
Sidewalks/ Secondary Roads- All other streets will be subject to 14 ft building setback from curb line. Sidewalks in these areas will be approximately 8 ft wide, starting at the curb. For residential uses, the remaining 6 ft may be planted area, patios, stoops, or other features, or may be paved where active uses are contemplated at street level. Refer to accompanying illustration.

Pedestrian Path- Should a pedestrian path be provided as indicated in zoning case Z-11-10, the path will offer one shade tree, 3" min. caliper a minimum of one per every (50) linear ft on center, and a minimum of three benches along its length. Any buildings along the pedestrian path shall be a minimum distance apart of 25 ft and an average minimum distance apart of 30 ft. Refer to Z-11-10 for other parameters concerning the pedestrian path accessible to the general public.

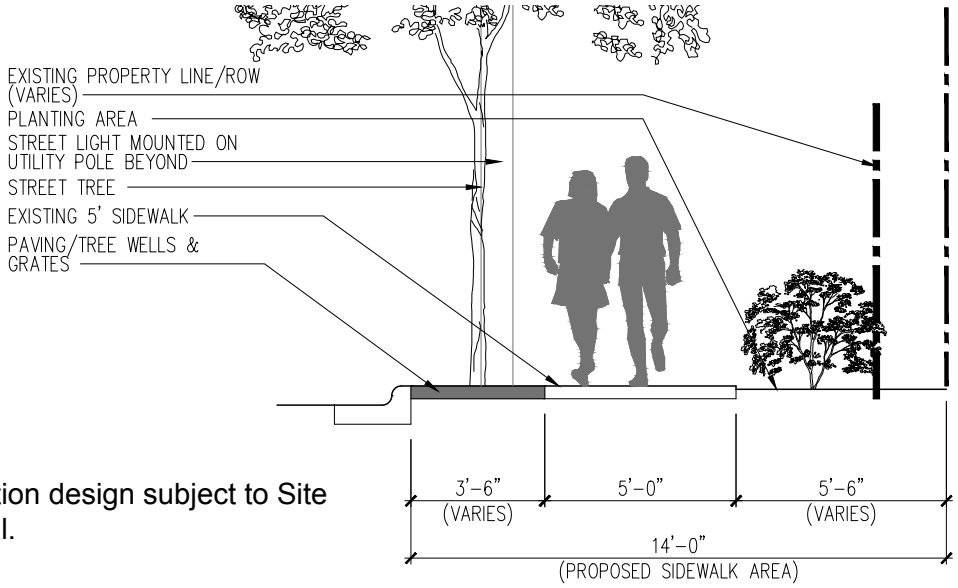
Existing Sidewalk Section



Proposed Sidewalk Section - Primary

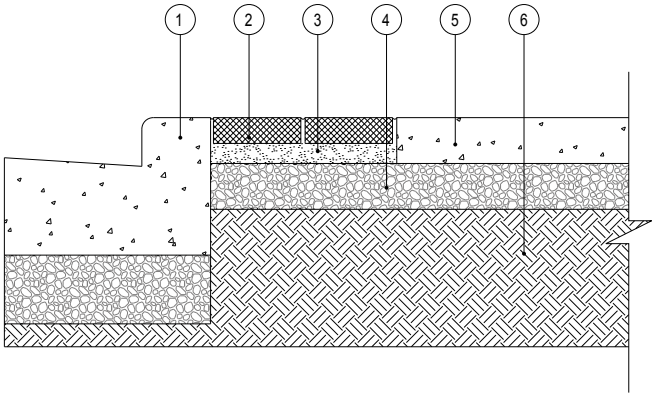


Proposed Sidewalk Section - Secondary



Note: Transition design subject to Site Plan Approval.

Curb Detail



1. CONCRETE CURB AND GUTTER
2. 3-5/8"x7-5/8"x2-1/4" PEDESTRIAN RATED BRICK PAVER
3. 2" SAND SETTING BED
4. 4" COMPACTED STONE BASE
5. 4" CONCRETE SIDEWALK
6. COMPACTED SUBGRADE

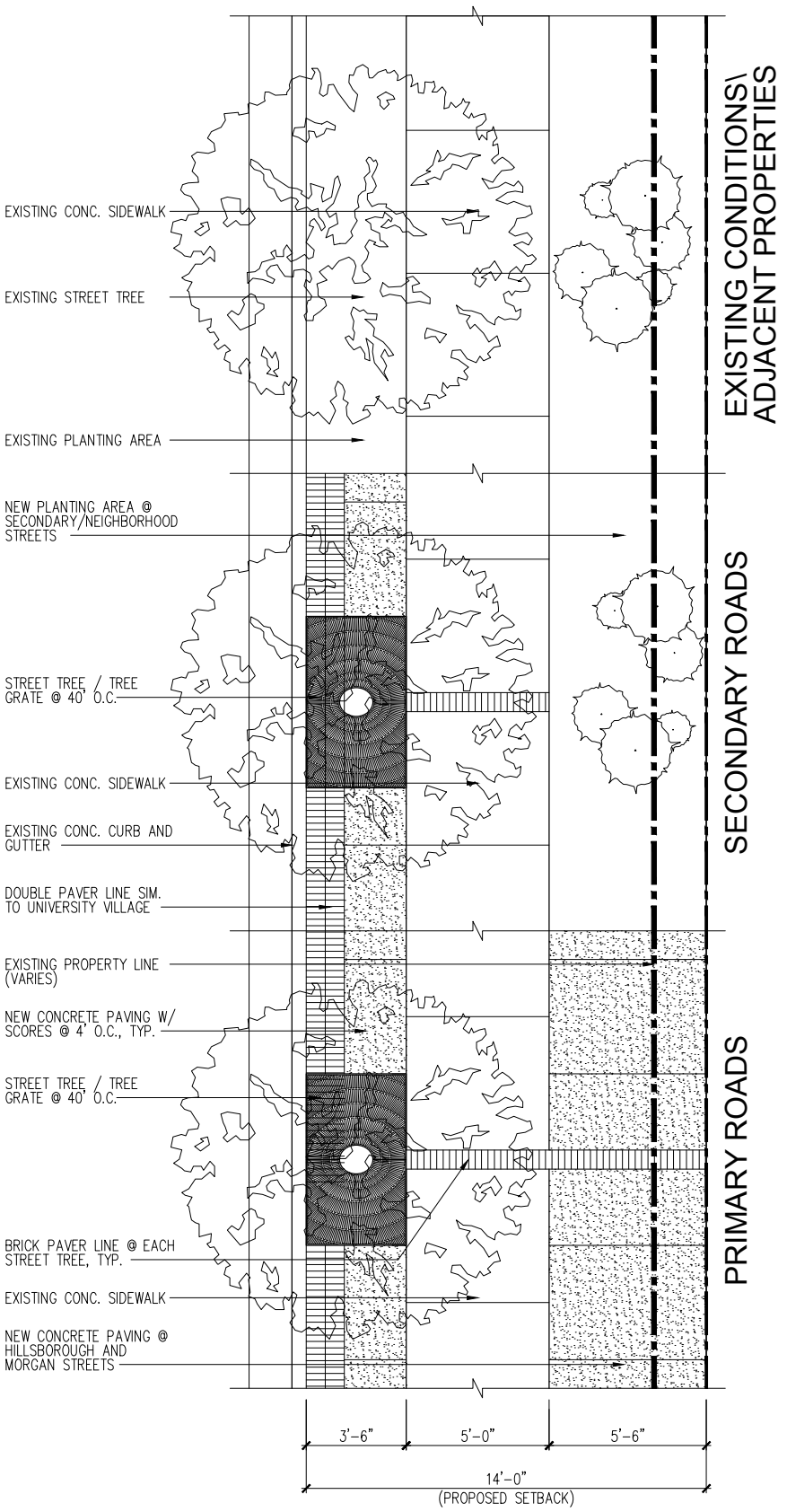
Accent Paver



Manufacturer:	Pine Hall Brick
Brick Specification:	English Edge Dark Accent Paver

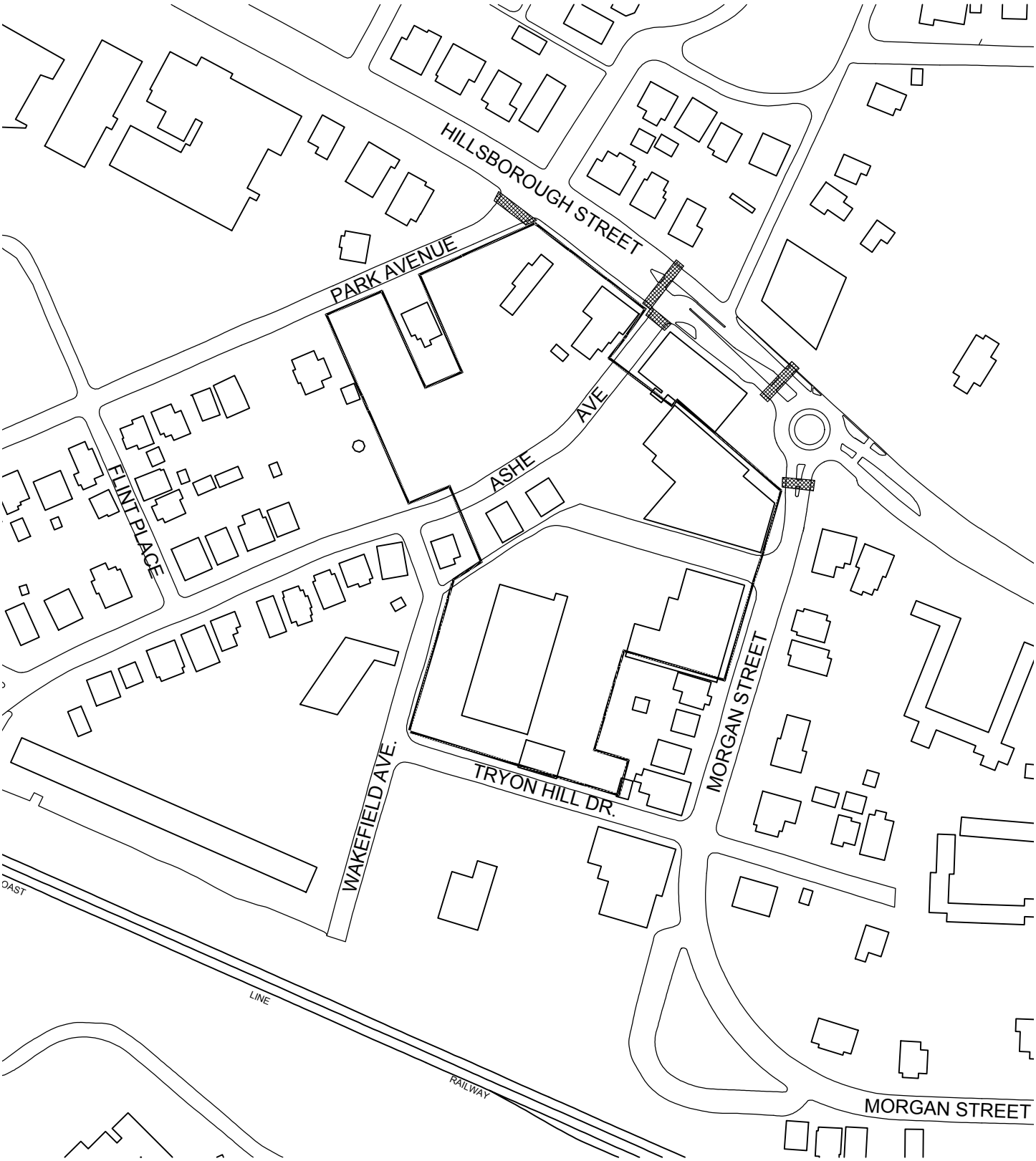
Streetscape Standards Cont.

Proposed Sidewalk Plan



Hillsborough Morgan Crosswalks

LOCATION OF CROSSWALK



Streetscape Standards Cont.

Utilities
Utilities are well established in most of the area. Utilities will be on poles in the right of way.

Maintenance Plan
Maintenance in excess of that customarily provided by the City of Raleigh will be provided by individual property owners. This includes maintenance of sidewalks/planters required by PBOD but within property lines, watering street trees and keeping sidewalks clear of debris.

Signage
The design and placement of signage should complement the architectural character of the building and be oriented towards the pedestrian. Small high-quality signs are encouraged to enhance the appearance of the building and streetscape.

The following signage types are encouraged: Awning signs, window stencils, wall signs (when internally lit text should be illuminated with opaque background). Low profile ground signs are allowed on private property as allowed by the city code. Paddle signs meeting Raleigh Sign Ordinance guidelines and oriented to pedestrian traffic are encouraged. Paddles signs shall maintain a minimum clear height of 9'-0" above the ground.

The following signage types are prohibited: Off-premise signs, internally illuminated awning signs and internally illuminated signs that do not have an opaque background.

Canopies/Awnings
Canopies and awnings are encouraged for commercial uses along major pedestrian corridors. Awnings and canopies must be at least 9 feet above the sidewalk at their lowest point excluding a flexible valence which may extend one additional foot. An encroachment agreement approved by City Council is necessary if the awning projects into the public right-of-way.

Street Lights
Adequate lighting of the sidewalk and street area is essential to creating a safe and inviting streetscape. Additional street lighting may be necessary to achieve the appropriate levels needed within the business area along Hillsborough and Morgan Street. A short-term solution is to increase the wattage and number of lighting fixtures in the area using existing poles. In the long-term, it is recommended street lighting improvements and pole replacement be included with utility undergrounding by The City of Raleigh. A supplementary lighting plan will be provided at the time of site plan approval for frontage of any development in the district.

Building Facades

Commercial/Retail
New building facades along public rights of way should reflect the neighborhood retail character of the area. New Buildings with ground floor retail/commercial uses will include:

- -A public doorway oriented toward the public right of way
- -Facades with no more than 15 linear feet of 'blank' exterior walls facing the right of way
- -Fenestration areas that allow for views into, and out of the building.
- -Canopies, awnings, lighting features, and/or other treatments to denote the retail nature of the space.
- -Exterior building materials will conform to the standards in the below "Durable Materials" section.

Residential Structures
Residential structures will have facades that address public right of ways. Ground level units will have one or more of the following: balconies, porches, stoops, bay windows, or other similar active elements that address the street.

Where parking is concealed under residential structures, ground level treatments will be of quality materials, with architectural details which match the primary building and provide a positive edge for pedestrians. Planters, decorative grates and openings, light fixtures, and other elements shall be used to break up ground level facades and provide pedestrian scale. Exterior building materials will conform to the standards in the below "Durable Materials" section.

Durable Materials
New building facades along publicly accessible rights-of-way shall include durable materials in keeping with surrounding buildings – brick/masonry (no concrete block), hardcoat stucco (no EIFS), cementitioius or wood siding (no vinyl), and assorted trim elements of quality construction such as wood, aluminum storefront, and similar systems.

Furthermore, at the ground floor along (1) public rights-of-way and (2) the pedestrian path referenced herein on page 7, exterior structural building elements including structured parking will be clad with brick and/or traditional hardcoat stucco.

Streetscape Standards Cont.

Building Setbacks

Building setbacks from street right of ways shall be 0. All streets within the PBOD will have a minimum 14 ft. Sidewalk area. As noted above, this can be a combination of paving adjacent to the curb, and planted area or additional paving on private property. Additional right of way dedication shall not be required to accommodate the sidewalk. However, all provisions of 10-2055 (d)(4)(a), sidewalk widening will be met, with the exception of the sidewalk designations outlined above. Any variation from the 14 ft. sidewalk will require site plan approval through City Council.

Except those setbacks prescribed in Zoning Case Z-11-10 for individual parcels and in the section entitled "Pedestrian Path" above (the pedestrian path referenced herein on page 7), all building setbacks will conform to the provisions of the underlying zoning or as modified in Zoning Case Z-11-10.

Transition Yards

It is recommended that TPY planting areas be minimized through use of fences, walls and other measures per 10-2082.9.

Vehicular Parking Areas

New parking areas, including additions to vehicular parking areas existing prior to the application of the Pedestrian Overlay District shall comply with 10-2055(e)(2). Lansdcaping must comply with 10-2082.6(b).

Structured Parking

Structured parking below or adjacent to new development will be screened with elements that carry architectural features of primary structures. Openings in structures will be designed to be in scale with window fenestration of occupied space on the same facade of building, and will be softened with architectural screening such as metal lattices, mullions matching building patterns, or similar features. No unimproved concrete or steel structures visible from any right of way are permitted. Exterior building materials will conform to the standards in the above "Durable Materials" section.

Parking Ratios

This area is well served by transit, has many businesses, services, and amenities within easy walking distance, and will be afforded a great deal of new pedestrian related activity bas new developments take hold in the area. Mixed use development will also facilitate cross parking for uses with different hours of operation and occupation.

Given the pedestrian oriented nature of the area, the accompanying parking standards hereby govern within the district. Parking ratios noted in this plan will apply to all existing uses, expansion, and new structures within the district.

Minimum off street parking will be provided in the area in accordance with City PBOD ratios outlined in 10-2055(e)(1).

Heights

The accompanying map shows maximum heights for all areas of the plan. The goal is to provide pedestrian scale facades along Hillsborough and Morgan Streets and height transitions to and from lower scale structures.

Note that allowable heights in this area for the various current zoning are:

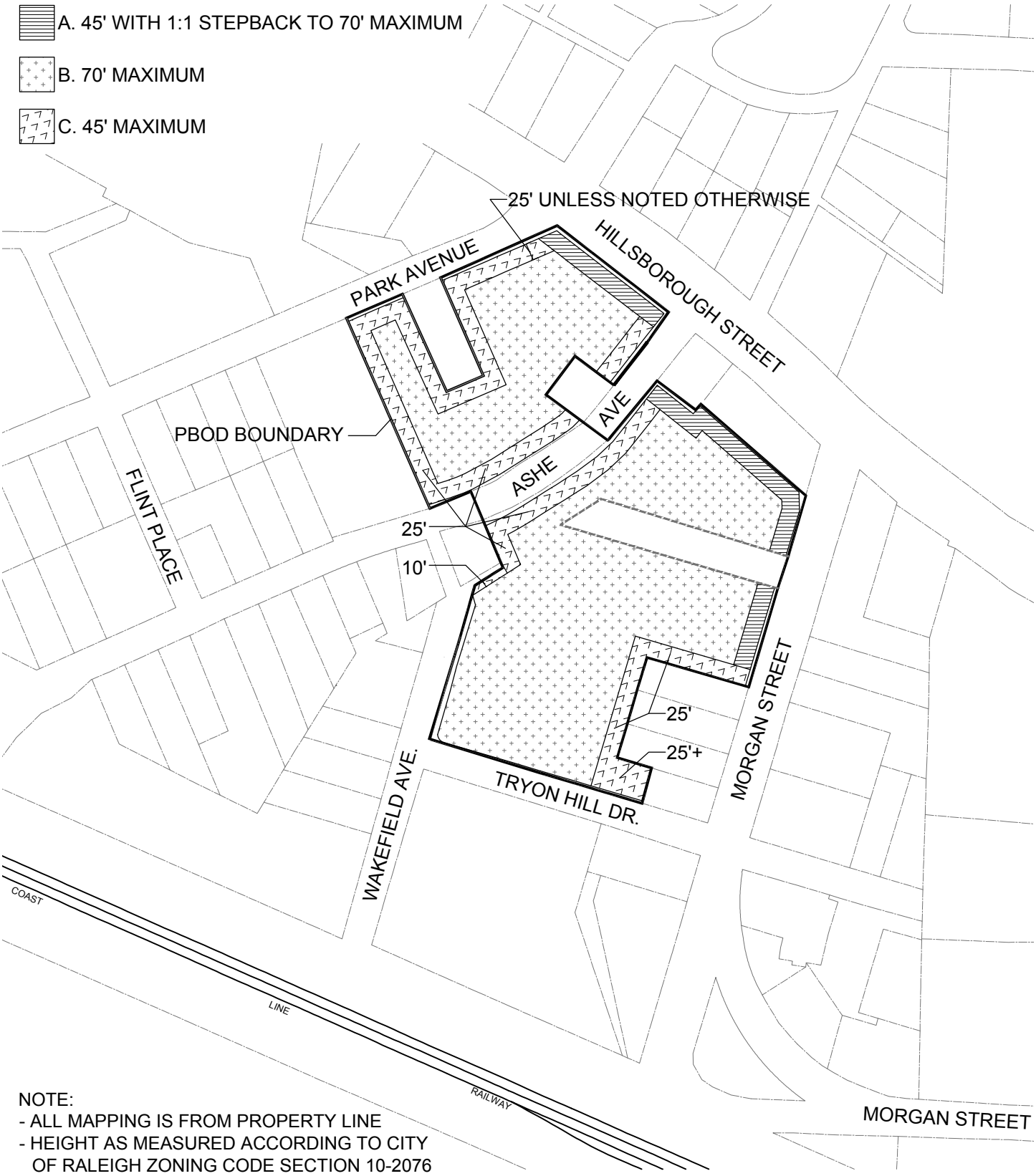
I-2	50 ft w/ 1 ft increase for each 1 ft added setback width
All other districts	40 ft w/ 1 ft. increase for each 1 ft added setback width

Street Trees

Street trees will be installed per the streetscape plan at the time of development of the parcels at public right of ways prior to the issuance of a certificate of occupancy for the development on the parcel.

Refer to sidewalk plan on page 9 for typical tree spacing.
Refer to page 14 for tree species.
Refer to page 15 for tree grate specifications.
Refer to page 16 for tree planting details.

Hillsborough Morgan Building Heights



NOTE:
- ALL MAPPING IS FROM PROPERTY LINE
- HEIGHT AS MEASURED ACCORDING TO CITY OF RALEIGH ZONING CODE SECTION 10-2076
- ADDITIONAL SETBACKS AND DEVELOPMENT RESTRICTIONS MAY APPLY. REFER TO CASE Z-11-10 FOR DETAILS.

Proposed Street Trees



Chinese Pistache

(*Pistacia chinensis*)

Location: Hillsborough Street
Shape: Oval; Round; Spreading; Vase Shape
Foliage: Green w/ Red Flower
Fall Color: Orange-Red
(*This tree is already in use to the west)*



Chinese Fringe Tree

(*Chionanthus retusus*)

Location: Secondary, Morgan w/ Power Lines
Shape: Round, Vase Shape
Foliage: Green w/ White Flower
Fall Color: Yellow



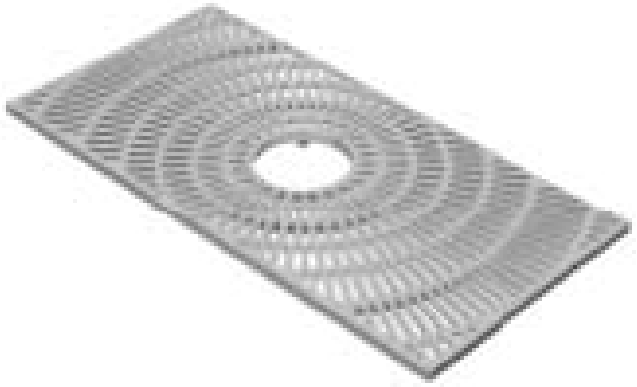
Japanese Selkova

(*Zelkova serrata*)

Location: Secondary, Morgan w/o Power Lines
Shape: Vase Shape
Foliage: Rough, Dark Green
Fall Color: Copper; Orange; Red; Yellow

Proposed Tree Grates

Manufacturer: Neenah Foundry



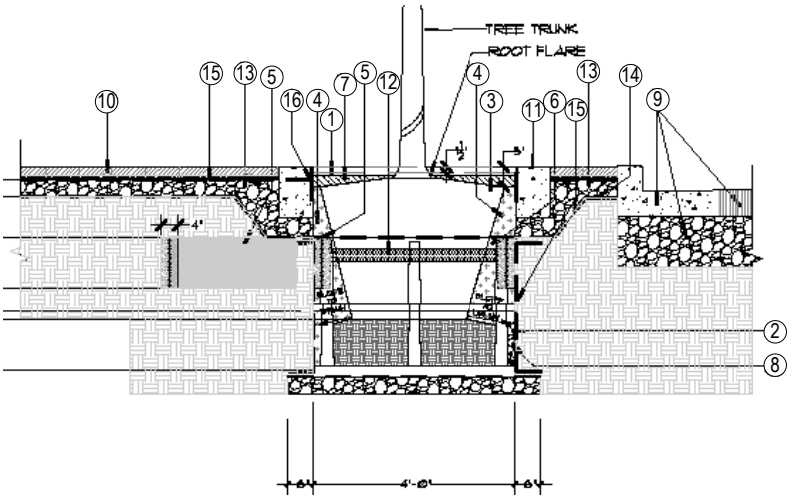
Tree grates are necessary to give the young tree access to oxygen while still allowing the space to be available for pedestrian traffic on a congested sidewalk.

Tree guards are not specified as part of the streetscape plan due to the often adverse impact of items chained to tree guards on the health of trees.

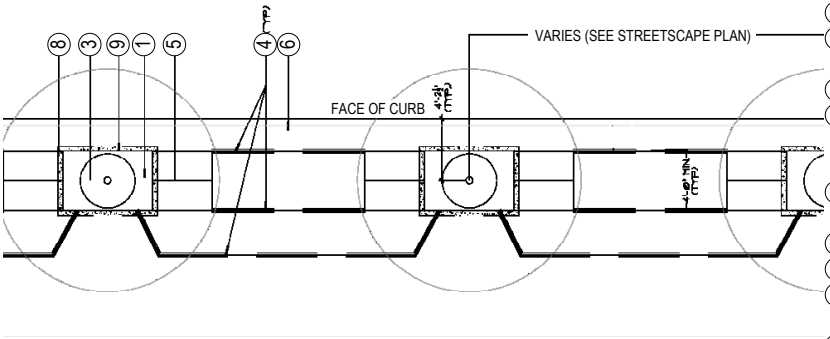
Note: All grates to be ADA compliant

Note: This site fixture and associated text/information was taken from the University Village Streetscape Plan Amendment for continuity purposes.

Proposed Tree Planting Details



① TREE PIT OPENING
② CRUSHED STONE DRAIN SUMP W/ FILTER FABIRC WRAP
③ TREE ROOTBALL, REMOVE TOP 1/3 OF WIRE BASKET OR ROOTBALL STRAPS, REMOVE TOP 1/2 OF BURLAP ROODBALL COVERINGS, REMOVE ALL SYNTHETIC STRAP MATERIAL AND COVERINGS FROM ENTIRE ROOTBALL. SET TOP SURFACE ELEVATION OF RROBALL FLUSH WITH FINAL EXISTING GRADE.
④ BACKFILL WITH PLANTING SOIL
⑤ TREE PIT ROOT PATH AERATION SHEET IN TRENCH, BACKFILL TRENCH W/SPECIFIED SOILS. EXTEND IN-LINE TO NEXT ADJACENT TREE.
⑥ DEEP ROOT SILVA CELL, WITH 3' OF COMPOST BETWEEN SILVA CELL DECK AND PLANTING SOIL BACKFILL WITH PLANTING SOILS.
⑦ 2" MULCH AS SPECIFIED (DO NOT MULCH WITHIN 6" OF TREE TRUNK)
⑧ 4" DRAIN PIPE
⑨ CONCRETE CURB, GUTTER, ROADWAY AND BASE
⑩ CONCRETE/BRICK PAVER WALKWAY
⑪ 4' x 12" FLUSH CONCRETE EDGE
⑫ 3" COMPOST BETWEEN SILVA CELL AND PLANTING SOIL
⑬ AGGREGATE BASE COURSE
⑭ 24" WIDE GEOTEXTILE, 18" MINIMUM OVERLAP PAST EXCAVATION
⑮ GEOGRID. 'J' 6" MINIMUM BELOW BACKFILL AT BASE. OVERLAP 12" MINIMUM AT T
⑯ METAL TREE GRATE FRAME



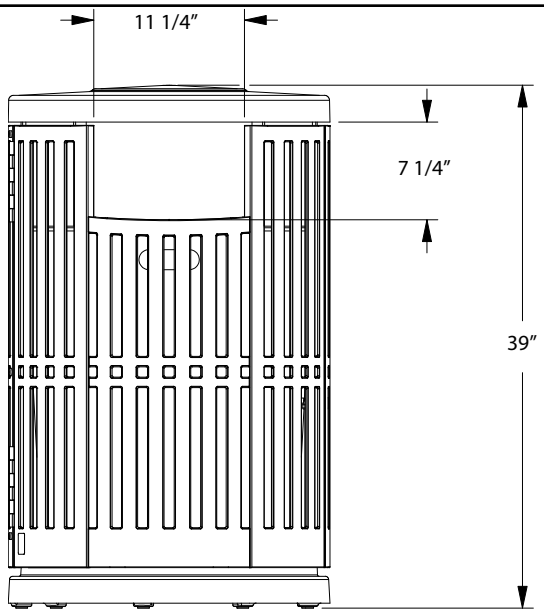
① TREE PIT OPENING 6'-8" x 4'-0" (TYP.)
② 4" PVC DRAIN PIPE IN STONE DRAIN SUMP WRAPPED IN FILTER FABRIC.
③ TREE ROOTBALL
④ TREE PIT ROOT PATH AERATION SHEET IN 4" WIDE TRENCH, BACKFILL TRENCH W/SPECIFIED SOILS, EXTEND IN-LINE TO NEXT ADJACENT TREE
⑤ DEEP ROOT SILVA CELL (DOUBLE STACKED), BACKFILL WITH SPECIFIED SOILS
⑥ CONCRETE CURB AND GUTTER
⑦ CONCRETE / PAVER WALKWAY
⑧ 4' x 12' CONCRETE CURB AROUND TREE PIT, FLUSH WITH BRICK PAVING
⑨ METAL TREE GRATE FRAME

The decision to use root paths and Silva Cells prevents the soil from compacting and allowing the roots more room to grow and providing much needed nutrients for larger healthier tree. The current planting detail provides no additional systems for the tree to thrive in harsh urban environments.

Note: This detail and associated text/information was taken from the University Village Streetscape Plan Amendment for continuity purposes.

Proposed Trash Receptacle

Manufacturer:	Landscape Forms
Color:	Anodized Finish
Style:	Chase Park
Description:	24” Diameter / 36 Gallon Side Opening Litter
Notes:	61% Recycled Material 100% Recyclable



This contemporary style was selected because it is designed and built to meet the rigors of urban spaces. This design features a hinged door that swings open for easy trash removal. The closed top was requested by both the parks and recreation department and the maintenance staff to keep rain water out of the trash receptacle. This product is made from 61% recycled material and is 100% recyclable. Landscape Forms powder coat finish contains no heavy metals and has extremely low VOCs

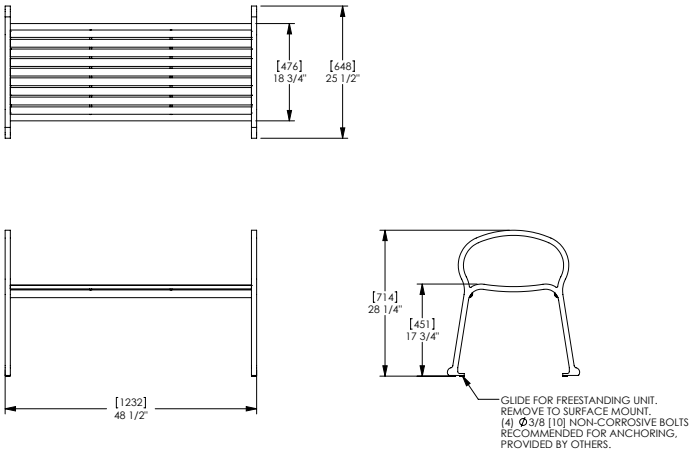
Note: These cans can be employed in select locations should the City of Raleigh extend pick-up service to the area.



Note: This site fixture and associated text/information was taken from the University Village Streetscape Plan Amendment for continuity purposes.

Proposed Bench

Manufacturer: Landscape Forms
Color: Stone
Style: Scarborough
Description: Flat Bench - 2 End Arms
Notes: 90% Recycled Material
100% Recyclable





Note: Benches will be added at properties subject to transit easements at the time of development and prior to issuance of a Certificate of Occupancy for development of the parcel.

Proposed Bike Rack

Manufacturer: Dero
Color: Stainless Steel
Style: Swerve Bike Rack
Notes: 67% Recycled Material
100% Recyclable



Note: Bicycle parking facilities will be provided per 10-2055(e)(6) at the time of development and prior to issuance of a Certificate of Occupancy for development of the parcel.

Proposed Air Pump

Manufacturer: Dero
Product: Air Kit
Description: Bicycle rack mounted air pump



Note:
Bike pump will be located as shown in map below and installed at the time of development and prior to issuance of a Certificate of Occupancy for development of the parcel on which the pump is located.

