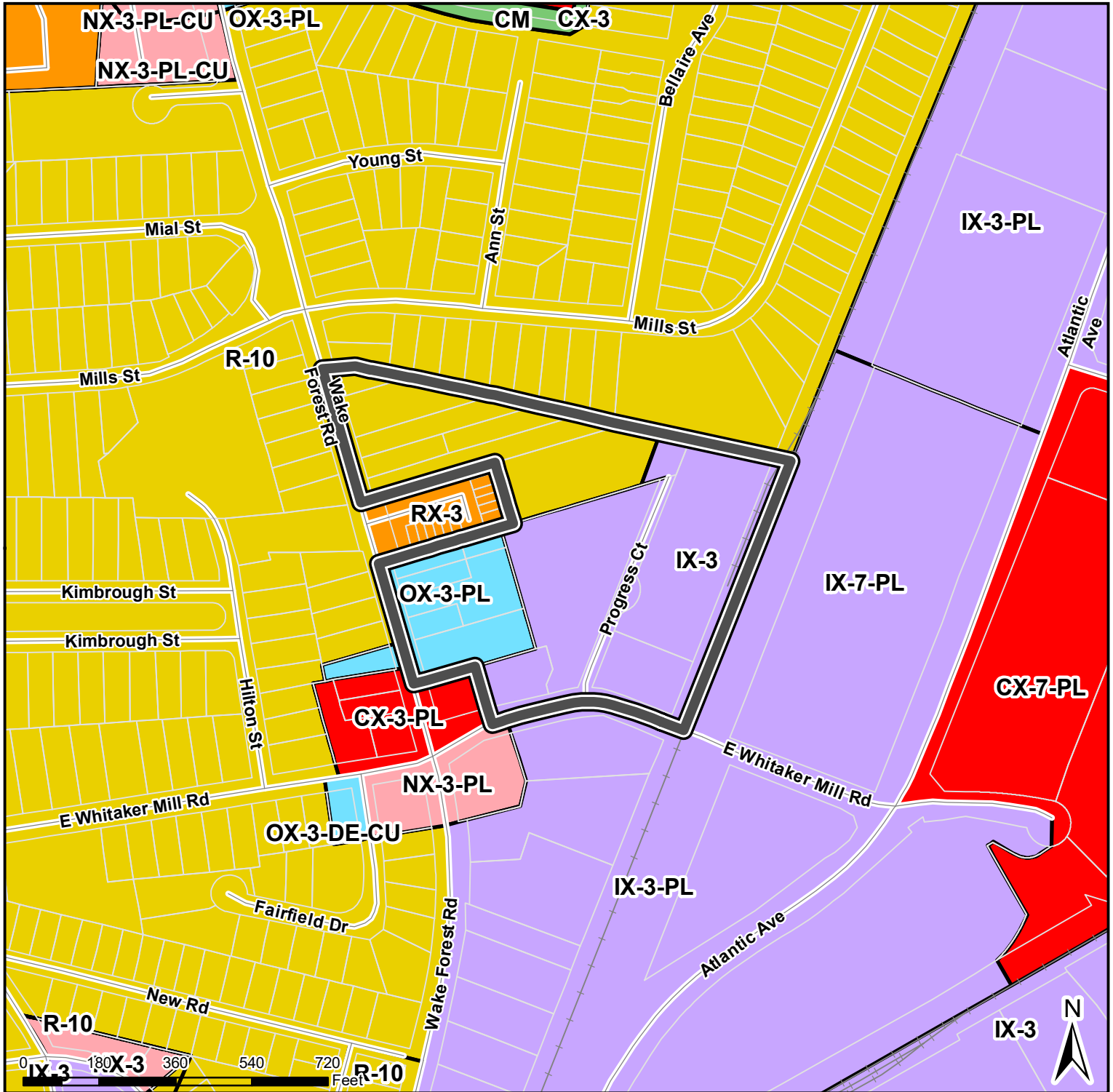


Existing Zoning

Z-22-2020



Property	2006, 2010, 2012, 2014, 2016, 2018, 2028, 2030, 2032, 2034, 2038, & 2040 Wake Forest Rd; 2000, 2001,
Size	11.16 acres
Existing Zoning	R-10, IX-3, IX-3-PL, & OX-3-PL
Requested Zoning	PD

Location

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Ira Mabel, AICP, Senior Planner
Department	Planning and Development
Date	June 7, 2021
Subject	City Council agenda item for June 15, 2021 – Z-22-20 East End Market PD

On June 1, 2021, City Council closed the public hearing for the following item:

Z-22-20 East End Market PD, approximately 11.16 acres located at [the northeastern corner of the intersection of Whitaker Mill Road and Wake Forest Road](#).

Following the public hearing, the applicant submitted the following modifications to the request:

- The height and setback scenarios for Tract C have been simplified.
- The final calculation for the minimum number of required parking spaces was reduced by 10 spaces.
- There will be 10 parking spaces available for the owner of 2000 Wake Forest Road.
- One new pedestrian access point either to a sidewalk or to 2000 Wake Forest Road is required for a parking deck on Tract C.
- The transition yard adjacent to the townhouses on Cotton Exchange Court has been modified to be slightly more restrictive than the Type 1 yard defined in UDO section 3.5.3.
- Buildings 5 and 6 will not have accessible rooftop space.
- The setbacks for Building 5 have been increased.
- There will be a vehicle gate at Cotton Exchange Court and Wake Forest Road.

Staff has the following concerns:

- A vehicle gate for Cotton Exchange Court would occur outside of the zoning district on property owned by a different entity. Conditions requiring such off-site improvements can be problematic to enforce. Staff recommends that this requirement be removed.
- The requirement for a third-party agreement for the use of parking spaces on the rezoning site could be improved with the addition of a timing trigger. For example, “The agreement must be executed before the final certificate of occupancy is issued.”
- Other miscellaneous typos.

The proposed PD district modifies CX code standards that apply building setbacks, build-to's, ground floor elevation, outdoor amenity area, building massing, building separation, neighborhood transitions, parking minimums, structured parking spaces, structured parking screening, driveway spacing, cross access, and street cross sections.

The overall entitlement of the proposed PD is limited to a total of 344,508 square feet of office and medical uses; 9,120 square feet of retail; 40,777 square feet of restaurants/bars; and 500 dwelling units. The PD establishes a height limit of 6 stories on the northwestern corner of the site, 6 stories and 83 feet in the middle of the Wake Forest frontage, 11 stories on the southern corner, and 7 stories elsewhere. There is an additional height restriction of 5 stories for a portion of the building just to the south of the Olde Towne Village townhouses. The PD also specifies minimum setbacks, maximum building heights, and building stepbacks for buildings in Tract C.

Additionally, the following modifications were made after Planning Commission voted on their final recommendation. They are included in the master plan in the backup material, but not represented in the staff report:

- Draft language developed by the city's Urban Design Center regulating the screening of parking structures and lighting within parking structures was added.
- A requirement for at least 10% of pavers outside of public rights-of-way to be pervious was added.
- A requirement for the rooftop space of parking structures to contain vegetation was added.

Current zoning: Residential-10 (R-10), Office Mixed Use—3 stories—Parking Limited (OX-3-PL), Commercial Mixed Use—3 stories—Parking Limited (CX-3-PL), Industrial Mixed Use—3 stories (IX-3), and Industrial Mixed Use—3 stories—Parking Limited (IX-3-PL).

Requested zoning: Planned Development (PD) with a Commercial Mixed Use (CX) base district.

Staff has determined the case to be:

Consistent with the 2030 Comprehensive Plan.

Inconsistent with the Future Land Use Map.

Consistent with the Urban Form Map.

Planning Commission determined the case to be:

Inconsistent with the 2030 Comprehensive Plan.

Inconsistent with the Future Land Use Map.

Consistent with the Urban Form Map.

Two sets of consistency statements have been provided to account for both of these scenarios. The Planning Commission recommends denial of the request (6 - 2).

Attached are the Planning Commission Certified Recommendation (including Staff Report), the Traffic Impact Analysis summary, the Master Plan, the Petition for Rezoning, and the Neighborhood Meeting Reports.



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 13008

CASE INFORMATION: Z-22-20 / MP-1-20 EAST END MARKET PD

Location	At the northeastern corner of the intersection of Whitaker Mill Road and Wake Forest Road Address: See attachment PINs: See attachment iMaps , Google Maps , Directions from City Hall
Current Zoning	R-10, OX-3-PL, CX-3-PL, IX-3, IX-3-PL
Requested Zoning	PD
Area of Request	11.16 acres
Corporate Limits	The subject site is within corporate limits.
Property Owner	See attachment
Applicant	Michael Birch, Longleaf Law Partners 4509 Creedmoor Road, Suite 302 Raleigh, NC 27612
Council District	E
PC Recommendation Deadline	April 28, 2021

SUMMARY OF PROPOSED MODIFICATION OF CX STANDARDS

- Article 3.2.4–6 Building setbacks. Primary and side street minimum setback requirements shall not apply to any internal street or railroad right-of-way.
Existing code requirement: 5' min. building setbacks from primary and side streets for apartment, general, and mixed use buildings.
- Article 3.2.4–6 Building setbacks. Rear and side lot line minimum setback requirements shall not apply to any parcels internal to the PD.
Existing code requirement: 0' or 6' min. building setbacks from side and rear lot lines for apartment, general, and mixed use buildings.
- Article 3.2.4–6 Ground floor elevation. Minimum ground floor elevation shall not apply.
Existing code requirement: 2' minimum ground floor elevation for residential uses in apartment buildings.
- Article 3.2.4–7 Outdoor amenity area. Minimum outdoor amenity area shall not apply.
Existing code requirement: 10% outdoor amenity area minimum for all buildings except detached and attached dwellings.

5. Article 3.2.4.D Apartment build-to. Build-to standards for apartment buildings shall only apply to Wake Forest Road and E. Whitaker Mill Road.

	PD standard	Existing code requirement
Primary street build-to (min/max)	5' / 50'	10' / 55'
Building width in primary build-to	75%	70%
Side street build-to (min/max)	N/A	10' / 55'
Building width inside build-to	N/A	35%

6. Article 3.3.3 Floor plate. Maximum floor plate size above 12 stories shall be 35,000 square feet.

Existing code requirement: 25,000 s.f. max. floor plate above 12 stories.

7. Article 3.3.3 Building massing. Building massing standards shall not apply.

Existing code requirement: 12' stepback required between the 3rd and 7th stories for buildings 8-12 stories tall; 15' stepback for buildings 13-40 stories tall.

8. Article 3.3.3 Building separation. No building separation shall apply.

Existing code requirement: 100' minimum spacing between towers above the 12th story for buildings over 20 stories.

9. Article 3.5.1 Neighborhood transition applicability. Neighborhood Transition standards shall not apply to Tract A.

Existing code requirement: The site shall provide Neighborhood Transition Zones A, B and C where it abuts properties in an R-10 district with existing detached or attached dwellings used for residential purposes.

10. Article 7.1.2 Required parking. The project shall provide a minimum 0.5 parking spaces per dwelling unit, but no vehicle parking shall be required for the first 16 dwelling units. The project shall provide a minimum 1 vehicle parking space per 500 square feet of Office uses, but shall not be required to provide vehicle parking for any other Commercial uses.

Existing code requirement:

Use	Min. Vehicle Parking
Multi-unit living: 0-1 bedroom	1 space per unit
Multi-unit living: 2 bedrooms	1.5 spaces per unit

Use	Min. Vehicle Parking
Multi-unit living: 3 bedrooms	2 spaces per unit
Multi-unit living: 4 bedrooms	2.5 spaces per unit
Multi-unit living: 5+ bedrooms	3.5 spaces per unit
Office	1 space per 400 s.f. of gross floor area
Restaurant/bar	1 space per 300 s.f. of gross floor area or 1 space per 5 seats, whichever is greater
Retail sales	1 space per 150 s.f. of gross floor area plus 1 space for every 600 s.f. of outdoor display area

11. Article 7.1.6.B.2 Structured parking spaces. No more than 10 compact parking spaces may adjoin each other in a continuous row.

Existing code requirement: No more than 2 compact parking spaces may abut each other.

12. Article 8.3.5.C Driveway spacing. Minimum driveway spacing shall be 50 feet.

Existing code requirement: Driveways accessing rights-of-way up to 80' wide must be spaced 200' apart; driveways accessing rights-of-way over 80' must be spaced 300' apart.

13. Article 8.3.5.D Cross-access. Required cross-access to 2000 Wake Forest Road shall not apply.

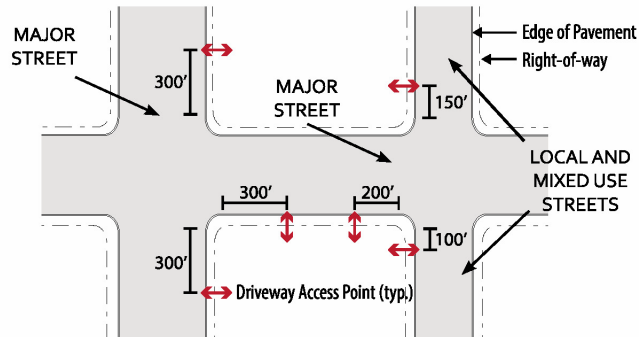
Existing code requirement: Internal vehicular circulation areas shall be designed and installed to allow for cross-access between abutting lots.

14. Article 8.4.4 Streets. New streets shall adhere to the standards of Master Plan Sheets C4.01 and C4.02.

Existing code requirement: Internal public streets would likely be required to comply with a Main Street cross section defined in UDO 8.4.5.D and E.

15. Raleigh Street Design Manual Article 9.5 Driveway spacing from intersections. Minimum driveway spacing from intersections shall be 50 feet.

Existing code requirement: Driveway access points shall be located according to the diagram below:



SUMMARY OF OTHER RESTRICTIONS

16. The following principal uses are prohibited: Vehicle Fuel Sales; Vehicle Sales/Rental; Detention Center, Jail, Prison; Vehicle Repair (Major); Vehicle Repair (Minor); Self-Service Storage; Research & Development; Adult Establishment; Car Wash.
17. The following principal uses are prohibited in Tract E: Overnight Lodging; Restaurant/Bar; Light Manufacturing
18. Maximum development intensity shall be limited to:
- Office and Medical – 344,508 square feet
 - Retail Sales – 9,120 square feet
 - Restaurant/Bar – 40,777 square feet
 - Residential Dwelling Units – 500 units
19. Maximum building heights shall be limited to:
- Tract A – 7 stories
 - Tract B – 7 stories
 - Tract C – 15 stories
 - Tract D – 7 stories and 6 stories / 83 feet
 - Tract E – 6 stories
20. General and mixed use buildings shall have a build-to of 5' (min) and 50' (max) applicable to Wake Forest Road and E. Whitaker Mill Road.
21. The developer shall offer vehicular cross-access to 1002 Mills Street (PIN 1714198961; Deed Book 17646, Page 2682, Wake County Registry).
22. The developer shall offer vehicular cross-access to Olde Towne Village townhouses on Cotton Exchange Court (PIN 1714192655, Deed Book 9370, Page 1726, Wake County Registry) and construct a vehicle gate. There shall also be an additional pedestrian-only cross access point.

23. The developer shall permit pedestrian cross-access from 912 Mills Street (PIN 1714195944; Deed Book 007123, Page 00088, Wake County Registry).
24. Along the eastern and southern boundaries of the Olde Towne Village townhouses on Cotton Exchange Court there shall be a Type B1 Transitional Protective Yard as defined by UDO Section 7.2.4, although a fence may take the place of a wall.
25. Along the northern boundary line of Tract A, there shall be an opaque fence or wall at least 6.5' in height.
26. Within 10 feet of the northern boundary line of Tract A, there shall be evergreen shrubs planted at a rate of 12 shrubs per 100 linear feet. Each shrub shall have a minimum height of four feet (4') at the time of planting.
27. The portion of Building 5 between Wake Forest Road and the end of the first townhouse row shall be no more than five (5) stories above the finished grade as measured on the northern building elevation.
28. No outdoor dining shall be located between Buildings 4, 5 and 6, and the Cotton Exchange townhouses.
29. No outdoor dumpster shall be located within twenty-five feet (25') of the Cotton Exchange townhouses.
30. If the building on Tract C is 9 stories or less:
 - i. There shall be a 20-foot minimum setback from 2000 Wake Forest Road ("Adjacent Property").
 - ii. There shall be a minimum setback along E Whitaker Mill Road that tapers from 25 to 5 feet, west to east.
 - iii. The maximum building height shall be 7 stories for any building that is both (i) within 100 feet of the existing right-of-way of Wake Forest Road, and (ii) within 100 feet of the Adjacent Property.
31. If the building on Tract C is taller than 9 stories:
 - i. There shall be a minimum building setback of 10 feet from the northern property line of 2000 Wake Forest Road ("Adjacent Property").
 - ii. There shall be a minimum building setback of 20 feet from the eastern property line of the Adjacent Property.
 - iii. Any portion of the building taller than 9 stories must be at least 32 feet from the Adjacent Property.
 - iv. The maximum building height shall be 7 stories for any building that is both (i) within 100 feet of the existing right-of-way of Wake Forest Road, and (ii) within 50 feet of the Adjacent Property.
 - v. The maximum building height shall be 3 stories for those portions of any building located on that portion of Tract C that is both (i) within 75 feet of the existing right-of-way of E Whitaker Mill Road, and (ii) within 80 feet of the Adjacent Property.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Moderate Density Residential, Neighborhood Mixed Use
Urban Form	City growth Center, Transit Emphasis Corridor
Consistent Policies	Policy LU 2.2—Compact Development Policy LU 2.6—Zoning and Infrastructure Impacts Policy LU 4.4—Reducing Vehicle Miles Traveled Through Mixed-use Policy LU 4.5—Connectivity Policy LU 5.2—Managing Commercial Development Impacts Policy LU 6.1—Composition of Mixed-use Centers Policy LU 6.2—Complementary Land Uses and Urban Vitality Policy LU 7.5—High-impact Commercial Uses Policy T 2.3—Eliminating Gaps Policy T 2.4—Road Connectivity Policy T 2.6—Preserving the Grid Policy H 1.8—Zoning for Housing Policy UD 1.10—Frontage Policy UD 7.3—Design Guidelines
Inconsistent Policies	Policy LU 1.2—Future Land Use Map and Zoning Consistency Policy LU 5.1—Reinforcing the Urban Pattern Policy LU 5.4—Density Transitions Policy LU 5.6—Buffering Requirements Policy LU 5.7—Building Height Transitions Policy LU 7.4—Scale and Design of New Commercial Uses Policy LU 8.12—Infill Compatibility

FUTURE LAND USE MAP CONSISTENCY

The rezoning case is ☐ **Consistent** ☒ **Inconsistent** with the Future Land Use Map.

COMPREHENSIVE PLAN CONSISTENCY

The rezoning case is ☐ **Consistent** ☒ **Inconsistent** with the 2030 Comprehensive Plan.

PUBLIC MEETINGS

First Neighborhood Meeting	Second Neighborhood Meeting	Planning Commission	City Council
12/19/2019 43 attendees	1/6/2021 50 attendees	1/28/2021 (CoW) 3/11/2021 (CoW) 3/25/2021 (CoW) 4/13/2021 (deferred) 4/27/2021	5/4/2021

PLANNING COMMISSION RECOMMENDATION

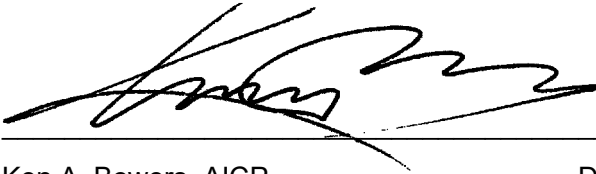
The rezoning case is **Inconsistent** with the Future Land Use Map and **Inconsistent** with the relevant policies in the Comprehensive Plan, furthermore **Denial** is reasonable and in the public interest because:

Reasonableness and Public Interest	Denial of the request is reasonable and in the public interest because the request is inconsiderate of existing residents and businesses, is incompatible with the surrounding area, and does not include appropriate transition requirements.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	N/A
Recommendation	Denial
Motion and Vote	Motion: McIntosh; Second: Winters In Favor: Bennett, Fox, Lampman, Mann, McIntosh, and Winters Opposed: Miller and Rains
Reason for Opposed Vote(s)	Not stated

ATTACHMENTS

1. Staff report
2. Comprehensive Plan Amendment Analysis
3. Traffic Impact Analysis
4. Rezoning Application
5. Planned Development Narrative
6. Application Plan Sheets

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 attached Staff Report and Comprehensive Plan Amendment Analysis.



Ken A. Bowers, AICP
Planning and Development Deputy Director

Date: 4/27/2021

Staff Coordinator: Ira Mabel: (919) 996-2652; Ira.Mabel@raleighnc.gov



ZONING STAFF REPORT

CASE Z-22-20 (MP-1-20)

Planned Development District

OVERVIEW

A Planned Development (PD) is a zoning district that is intended to provide higher design quality by allowing modifications to certain Unified Development Ordinance (UDO) standards in exchange for greater detail of development. To create a PD, applicants start with a standard zoning district, in this case Commercial Mixed Use (CX), and modify the development requirements of that district and offer specific detail of how the resulting development will provide higher design quality. These modifications are outlined in a Master Plan that accompanies the rezoning petition. Where the Master Plan does not specify a modification to the UDO, the unmodified standards in the UDO apply. This staff report analyzes the policies in the 2030 Comprehensive Plan for consistency, typical of any rezoning request, and also provides an analysis of the proposed modifications to the UDO standards as proposed in the Master Plan.

The request is to rezone 17 properties comprising 11.16 acres from Residential-10 (R-10), Office Mixed Use–3 stories–Parking Limited (OX-3-PL), Commercial Mixed Use–3 stories–Parking Limited (CX-3-PL), Industrial Mixed Use–3 stories (IX-3), and Industrial Mixed Use–3 stories–Parking Limited (IX-3-PL) to PD. The subject site is on the northeast corner of the intersection of Whitaker Mill Road and Wake Forest Road; Progress Court is completely contained within the site. The site includes all the land between the railroad and Wake Forest Road with two exceptions: the corner lot occupied by Premium Imports auto repair, and the 11 Olde Towne Village townhouse units on Cotton Exchange Court.

The proposed PD district modifies code standards that apply building setbacks, build-to's, ground floor elevation, outdoor amenity area, floor plate size, building massing, building separation, neighborhood transitions, parking minimums, structured parking spaces, driveway spacing, cross access, and street cross sections. The details of these modifications are analyzed throughout the report.

The overall entitlement of the proposed PD is limited to a total of 344,508 square feet of office and medical uses; 9,120 square feet of retail; 40,777 square feet of restaurants/bars; and 500 dwelling units. The PD establishes a height limit of 6 stories on the northwestern corner of the site, 6 stories and 83 feet in the middle of the Wake Forest frontage, 15 stories on the southern corner, and 7 stories elsewhere. There is an additional height restriction of 5 stories for a portion of the building just to the south of the Olde Towne Village townhouses. The PD specifies two scenarios for buildings in Tract C, with minimum setbacks, maximum building heights, and building stepbacks for each.

The subject site currently contains 5 detached houses, 2 duplexes, one triplex, and approximately 127,000 square feet of commercial and industrial space. To the north are detached dwellings and 16 apartment units fronting on Mills Street. To the east on the other side of the rail line is a large, multi-unit commercial building. To the south across Whitaker Mill Road is a gas station, self-service storage, and a warehouse. To the west across Wake

Forest Road are detached dwellings along the corridor and neighborhood commercial uses. Diagonally southwest across the intersection is a Snoopy's Hot Dogs & More restaurant.

The existing commercial uses in the rezoning site that front on Whitaker Mill Road and Progress Court are designated as Neighborhood Mixed Use on the Future Land Use Map; the remaining parcels in the site are Moderate Density Residential. The railroad tracks serve as a boundary between more intense Community Mixed Use and Business & Commercial Services FLUM designations to the east along Atlantic Avenue and Capital Boulevard, and Low and Moderate Density Residential designations to the west. There is a transition area of Neighborhood Mixed Use designation on the rezoning site and further to the south.

The area is generally zoned for 3-story commercial and industrial development to the east of Wake Forest Road (IX-3) and at the Wake Forest-Whitaker Mill intersection (OX-3, NX-3, CX-3). Other nearby zoning districts are primarily R-10.

The majority of the site and adjacent land to the east and south are located within a City Growth Center on the Urban Form Map; Wake Forest Road is a Transit Emphasis Corridor. These classifications suggest an urban or hybrid frontage approach. Three of the existing zoning districts on the site include a Parking Limited (PL) frontage.

The Core Transit Area on the Urban Form Map ends just south of the rezoning site, at the Capital Boulevard/Wake Forest interchange. This designation is applied to the four planned bus rapid transit (BRT) lines in the city. Although the Urban Form designation does not cover the rezoning site, the Equitable Development Around Transit (EDAT) guidebook anticipates BRT stations on the northern route to be located around Capital Boulevard / Atlantic Avenue and Capital Boulevard / Crabtree Boulevard. However, there is currently no pedestrian access between the rezoning site and the nearest BRT station locations.

UDO Section 4.7.5. General Design Principles

The following design principles will be considered when reviewing an application for a PD district.

- A. When at least 20 residential units are proposed, the project includes a variety of housing stock that serves a range of incomes and age groups, and may include detached houses, attached houses, townhouses, apartments and dwelling units above first floor commercial spaces.
 - The proposed PD provides for housing within townhouse, apartment, and mixed use building types, although the master plan implies that no townhouses will be constructed.
- B. Uses are compact and well-integrated, rather than widely separated and buffered.
 - The proposed PD shows compact and integrated uses with fewer buffering and separating requirements than required by the UDO.

- C. Compatibility among different uses is achieved through effective site planning and architectural design.
- The site plan generally concentrates residential uses and shorter buildings in one portion of the site, and purely non-residential uses and the tallest buildings in another portion of the site.
 - There are no architectural standards other than building height.
- D. A variety of business types are accommodated, from retail and professional office to live-work. Office uses vary from space for home occupations to conventional office buildings. Retail uses range from corner stores to larger format supermarkets.
- Office, restaurant/bar, and retail uses are specified explicitly in the master plan. Although certain non-residential uses are prohibited, other commercial uses, such as personal service for example, are allowed to count toward the entitlement for office.
- E. Special sites, such as those at terminated vistas, are reserved for public or civic buildings and spaces that serve as symbols of the community, enhancing community identity.
- The corner of Whitaker Mill Road and Wake Forest Road has particularly high visibility for people traveling north on Wake Forest and east on Whitaker Mill. This corner of the PD contains the site's tallest building.
- F. The project includes a variety of street types designed to be accessible to the pedestrian, bicycle, and automobile. Streets are connected in a way that encourages walking and reduces the number and length of automobile trips.
- The PD specifies custom street sections, most with on-street parking on one or both sides. The proposed internal street network will include sidewalks, but not include bike lanes.
- G. Bicycle circulation is accommodated on streets and on dedicated bicycle paths, greenways, or trails with adequate bicycle parking facilities being provided at appropriate locations.
- The proposed PD district does not include off-street bicycle facilities for internal streets, but does propose multi-use paths on Whitaker Mill Road and Wake Forest Road.
- H. Building facades spatially delineate the streets and civic spaces, and mask parking lots.
- The PD waives build-to requirements and allows parking areas between the building and the sidewalk. However, the master plan shows buildings or public space lining all streets.

- I. Architecture and landscape design are based on the local climate, topography, history and building practice.
 - The site plan specifies the planting of evergreen shrubs in one of the designated open space areas and along the northernmost property boundary. Other architectural and landscape standards are not specified beyond UDO requirements.
- J. The project includes open space as a significant element of the project's design. Formal and informal, active and passive open spaces are included. Open spaces may include, but are not limited to, squares, plazas, greens, preserves, farmers markets, greenways and parks.
 - The site plan meets the required 10% of the site area designated as open space, located in three separate places. Two of those open space areas are positioned to serve as significant public plazas.
- K. The project is compatibly integrated into established adjacent areas, and considers existing development patterns, scale and use.
 - There are commercial uses at the four quadrants of Whitaker Mill Road's intersection with Wake Forest Road, and also south of Whitaker Mill and east of the railroad tracks. However, adjacent development to the north and across Wake Forest Road to the east are all moderate density residential. Nowhere in the area is zoned for buildings taller than three stories, making a 15-story building a significant departure from the existing scale of development.
- L. The project is a clearly identifiable or legible place with a unique character or unique tradition.
 - The site's prominent location and clear edges make it a clearly identifiable place.
- M. Public art, including but not limited to, monuments, sculpture and water features, is encouraged.
 - There is no detail of public art proposed.
- N. Entertainment facilities, including but not limited to, live music venues and theatres are encouraged.
 - There are no entertainment facilities proposed.

Update for April 27, 2021 Planning Commission Meeting

Since this item was last discussed by Committee of the Whole on March 25, 2021, the applicant has made the following major changes to the rezoning request:

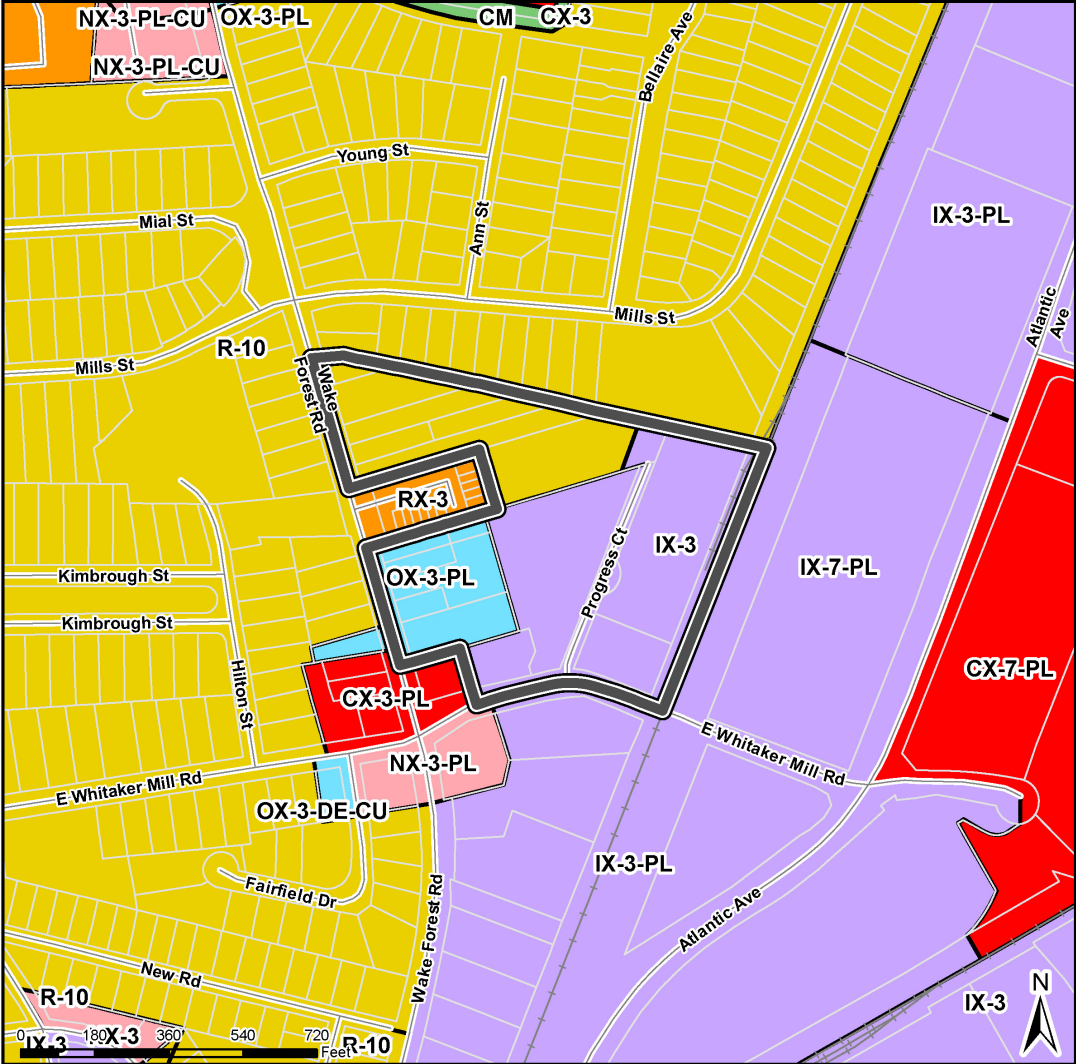
- If the building on Tract C is 9 stories or less:
 - There shall be a 20-foot minimum setback from 2000 Wake Forest Road (“Adjacent Property”).
 - There shall be a minimum setback along E Whitaker Mill Road that tapers from 25 to 5 feet, west to east.
 - The maximum building height shall be 7 stories within 100 feet of Wake Forest Road (existing) and within 100 feet of the Adjacent Property.
- If the building on Tract C is taller than 9 stories:
 - There shall be a 10-foot minimum setback from the northern property line of the Adjacent Property.
 - There shall be a 20-foot minimum setback from the eastern property line of the Adjacent Property.
 - Any portion of the building taller than 9 stories must be at least 32 feet from the Adjacent Property.
 - The maximum building height shall be 7 stories within 100 feet of Wake Forest Road (existing) and within 50 feet of the Adjacent Property.
 - The maximum building height shall be 3 stories within 75 feet of Whitaker Mill Road and within 80 feet of the Adjacent Property.

OUTSTANDING ISSUES

Outstanding Issues	<ol style="list-style-type: none">1. Staff has raised the following issues with the proposed PD:<ul style="list-style-type: none">• Requiring cross access to the parcel at the corner of Wake Forest Road and Whitaker Mill Road is preferred.• Show compliance with tree conservation regulations.	Suggested Mitigation	<ol style="list-style-type: none">1. The applicant can resubmit the PD narrative and master plan to respond to staff's comments.
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Existing Zoning

Z-22-2020

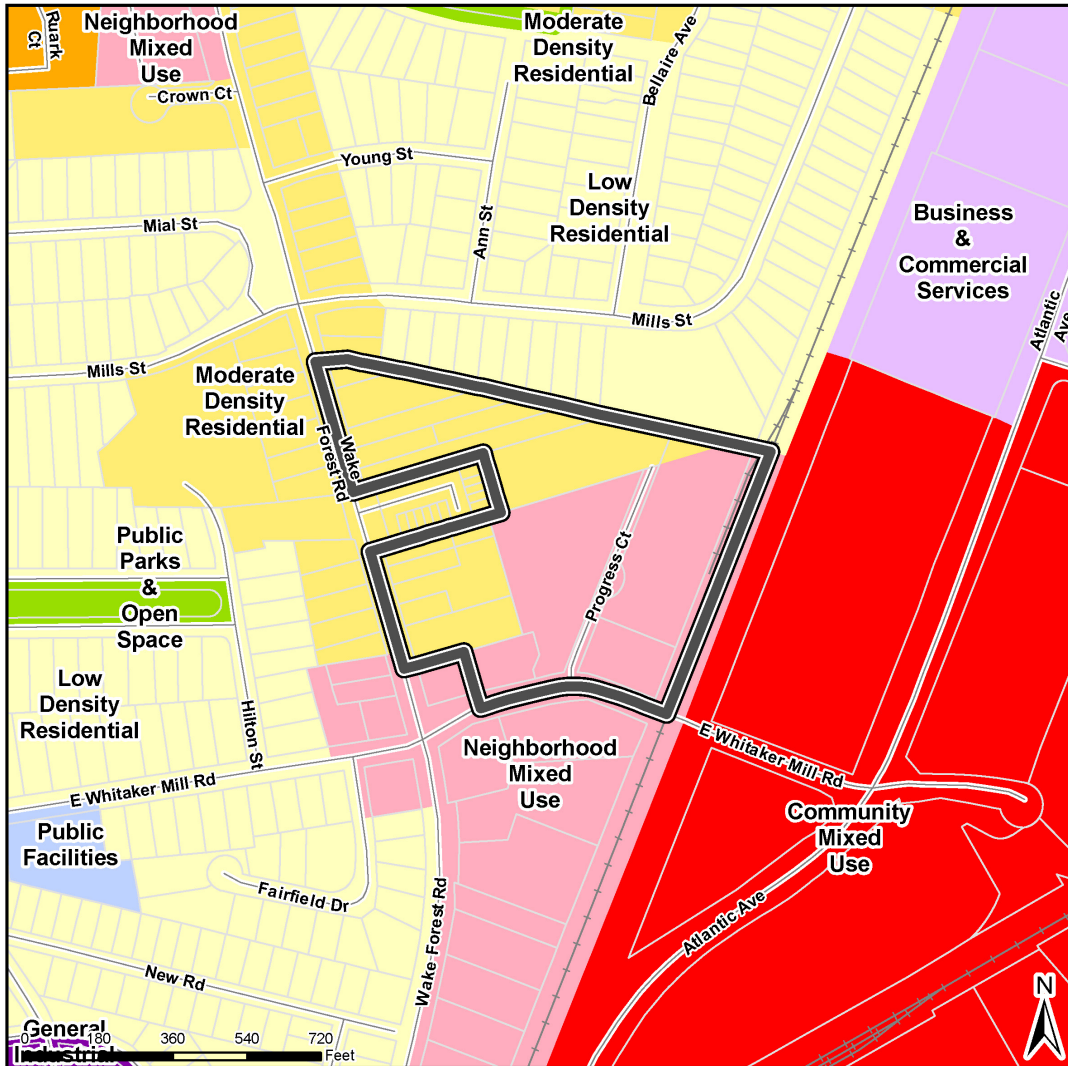


Property	2006, 2010, 2012, 2014, 2016, 2018, 2028, 2030, 2032, 2034, 2038, & 2040 Wake Forest Rd; 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040	<div>Location</div>
Size	11.16 acres	
Existing Zoning	R-10, IX-3, IX-3-PL, & OX-3-PL	
Requested Zoning	PD	

Map by Raleigh Department of City Planning (mansolf); 6/30/2020

Future Land Use

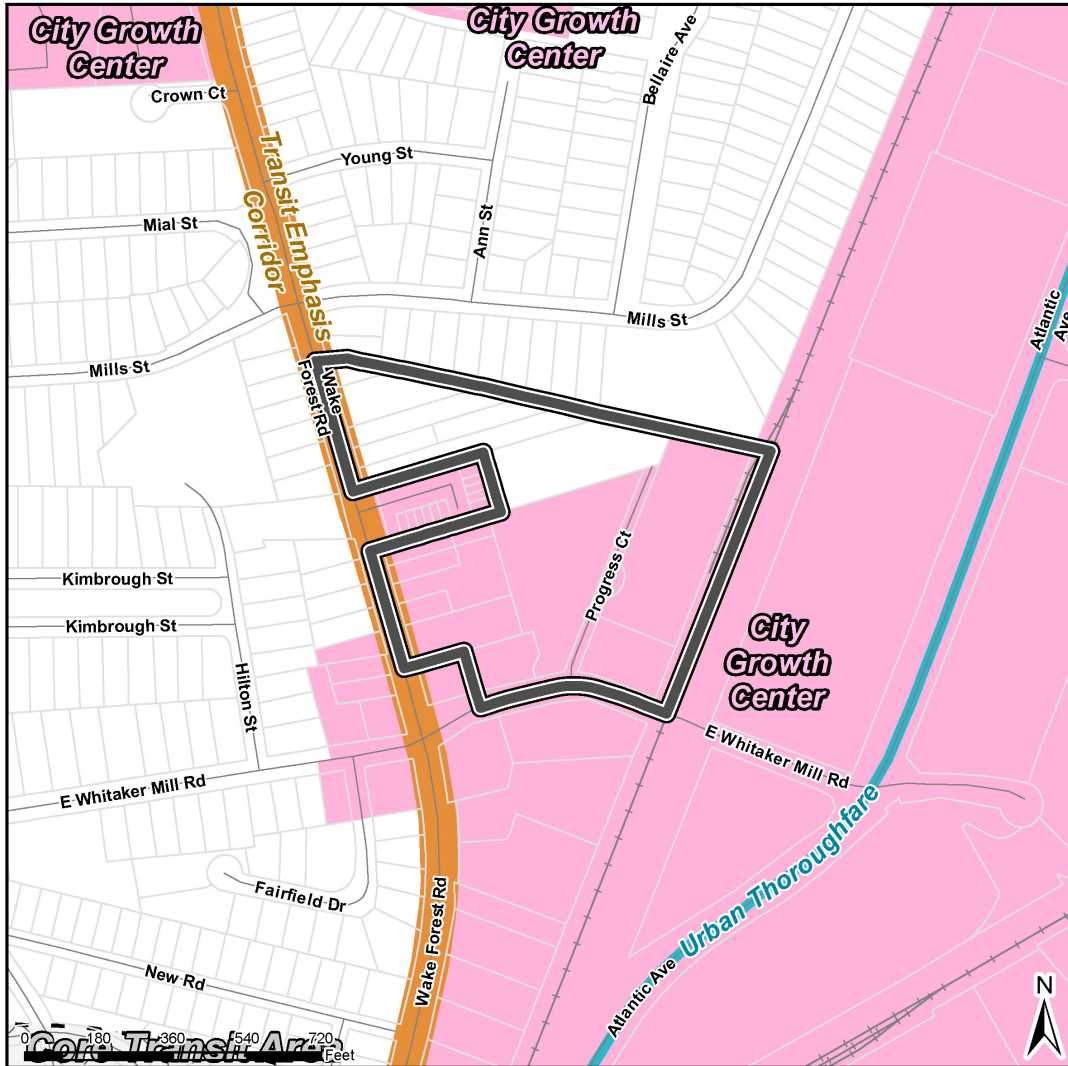
Z-22-2020



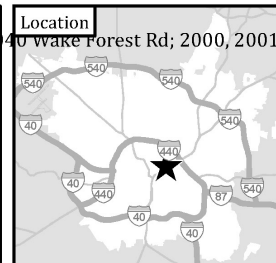
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Property	2006, 2010, 2012, 2014, 2016, 2018, 2028, 2030, 2032, 2034, 2038, & 2040 Wake Forest Rd; 2000, 2001,
Size	11.16 acres
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Requested Zoning	PD



Map by Raleigh Department of City Planning (mansolf); 6/30/2020

COMPREHENSIVE PLAN

Determination of the conformance of a proposed use or zone with the Comprehensive Plan includes consideration of the following questions:

- A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?

The request is consistent with the vision and themes in the Comprehensive Plan

The request is consistent with the **Expanding Housing Choices** vision theme, which encourages expanding the supply of decent affordable housing. The requested rezoning would permit up to 500 dwelling units on the site and allow for townhouses and apartments, which would increase the diversity of housing stock compared to the nearby neighborhoods characterized primarily by single-family homes.

The request is consistent with the **Managing Our Growth** vision theme. This theme encourages integrated land uses; providing desirable spaces and places to live, work, and play; and development in areas where infrastructure is already in place. A vertically mixed-use development, cohesively designed via a master plan, and partially within a City Growth Center where Comprehensive Plan policy seeks to direct 60% of the city's future growth, fulfills these goals.

The request is consistent with the **Coordinating Land Use and Transportation** vision theme. This theme envisions higher density residential and mixed-use development to support new local and regional public transit services. Although final station locations are not known at this time, the subject site is less than 1/2 of a mile from a likely Capital Boulevard BRT station at Atlantic Avenue.

- B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?

No. The subject site is classified as Neighborhood Mixed Use and Moderate Density Residential on the Future Land Use Map, which recommend the Neighborhood Mixed Use (NX) district and residential zoning up to 14 units/acre, respectively. The base district of the PD is Commercial Mixed Use (CX), which is more intense than both FLUM designations envision.

Generally speaking, the proposed uses and their locations within the master plan are compatible with the FLUM. However, Table LU-2 recommends heights of 3 to 4 stories, not the 7 and 15 story buildings permitted in the PD.

- C. If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?

Reducing the building height and/or residential density on the northern and western portions of the site would be more in line with the land use recommendations.

Alternatively, other standards for neighborhood transitions such as stepbacks/height planes and protective yards could improve consistency.

- D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

Yes. Community facilities and streets appear to be sufficient to serve the proposed use. The impacts identified by the Traffic Impact Analysis can be mitigated through site access control and street restriping.

Future Land Use

Future Land Use designation: Moderate Density Residential, Neighborhood Mixed Use

The rezoning request is

☐ **Consistent** with the Future Land Use Map.

☒ **Inconsistent**

The subject site is classified as Neighborhood Mixed Use and Moderate Density Residential on the Future Land Use Map, which recommend the Neighborhood Mixed Use (NX) district and residential zoning up to 14 units/acre, respectively. The base district of the PD is Commercial Mixed Use (CX), which is more intense than both FLUM designations envision.

Generally speaking, the proposed uses and their locations within the master plan are compatible with the FLUM. Some of the more intense uses allowed in CX districts are prohibited outright, but not all, and any permitted use can be located anywhere on the site where Office is permitted. In addition, Table LU-2 recommends heights of 3 to 4 stories, not the 7 and 15 story buildings requested in the PD.

Urban Form

Urban Form designation: City Growth Center, Transit Emphasis Corridor

The rezoning request is

☒ **Consistent** with the Urban Form Map.

☐ **Inconsistent**

Overview: The site is located within a City Growth Center and along a Transit Emphasis Corridor, which suggest an urban or hybrid frontage. The urban frontages include the following: Green, Urban Limited, Urban General, and Shopfront. The hybrid frontage is Parking Limited.

Impact: The urban frontages are intended for areas where parking between the building and street is not allowed. Buildings abut or are close to the street and

sidewalk. The primary street build-to's in these frontages range from 0 to 50 feet. Street-facing entrances are required.

Compatibility: Although frontage standards are not referenced by the master plan and build-to requirements are waived for the most part, the block layout and location of building footprints will create the walkable urban environment that is compatible with the intent of the Urban Form map. The proposal is also consistent with most of the design guidelines in Table UD-1.

Compatibility

The proposed rezoning is

☐ **Compatible** with the property and surrounding area.

☒ **Incompatible.**

From a use and entitlement point-of-view, the rezoning is compatible with the property and the surrounding area and can be established without adversely impacting neighboring properties. From a form point-of-view, the size and scale of the proposed 7- and 15-story buildings could have a negative impact, particularly on the corner commercial lot at 2000 Wake Forest Road and on the Olde Towne Village townhouses that are not included in the PD.

The PD requires a 20-foot protective yard and screen fence adjacent to the townhouses, tiered height zones near the townhouses, and offers of cross access to adjacent properties at key points. Compatibility could be further improved by including standards for transitions such as stepbacks/height planes and cross access to the corner auto garage lot.

Public Benefits of the Proposed Rezoning

- The request would allow a high level of land use intensity within a City Growth Center, where Comprehensive Plan policy seeks to direct 60% of the city's future growth.
- The request would result in a mixed-use development with the potential for high internal trip capture, which is an effective method for reducing carbon emissions.

Detriments of the Proposed Rezoning

- The request would permit a relatively intense commercial zoning district adjacent to residential zoning.
- The request would permit building heights much taller than recommended by policy.

Policy Guidance

*The rezoning request is **consistent** with the following policies:*

Policy LU 2.2—Compact Development

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

- The request will allow high intensity development within a City Growth Center with significant entitlement for office, residential, and retail use. This site is close to a likely BRT station and a planned bus route with frequent service, making increased entitlement here efficient for both the provision of public services and the operation of the transit network.

Policy LU 2.6—Zoning and Infrastructure Impacts

Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed.

- Transportation infrastructure appears to be sufficient to serve the proposed use. The traffic impacts identified by the Traffic Impact Analysis can be mitigated through access control and street restriping.

Policy LU 4.4—Reducing Vehicle Miles Traveled Through Mixed-use

Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).

- The proposed development will permit both high intensity residential and commercial uses on the same site. The retail and restaurant entitlement will also serve nearby neighborhoods and increase the number and variety of trip destinations.

Policy LU 4.5—Connectivity

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

Policy T 2.3—Eliminating Gaps

Eliminate “gaps” in the transportation system and provide a higher grid density that will increase mobility options and promote the accessibility of nearby land uses.

Policy T 2.6—Preserving the Grid

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

- The offers of vehicular cross access to the apartments at 1002 Mills Street and townhouses on Cotton Exchange Court will enhance the street grid in the area and provide for more mobility options for local residents.

- Consistency with these policies could be further improved by offering cross access to the commercial property at 2000 Wake Forest Road.

Policy LU 6.1—Composition of Mixed-use Centers

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

Policy LU 6.2—Complementary Land Uses and Urban Vitality

A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers to maintain the city's livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistently with this policy.

- Mixed-used development within the City Growth Center that includes the Capital Boulevard and Wake Forest interchanges with I-440 will further diversify and compliment the mix of uses already in the area.

Policy LU 5.2—Managing Commercial Development Impacts

Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas.

Policy LU 7.5—High-impact Commercial Uses

Ensure that the city's zoning regulations limit the location and proliferation of fast food restaurants, sexually-oriented businesses, late night alcoholic beverage establishments, 24-hour mini-marts and convenience stores, and similar high impact commercial establishments that generate excessive late night activity, noise, or otherwise affect the quality of life in nearby residential neighborhoods.

- The master plan prohibits some high-impact uses such gas stations, vehicle sales, and car washes outright. The plan also prohibits hotels, restaurants, bars, and light manufacturing on Tract E, which is close to the residential neighborhood to the north, and prohibits outdoor dining between buildings and the Olde Towne Village townhouses.
- Consistency with these policies could be strengthened through further limitation of these commercial uses elsewhere on the site that are near to residential areas, such as Tracts A and D.

Policy T 2.4—Road Connectivity

The use of cul-de-sacs and dead-end streets should be minimized.

- The master plan proposes to eliminate the existing dead-end of Progress Court by connecting it to the larger street network.

Policy H 1.8—Zoning for Housing

Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well-supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.

- The requested rezoning would permit up to 500 dwelling units on the site and allow for townhouses and apartments, which would increase the diversity of housing stock compared to the nearby neighborhoods characterized primarily by single-family homes.

Policy UD 1.10—Frontage

Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.

Policy UD 7.3—Design Guidelines

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

- The full urban design guidelines are detailed below. Generally speaking, the proposed is consistent with the guidelines, although further design specificity could improve consistency further.

Urban Design Guideline	Analysis	Consistency
<u>Guideline #1:</u> All mixed-use developments should generally provide retail (such as eating establishments, food stores, and banks), and other uses such as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian-friendly form.	The proposed PD is for a mixed-use development including residential, office, retail, and restaurant entitlement.	Consistent
<u>Guideline #2:</u> Within all mixed-use areas, buildings that are adjacent to lower density neighborhoods should transition (height, design, distance, and/or landscaping) to the lower heights or be comparable in height and massing.	Although maximum building heights are taller than recommended by policy, the proposed PD does place the shortest buildings closest to the lower density neighborhood to the north.	Consistent

Urban Design Guideline	Analysis	Consistency
<u>Guideline #3:</u> A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major street.	<p>The proposed circulation plan includes offers of vehicular cross access to adjacent properties at key points.</p> <p>Consistency with this guideline could be improved by requiring cross access with 2000 Wake Forest Road,</p>	Consistent
<u>Guideline #4:</u> Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Street Plan.	<p>The proposed circulation plan includes offers of vehicular cross access to adjacent properties at key points.</p> <p>Consistency with this guideline could be improved by requiring cross access with 2000 Wake Forest Road,</p>	Consistent
<u>Guideline #5:</u> New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.	The proposed development creates new blocks that meet block perimeter standards.	Consistent
<u>Guideline #6:</u> A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared-use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.	The PD waives build-to requirements and allows parking areas between the building and the sidewalk. However, the master plan shows buildings or public space lining all streets.	Consistent

Urban Design Guideline	Analysis	Consistency
<u>Guideline #7:</u> Buildings should be located close to the pedestrian-oriented street (within 25- feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.	The PD waives build-to requirements and allows parking areas between the building and the sidewalk. However, the master plan shows buildings or public space lining all streets.	Consistent
<u>Guideline #8:</u> If the site is located at a street intersection, the main building of a complex, or main part of a single building should be placed at the corner. Parking, loading, or service should not be located at an intersection.	The corner of Whitaker Mill Road and Wake Forest Road has particularly high visibility for people traveling northward on Wake Forest and eastward on Whitaker Mill. This corner of the PD contains the site's tallest building.	Consistent
<u>Guideline #9:</u> To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.	The site plan meets the required 10% of the site area designated as open space, located in three separate places. Two of the open space areas are positioned to serve as significant public plazas.	Consistent
<u>Guideline #10:</u> New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.	The two plazas open space areas are adjacent to the sidewalks.	Consistent
<u>Guideline #11:</u> The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.	Most tracts include entitlement for retail and/or restaurant uses.	Consistent
<u>Guideline #12:</u> A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.	Based on the proposed block layout and open space areas, most open spaces will be adjacent to building facades.	Consistent

Urban Design Guideline	Analysis	Consistency
<u>Guideline #13:</u> New public spaces should provide seating opportunities.	There are no design details or standards provided for open space areas. In addition, the requirement for outdoor amenity area has been waived.	Inconsistent
<u>Guideline #14:</u> Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.	The PD waives build-to requirements and allows parking areas between the building and the sidewalk. However, the master plan shows buildings or public space lining all streets.	Consistent
<u>Guideline #15:</u> Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.	The PD waives build-to requirements and allows parking areas between the building and the sidewalk. However, the master plan shows buildings or public space lining all streets.	Consistent
<u>Guideline #16:</u> Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can have serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.	There are no design details or standards provided for open parking structures.	Inconsistent
<u>Guideline #17:</u> Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.	The site is in close proximity to existing transit stops for GoRaleigh Route 2.	Consistent
<u>Guideline #18:</u> Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.	A northbound transit stop is directly adjacent to the site. A city project to extend sidewalks on Wake Forest will create pedestrian access to a southbound stop at McNeil Street.	Consistent

Urban Design Guideline	Analysis	Consistency
<u>Guideline #19:</u> All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.	There are no sensitive environmental features on the site.	N/A
<u>Guideline #20:</u> It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.	Internal public streets have custom cross sections that meet appropriate dimensional standards for the context, though some sections of sidewalk are placed outside of the public right-of-way.	Consistent
<u>Guideline #21:</u> Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising, and outdoor seating.	Street cross sections show 6- to 10-foot sidewalks.	Consistent

Urban Design Guideline	Analysis	Consistency
<u>Guideline #22:</u> Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees that complement the face of the buildings and that shade the sidewalk. Residential streets should provide for an appropriate tree canopy, which shadows both the street and sidewalk and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 ¼ "caliper and should be consistent with the City's landscaping, lighting, and street sight distance requirements.	All street will meet the UDO's street tree standards.	Consistent
<u>Guideline #23:</u> Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.	The PD waives build-to requirements and allows parking areas between the building and the sidewalk. However, the master plan shows buildings or public space lining all streets.	Consistent
<u>Guideline #24:</u> The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances should be designed to convey their prominence on the fronting facade.	There are no design details or standards provided for open building entrances.	Inconsistent
<u>Guideline #25:</u> The ground level of the building should offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.	The development must comply with UDO transparency standards.	Consistent
<u>Guideline #26:</u> The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.	Street cross sections show 6- to 10-foot sidewalks.	Consistent

*The rezoning request is **inconsistent** with the following policies:*

Policy LU 1.2—Future Land Use Map and Zoning Consistency

The Future Land Use Map and associated Comprehensive Plan policies shall be used to guide zoning, ensure the efficient and predictable use of land capacity, guide growth and development, protect public and private property investments from incompatible land uses, and efficiently coordinate land use and infrastructure needs.

- The base district of the PD is Commercial Mixed Use (CX), which is more intense than both FLUM designations envision. Generally speaking, the proposed uses and their locations within the master plan are compatible with the FLUM. Some of the more intense uses allowed in CX districts are prohibited outright, but not all, and any permitted use can be located almost anywhere on the site where Office is permitted. In addition, Table LU-2 recommends heights of 3 to 4 stories, not the 7 and 15 story buildings permitted in the PD.

Policy LU 5.1—Reinforcing the Urban Pattern

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

- The request for a mixed-use development is not on its face incompatible with the existing urban pattern. However, the existing development in the area is all 1- to 2-story, which makes 5-, 6-, 7-, and 15-story buildings a substantial departure from existing character.
- This break from the established urban pattern is especially stark near the auto garage at 2000 Wake Forest Road, which could potentially be surrounded by a 15-story building at 0 feet from the lot line on two sides.

Policy LU 5.4—Density Transitions

Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.

Policy LU 5.6—Buffering Requirements

New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.

Policy LU 5.7—Building Height Transitions

When a mixed-use or nonresidential area contemplated for building heights in excess of seven stories abuts an area designated for low or moderate density on the future land use map, building heights should not exceed a 45-degree plane starting 10 feet from the adjoining lower-density area. When any mixed-use or non-residential area is separated from

an area of low- or moderate-density by an intervening street other than a Major Street, building faces along the frontage facing the residential area should not exceed three stories.

- The northern boundary of the rezoning site is adjacent to a neighborhood designated Low Density Residential on the FLUM. Buildings up to 5 and 7 stories can be constructed adjacent to the R-10 district, which only permits 3 stories. The difference in potential intensity between the neighborhood and the PD suggests that additional buffering above and beyond code-required minimums is warranted. Rather than the neighborhood transition yard that would be required by the UDO, including a 50-foot zone where no principle building could be constructed, the PD proposes a wall or fence and planted evergreen shrubs.
- The master plan requires a fence and 20-foot protective yard adjacent to two sides of the townhouses on Cotton Exchange Court. The UDO would not require a neighborhood protective yard here because the townhouses, so this condition is above and beyond code standard. However, the potential setbacks and heights of buildings on Tracts D and E do not comply with the density and building height transitions described in these policies.

Policy LU 7.4—Scale and Design of New Commercial Uses

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

Policy LU 8.12—Infill Compatibility

Vacant lots and infill sites within existing neighborhoods should be developed consistently with the design elements of adjacent structures, including height, setbacks, and massing through the use of zoning tools including Neighborhood Conservation Overlay Districts.

- The scale and location of the proposed 15-story building on Tract C will limit the redevelopment potential of the corner parcel at 2000 Wake Forest Road, particularly without building separation and cross access guaranteed in the master plan.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	42	GoRaleigh Route 2 currently serves Wake Forest Road; the WRX serves Atlantic Avenue.
Walk Score	31	43	The walk score is higher than the citywide average, although the sidewalk network is limited.
Bike Score	41	46	The bike score for the site is higher than the citywide average.

Source: [Walk Score](#) is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. The scores also correlate with shorter vehicle trips, which also produce less carbon. The city has a wide range of scores. Raleigh Municipal Building, for instance, has a Walk Score of 92, meaning the area is highly pedestrian-friendly and that many destinations are within a short walk. Some areas in the city have scores in single digits, indicating that few if any destinations are within walking distance, so nearly all trips are made by car.

Summary: According to Walk Score, this part of Raleigh has walkability and bikeability that is above the citywide average. However, there are currently no bike lanes and limited sidewalks in the area.

Carbon/Energy Footprint: Housing

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	No
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.

Summary: Approval of this rezoning request would allow the most energy-efficient housing units to be developed.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds	The potential residential entitlement of the site will more than double from 214 to 500 units.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	The proposed district would permit all possible housing types.
If not a mixed-use district, does it permit smaller lots than the average?*	N/A	
Is it within walking distance of transit?	Yes	The site is currently served by GoRaleigh Route 2, with stops close to the rezoning site.

**The average lot size for detached residential homes in Raleigh is 0.28 acres.*

Summary: The request would allow residential units in apartment and mixed use building types, which are generally more affordable than detached and attached units.

IMPACT ANALYSIS

Arts and Culture

1. Public art is not specified in the master plan.

Impact Identified: Unknown.

Historic Resources

1. The site is not located within or adjacent to a National Register Historic District or Raleigh Historic Overlay District. It does not include nor is adjacent to any National Register individually-listed properties or Raleigh Historic Landmarks.

Impact Identified: None.

Parks and Recreation

1. This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.
2. Nearest existing park access is provided by Kimbrough Park (0.3 miles) and Kiwanis Park (0.5 miles).
3. Nearest existing greenway trail access is provided by Crabtree Creek Greenway Trail (0.5 miles).
4. Current park access level of service in this area is graded a B letter grade.

Impact Identified: None.

Public Utilities

1. The proposed rezoning would add approximately 253,711 gpd to the wastewater collection and water distribution systems of the City.
2. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.
3. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy.

4. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer.

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	7,451	141,851	395,562
Waste Water	7,451	141,851	395,562

Impact Identified: None.

Stormwater

Floodplain	n/a
Drainage Basin	Crabtree
Stormwater Management	UDO Chapter 9
Overlay District	n/a

Impact Identified: No downstream structural impacts identified.

Development Engineering

1. Road section D is very specific with the design element of a bollard. It is preferred that this is described as something that will require further review by our Encroachment Committee and has to be approved separately, if allowable. All road sections have to meet the standard MUTCD standards and construction standards.

Impact Identified: The proposed cross section for Road Section D could create a conflict with other established city policies and procedures.

Transportation

1. **Site Location:** The Z-22-20 site is located near the northeast corner of the intersection of Wake Forest Road and Whitaker Mill Road. The eastern boundary of the site is the S-Line railroad.
2. **Area Plans:** The Z-22-20 site is located near the Walkable Midtown Plan, adopted on December 1, 2020. This area plan makes many recommendations for transportation infrastructure and urban design and completed several amendments to transportation maps in the Comprehensive Plan. The plan recommends the creation of a park along Crabtree Creek, between Wake Forest Road, Creekside Drive, Hodges Street, and Industrial Drive. It recommends an additional greenway trail on the south side of Crabtree Creek and a pedestrian bridge aligned with Industrial Drive.
3. **Other Projects in the Area:** A project to complete the sidewalk on the east side of Wake Forest Road between Creekside Drive and Georgetown Road is in right-of-way acquisition and permitting by the City of Raleigh. NCDOT has a project in planning to upgrade the interchange of I-440 with Wake Forest Road (I-5970). The S-Line railroad corridor is planned to be upgraded for higher-speed intercity passenger rail by NCDOT. A part of this broader project is a grade separation of Whitaker Mill Road over the railroad. This project is not programmed for funding at this time.
4. **Streets:** The subject property fronts on both Wake Forest Road and Whitaker Mill Road. Wake Forest Road is maintained by NCDOT and designated as a 4-lane divided avenue in the Street Plan (Map T-1 in the Comprehensive Plan). Whitaker Mill Road is maintained by the City of Raleigh and is designated as a 2-lane divided avenue in the Street Plan.

Internal public street are proposed in the Master Plan. These streets have custom cross sections shown on plan sheet C4.01. Cross sections meet appropriate dimensional standards for the context, though some sections of sidewalk are placed outside of the public right-of-way. Specific construction details are included in "Road Section 'D'" with a note that encroachments must be reviewed and approved during site plan review. Planning Commission and City Council should be aware that the specific design treatment of this cross section may not meet City standards or policy. Please refer to Transportation Development Engineering comments for more information on this issue.

In accordance with UDO section 8.3.2, the maximum block perimeter for PD zoning districts is 4,000 feet unless established in a master plan. The base district for this request is CX-20; the maximum block perimeter standard for CX-20 districts is 2,500 feet. The current block perimeter for the site is approximately 8,500 feet.

The master plan proposes internal public street resulting in blocks of approximately 1,900 and 1,100 feet in perimeter. UDO Section 8.3.2 would require the stubbing of a public street to the north of the site except that the master plan proposes to exempt the

site from the requirement. This code modification is not consistent with the Comprehensive Plan, including Policies T 2.3, T 2.4, T 2.5, and T 2.6, which all concern interconnected streets. These policies and the block perimeter standards in UDO Article 8.3 reduce per-capita vehicle miles traveled and increase the efficiency of providing city services such as solid waste collection.

This master plan is adjacent to 1002 Mills Street, a 16-unit apartment complex. The master plan provides a 40 ft wide vehicle and pedestrian offer of cross access to this property. Upon redevelopment of the 1002 Mills Street site, this connection will allow vehicle and pedestrian access from either Mills Street or the new public streets of the Z-22 East End Market PD, depending on the preferences of the owner of the adjacent parcel.

Connecting a public street right-of-way to this neighboring property would be in the public interest and be more consistent with the Comprehensive Plan. 1002 Mills Street is under the minimum site area for block perimeter standards, so it is unlikely that the public street can or will be extended to Mills Street, but redevelopment of the lot may result in pedestrian access through the site. A right-of-way connection would not provide an attractive route for Z-22-2020 site traffic as it would be less direct than the other vehicle access proposed by the master plan—in addition to the fact that extension of the public street to Mills Street is not required by the UDO.

5. **Pedestrian Facilities:** There are no existing sidewalks on site frontage. Sidewalks on Wake Forest Road are programmed as a part of Capital Improvement Project. The Master Plan includes 10-foot multiuse paths on the frontages of Whitaker Mill Road and Wake Forest Road. Sidewalks on interior streets are proposed that meet or exceed City of Raleigh dimensional standards. Some portions of sidewalk are proposed within sidewalk easements, rather than in the public right-of-way.

The master plan provides a 40 ft wide vehicle and pedestrian offer of cross access to 1002 Mills Street, a 16-unit apartment complex. This connection may benefit the Z-22-2020 site by facilitating future cycling and pedestrian access to the park and greenway amenities recommended by the Midtown-St. Albans Area Plan. It is less than one-third of a mile from the Z-22-2020 site to Crabtree Creek. Facilitating access to the Capital Area Greenway System would be consistent with Comprehensive Plan Policy T 5.7. The connection may also provide benefit to the residents of the adjacent Forest Acres subdivision because it may facilitate better pedestrian access to goods, services, and transit located along Wake Forest Road and Whitaker Mill Road. This is consistent with Comprehensive Plan Policies T 5.4 and T 5.9.

The master plan also offers pedestrian cross access to 912 Mills Street.

6. **Bicycle Facilities:** There are no existing bikeways near the subject site. Both Wake Forest Road and Whitaker Mill Road are designated for bicycle lanes in Map T-3 of the Comprehensive Plan. The Master Plan provides the bicycle lanes and also provides a multi-use path on the frontage of the two streets. A right-of-way connection to 1002 Mill

Street would provide better bicycle access than the proposed pedestrian access easement. A connection in this location would help facilitate a low-street bikeway connection to the Crabtree Creek Greenway Trail, approximately 0.3 mile to the north. Map T-3 designates Atlantic Avenue for a separated bikeway. The facilities on Whitaker Mill Road and Atlantic Avenue are priority facilities in the BikeRaleigh plan.

7. **Transit:** The site is currently served by two GoRaleigh Route 2 in the northbound direction on Wake Forest Road with service every 30 minutes all day. (Southbound service follows McNeil Street and Noble Road.) Frequent service is planned by the Wake Transit Plan to operate between North Hills and Downtown Raleigh; precise routing is not determined at this time, but service is expected to pass through the intersection of Six Forks Road and Wake Forest Road.

The master plan triggers the transit infrastructure requirements of UDO Article 8.11. These standards may not be modified by a Planned Development District. A 15' x 20' transit easement is shown near the existing GoRaleigh stop.

8. **Access:** The Master Plan proposes new public streets with one access to Whitaker Mill Road and two points to Wake Forest Road. UDO Section 8.3.5.D requires an offer of cross access to adjacent lots as directed by Comprehensive Plan Policies T 2.8 and T 2.9. The master plan narrative includes a code modification to remove these requirements for the abutting parcel at the corner of Whitaker Mill Road and Wake Forest Road. Exemption from cross access standards is inconsistent with Comprehensive Plan Policies T 2.8 and T 2.9. The size and location of the abutting parcel on the corner at a significant signalized intersection makes this situation particularly difficult.

Cross access to private street Cotton Exchange Place is not required (UDO Section 8.3.5.D.5.a). However, the master plan includes an offer of vehicle and pedestrian cross access. This is consistent with Comprehensive Plan policies T 2.8 and T 2.9. This offer of access puts the residents of Cotton Exchange in control of their access choices in the future and provides them a vehicle access path to Whitaker Mill Road that does not cross Wake Forest Road. As discussed in the streets section above, the plan also includes vehicle and pedestrian cross access to 1002 Mills Street.

9. **TIA Determination:** Approval of case Z-22-20 would increase the amount of projected vehicular trips above the threshold for a rezoning Traffic Impact Analysis (TIA) in the Raleigh Street Design Manual. Additionally, all PD zoning applications require submittal of TIAs. Please refer to the attached TIA review memo for trip generation details.

Z-22-20 Current Zoning Entitlements R-10, OX-3, IX-3, and IX-3-PL	Daily	AM	PM
	2,796	219	227
Z-22-20 Proposed Zoning Maximums PD	Daily	AM	PM
	7,324	579	625
Z-22-20 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	4,528	360	399

10. **TIA Review:** A TIA was performed by the WSP and reviewed by City Staff. It indicates that the proposed development will have impacts to the surrounding roadway network intersections that can be mitigated by the study's recommendations. Please refer to the attached TIA review memo for details on the estimated impacts and study recommendations.

Impact Identified: Full vehicular cross access to 2000 Wake Forest Road is more consistent with the Comprehensive Plan than pedestrian access only.

Urban Forestry

1. No documentation has been provided to review and determine compliance with UDO Article 9.1. The Development plan is greater than 2 acres and must show compliance with the tree conservation ordinance.

Impact Identified: Provide a tree conservation plan and tree cover report that addresses primary and secondary tree conservation areas as outlined in UDO 9.1.4.

Impacts Summary

- Exemption from cross access requirements is counter to the city's transportation goals.
- The proposed cross section for Road Section D could create a conflict with other established city policies and procedures.

Mitigation of Impacts

- Indicate full vehicular cross access points to 2000 Wake Forest Road.
- Remove the bollards from the street cross sections.

CONCLUSION

The request is to rezone 17 properties comprising 11.16 acres from Residential-10 (R-10), Office Mixed Use–3 stories–Parking Limited (OX-3-PL), Commercial Mixed Use–3 stories–Parking Limited (CX-3-PL), Industrial Mixed Use–3 stories (IX-3), and Industrial Mixed Use–3 stories–Parking Limited (IX-3-PL) to PD.

The proposed PD district modifies code standards that apply building setbacks, build-to's, ground floor elevation, outdoor amenity area, floor plate size, building massing, building separation, neighborhood transitions, parking minimums, structured parking spaces, driveway spacing, cross access, and street cross sections.

The PD establishes a height limit of 6 stories on the northwestern corner of the site, 6 stories and 83 feet just to the south of the Olde Towne Village townhouses, 15 stories on the southern corner, and 7 stories elsewhere. The overall entitlement of the proposed PD is limited to a total of 344,508 square feet of office and medical uses; 9,120 square feet of retail; 40,777 square feet of restaurants/bars; and 500 dwelling units.

The request is **consistent** with Comprehensive Plan overall; **inconsistent** with the Future Land Use Map; and **consistent** with the Urban Form Map.

The request is **consistent** with Comprehensive Plan policies regarding compact development, mixed use centers, street connectivity, managing commercial impacts, zoning for housing, and urban design. The request is **inconsistent** with policies regarding density transitions and infill development.

The request would support the Vision Themes of *Expanding Housing Choices*, *Managing Our Growth*, and *Coordinating Land Use and Transportation*.

CASE TIMELINE

Date	Action	Notes
6/18/2020	First submittal	
9/18/2020	Second submittal	
12/3/2020	Third submittal	
1/28/2021 3/11/2021 3/25/2021	Planning Commission	Committee of the Whole
4/13/2021	Planning Commission	Report of Committee of the Whole
4/27/2020	Planning Commission	

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

	SUBJECT PROPERTY	NORTH	SOUTH	EAST	WEST
Existing Zoning	R-10, OX-3-PL, CX-3-PL, IX-3, IX-3-PL	R-10	NX-3-PL, IX-3-PL	IX-7-PL	CX-3-PL, R-10
Additional Overlay	N/A	N/A	N/A	N/A	N/A
Future Land Use	Moderate Density Residential, Neighborhood Mixed Use	Low Density Residential	Neighborhood Mixed Use	Moderate Density Residential, Neighborhood Mixed Use	Community Mixed Use
Current Land Use	Detached residential; Retail/office	Detached & multi-family units	Fuel sales, warehouse	Mixed commercial (Dock 1053)	Detached residential; Retail
Urban Form	City Growth Center; Transit Emphasis Corridor	N/A	City Growth Center; Transit Emphasis Corridor	City Growth Center; Urban Thoroughfare	Transit Emphasis Corridor

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	R-10, OX-3-PL, CX-3-PL, IX-3, IX-3-PL	PD
Total Acreage	11.16	11.16
Residential Density:	19.18	44.8
Max. # of Residential Units	214	500
Max. Gross Building SF	643,371	878,628
Max. Gross Office SF	186,581	344,508
Max. Gross Retail SF	66,287	525,000
Max. Gross Restaurant/Bar SF	32,302	40,777
Potential F.A.R	1.32	1.8

*The development intensities for proposed zoning districts were estimated using an impact analysis tool. The estimates presented are only to provide guidance for analysis.



COMPREHENSIVE PLAN AMENDMENT ANALYSIS – CASE Z-22-20

OVERVIEW

The approval of Z-22-20 East End market PD would require an amendment to the Future Land Use Map.

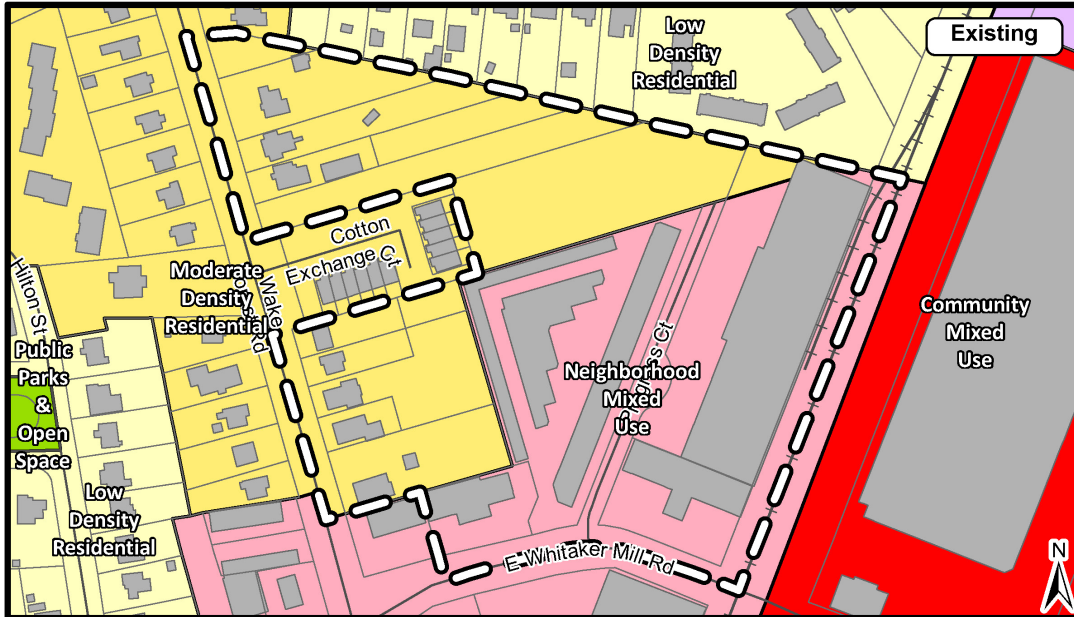
The Future Land Use Map identifies the subject site as Neighborhood Mixed Use and Moderate Density Residential on the Future Land Use Map, which recommend the Neighborhood Mixed Use (NX) district and residential zoning up to 14 units/acre, respectively. The base district of the PD is Commercial Mixed Use (CX), which is more intense than both FLUM designations envision.

If approved, the Future Land Use Map would be amended to Community Mixed Use, of which the 2030 Comprehensive Plan states:

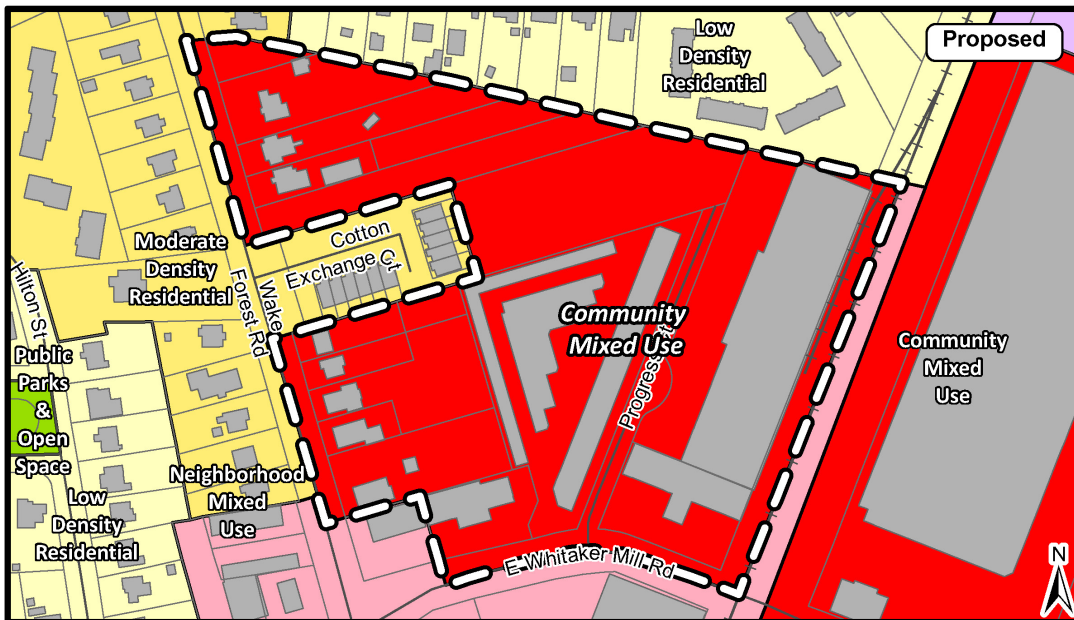
This category is applied primarily to frontage lots along major streets where low density residential uses are no longer appropriate, as well as office parks and developments suitable for a more mixed-use development pattern. This category encourages a mix of residential and office use. Retail not ancillary to employment and/or residential uses is discouraged so that retail can be more appropriately clustered and concentrated in retail and mixed-use centers at major intersections and planned transit stations. OX is the closest corresponding zoning district. Higher-impact uses such as hotels and hospitals are not contemplated or recommended in this land use category except as limited uses in appropriate locations. Heights would generally be limited to four stories when near neighborhoods, with additional height allowed for larger sites and locations along major corridors where adjacent uses would not be adversely impacted.

Z-22-2020: Required Amendment to the Future Land Use Map

Existing Designation: Medium Density Residential, Neighborhood Mixed Use



Proposed Designation: Office and Residential Mixed Use





Raleigh

MEMO

TO: Bynum Walter, AICP, Comprehensive Planning Supervisor

FROM: Eric J. Lamb, PE, Transportation Planning Manager

DATE: January 5, 2020

SUBJECT: Traffic Impact Analysis Review for Z-22-20 – East End Market
Planned Development

We have reviewed the updated the Traffic Impact Analysis (TIA) prepared by WSP for the East End Market Planned Development, case number Z-22-20. The following memorandum summarizes the most relevant information pertaining to the study as well as City Staff's review of the analysis and recommendations.

Development Details

<i>Site Location:</i>	Whitaker Mill Road
<i>Address:</i>	101 Progress Ct. – 2045 Progress Ct. 1007 and 1019 E. Whitaker Mill Rd. 2006, 2010, 2010 2014, 2016, 2018, 2028, 2030, 2034, 2038, and 2040 Wake Forest Rd.
<i>Current Zoning:</i>	R-10, OX-3, IX-3, IX-3-PL
<i>Proposed Zoning:</i>	PD
<i>Allowable Land Use:</i>	66,287 SF of retail 182 Dwelling Units
<i>Maximum Proposed Zoning Land Use:</i>	344,508 SF of Office 500 Dwelling Units 49,897 SF of Retail
<i>Build-out Year:</i>	2024

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

One Exchange Plaza
1 Exchange Plaza, Suite 1020
Raleigh, North Carolina 27601

City of Raleigh
Post Office Box 590 • Raleigh
North Carolina 27602-0590
(Mailing Address)

Study Area & Analysis Scenarios

The following intersections were studied as part of this TIA:

1. E Whitaker Mill Road and Wake Forest Road *(Signalized)*
2. E Whitaker Mill Road and Atlantic Avenue *(Signalized)*
3. Mills Street and Wake Forest Road *(Signalized)*
4. McNeil Street and Wake Forest Road *(Signalized)*
5. Hodges Street and Wake Forest Road *(Signalized)*
6. Hodges Street and Atlantic Avenue *(Signalized)*
7. E Whitaker Mill Road and Site Driveway 1 *(Unsignalized)*
8. Wake Forest Road and Site Driveway 2 (South) *(Unsignalized)*
9. Wake Forest Road and Site Driveway 3 (North) *(Unsignalized)*

Trip Generation

WSP made the following assumptions as agreed to by City staff:

- 10th Edition ITE Trip Generation Manual.
- A 3% growth rate was applied for projected volumes (2024).
- Background development includes Raleigh Ironworks development will be located on the east side of Atlantic Avenue between E Whitaker Mill Road and Hodges Street.
- E. Whitaker Mill Road will be converted to a three-lane cross-section adjacent to the property as part of an upcoming effort by the City.

Table 1: Maximum Proposed Zoning Trip Generation

Land Use	ITE Code	Intensity	Daily Traffic (vpd)	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
General Office Building	710	378,959 SF	3,863	472	64	536	87	395	482
Midrise Multifamily Housing	221	550 DU	2,996	47	135	182	139	89	228
General Retail	820	44,855 SF	5,032	359	271	630	406	375	781
High Turnover Restaurant	932	10,032 SF	1,259	97	60	157	48	51	99
Subtotal			13,150	975	530	1505	680	910	1590
Internal Capture				-195	-191	-386	-68	-64	-132
Multimodal Reductions				-78	-34	-112	-61	-85	-146
Pass-By Site Trips				-	-	-	-191	-179	-370
Net Total Trips				702	305	1007	360	582	942

Site Traffic Distribution

Trips generated by the proposed development were distributed based on a review of surrounding land uses, existing traffic patterns, and engineering judgement. The following percentages were used in the AM and PM peak hours for traffic:

- 25% to/from the north via Wake Forest Road
- 10% to/from the north via Atlantic Avenue
- 5% to/from the east via Hodges Street
- 5% to/from the west via McNeil Street
- 5% to/from the west via Mills Street
- 15% to/from the west via E Whitaker Mill Road
- 25% to/from the south via Wake Forest Road
- 10% to/from the south via Atlantic Avenue

Results and Impacts

No signalized intersection operates at an overall unacceptable LOS under the proposed rezoning scenario. However several intersection approaches will operate at LOS F during peak hours, including:

- E Whitaker Mill Road at Wake Forest Road – westbound AM (90.0 sec)
- E Whitaker Mill Road at Atlantic Avenue – westbound PM (82.3 sec)
- Mills Street at Wake Forest Road – westbound AM (106.5 sec) and eastbound AM (108.5 sec)
- Hodges Street at Wake Forest Road – westbound AM (90.5 sec)

Study Recommendations

The analysis performed by WSP indicates that the proposed development will have impacts to the surrounding roadway network and intersections but can be mitigated with the study's recommended improvements listed below.

E Whitaker Mill Road & Site Driveway 1

- Maintain Site Driveway 1 with one ingress and one egress lane.
- Revise the pavement marking for the eastbound through lane on E Whitaker Mill Road to a shared left/through lane.
- Revise the pavement marking for the outermost westbound through lane on E Whitaker Mill Road to a shared through/right turn.

Wake Forest Road & Site Driveway 2

- Provide Site Driveway 2 with one ingress and one egress lane. Restrict site access to right-out only with a leftover from Wake Forest Road.
- Revise the pavement marking for the outermost northbound through lane on Wake Forest Road to a shared through/right turn.

Wake Forest Road & Site Driveway 3

- Provide Site Driveway 3 with one ingress and one egress lane.
- Revise the pavement marking for the outermost northbound through lane on Wake Forest Road to a shared through/right turn.

Conclusions

City Staff agrees with the overall analysis performed in the TIA for the East End Market and makes no further recommendations at this time.

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2682

REZONING REQUEST				
<input type="checkbox"/> General Use <input type="checkbox"/> Conditional Use <input checked="" type="checkbox"/> Master Plan			OFFICE USE ONLY Rezoning Case #	
Existing Zoning Base District	Height	Frontage		Overlay(s) _____
Proposed Zoning Base District PD	Height	Frontage		Overlay(s)
Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.				
If the property has been previously rezoned, provide the rezoning case number:				
GENERAL INFORMATION				
Date	Date Amended (1)	Date Amended (2)		
Property Address See attached.				
Property PIN See attached.		Deed Reference (book/page) See attached.		
Nearest Intersection Wake Forest Road and E. Whitaker Mill Road				
Property Size (acres) 11.16	For Planned Development Applications Only:	Total Units 500	Total Square Footage 394,405	
		Total Parcels	Total Buildings 6	
Property Owner Name/Address See attached		Phone	Fax	
		Email		
Applicant Name/Address Michael Birch, Longleaf Law Partners 4509 Creedmoor Road, Suite 302 Raleigh, NC 27612		Phone 919.645.4317	Fax	
		Email mbirch@longleaflp.com		
Applicant* Signature(s) 		Email		

*Please see Page 11 for information about who may submit rezoning applications. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2682

REZONING REQUEST				
<input type="checkbox"/> General Use <input type="checkbox"/> Conditional Use <input checked="" type="checkbox"/> Master Plan			OFFICE USE ONLY Rezoning Case #	
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Proposed Zoning Base District PD	Height	Frontage		Overlay(s)
Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.				
If the property has been previously rezoned, provide the rezoning case number:				
GENERAL INFORMATION				
Date	Date Amended (1)	Date Amended (2)		
Property Address See attached.				
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Property Size (acres) 11.16	For Planned Development Applications Only:	Total Units 500	Total Square Footage 394,405	
		Total Parcels	Total Buildings 7	
Property Owner Name/Address See attached		Phone	Fax	
		Email		
Applicant Name/Address Michael Birch, Longleaf Law Partners 4509 Creedmoor Road, Suite 302 Raleigh, NC 27612		Phone 919.645.4317	Fax	
		Email mbirch@longleaflp.com		
Applicant* Signature(s)		Email		

*Please see Page 11 for information about who may submit rezoning applications. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

RECEIVED

By JP Mansolf at 3:27 pm, Jun 18, 2020

**EAST END MARKET
ATTACHMENT TO REZONING PETITION**

Property Information

1. 2040 Wake Forest Road
 - a. PIN: 1714-19-0977
 - b. Owner: Nesheim Holdings, LLC
 - c. Deed Reference: Book 16364, Page 2218
 - d. Mailing Address: 7617 Audubon Dr., Raleigh, NC 27615
2. 2038 Wake Forest Road
 - a. PIN: 1714-19-1970
 - b. Owner: Nesheim Holdings, LLC
 - c. Deed Reference: Book 16364, Page 2218
 - d. Mailing Address: 7617 Audubon Dr., Raleigh, NC 27615
3. 2034 Wake Forest Road
 - a. PIN: 1714-19-2865
 - b. Owner: Boylan Heights Land Company, LLC
 - c. Deed Reference: Book 14447, Page 824
 - d. Mailing Address: 627 W. Lane St., Raleigh, NC 27603
4. 2030 Wake Forest Road
 - a. PIN: 1714-19-1797
 - b. Owner: Boylan Heights Land Company, LLC
 - c. Deed Reference: Book 16682, Page 1559
 - d. Mailing Address: 627 W. Lane St., Raleigh, NC 27603
5. 2032 Wake Forest Road
 - a. PIN: 1714-19-4824
 - b. Owner: Boylan Heights Land Company, LLC
 - c. Deed Reference: Book 16676, Page 789
 - d. Mailing Address: 627 W. Lane St., Raleigh, NC 27603
6. 2028 Wake Forest Road
 - a. PIN: 1714-19-3767
 - b. Owner: Boylan Heights Land Company, LLC
 - c. Deed Reference: Book 16676, Page 789
 - d. Mailing Address: 627 W. Lane St., Raleigh, NC 27603
7. 2000 Progress Court
 - a. PIN: 1714-19-6735
 - b. Owner: Progress Ct Owner, LLC
 - c. Deed Reference: Book 17286, Page 2478
 - d. Mailing Address: PO Box 6309, Raleigh, NC 27628
8. 2016 Wake Forest Road
 - a. PIN: 1714-19-2553
 - b. Owner: Needham Russell Marcom and Ronald Glen Evans
 - c. Deed Reference: Book 2632, Page 181
 - d. Mailing Address: 2016 Wake Forest Rd., Raleigh, NC 27608
9. 2018 Wake Forest Road
 - a. PIN: 1714-19-3587

- b. Owner: Needham Russell Marcom and Ronald Glen Evans
 - c. Deed Reference: Book 3528, Page 635
 - d. Mailing Address: 2016 Wake Forest Rd., Raleigh, NC 27608
- 10. 2014 Wake Forest Road
 - a. PIN: 1714-19-2468
 - b. Owner: Harriette Schreiber Weinstein
 - c. Deed Reference: 16-E-3187
 - d. Mailing Address: 712 Westwood Dr., Raleigh, NC 27607
- 11. 2012 Wake Forest Road
 - a. PIN: 1714-19-2453
 - b. Owner: KCJC Enterprises, LLC (aka KCJC, LLC)
 - c. Deed Reference: Book 17206, Page 1034
 - d. Mailing Address: 2716 Wayland Dr., Raleigh, NC 27608
- 12. 2010 Wake Forest Road
 - a. PIN: 1714-19-2379
 - b. Owner: KCJC Enterprises, LLC
 - c. Deed Reference: Book 17261, Page 2442
 - d. Mailing Address: 2716 Wayland Dr., Raleigh, NC 27608
- 13. 2006 Wake Forest Road
 - a. PIN: 1714-19-3363
 - b. Owner: KCJC Enterprises, LLC (aka KCJC, LLC)
 - c. Deed Reference: Book 17206, Page 1034
 - d. Mailing Address: 2716 Wayland Dr., Raleigh, NC 27608
- 14. 1007 E. Whitaker Mill Road
 - a. PIN: 1714-19-4255
 - b. Owner: Storage Max VI, LLC
 - c. Deed Reference: Book 1737, Page 1785
 - d. Mailing Address: 2700 Gresham Lake Rd., Raleigh, NC 27615
- 15. 2001 Progress Court
 - a. PIN: 1714-19-6409
 - b. Owner: Progress Park Condominium
 - c. Deed Reference: Deed Book 4448, Page 703
 - d. Mailing Address: 1011 E. Whitaker Mill Rd., Raleigh, NC 27608
- 16. 1019 E. Whitaker Mill Road
 - a. PIN: 1714-19-7266
 - b. Owner: J. T. Hobby & Son Inc.
 - c. Deed Reference: Book 2286, Page 195
 - d. Mailing Address: PO Box 18506, Raleigh, NC 27619
- 17. 2020 Progress Court
 - a. PIN: 1714-19-8573
 - b. Owner: Progress Ct Owner, LLC
 - c. Deed Reference: Book 17286, Page 2463
 - d. Mailing Address: PO Box 6309, Raleigh, NC 27628

Current Zoning Districts

- 1. R-10

2. OX-3-PL
3. CX-3-PL
4. IX-3
5. IX-3-PL

CONDITIONAL USE DISTRICT ZONING CONDITIONS	
Zoning Case Number	OFFICE USE ONLY Rezoning Case #
Date Submitted	
Existing Zoning See attached Proposed Zoning PD	
Narrative of Zoning Conditions Offered	
N/A	

The property owner(s) hereby offers, consents to, and agrees to abide by, if the rezoning request is approved, the conditions written above. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Property Owner(s) Signature _____ Print Name _____

REZONING APPLICATION ADDENDUM #1	
Comprehensive Plan Analysis	OFFICE USE ONLY Rezoning Case #
<p>The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.</p>	
STATEMENT OF CONSISTENCY	
<p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p>	
<p>1. The Urban Form Map designates Wake Forest Road as a Transit Emphasis Corridor and a portion of the Property as a City Growth Center, which call for higher level of bus service and significant infill development and redevelopment, respectively. The Planned Development proposes a mixed-use development with maximum building heights ranging from 5 stories to 15 stories, with the most-intense uses clustered near the Wake Forest Road and E. Whitaker Mill Road intersection, consistent with Urban Form Map guidance.</p> <p>2. The Planned Development is consistent with the following Comprehensive Plan policies: LU 2.5 "Healthy Communities"; LU 4.5 "Connectivity"; LU 4.7 "Capitalizing on Transit Access"; LU 5.6 "Buffering Requirements"; LU 5.7 "Building Height Transitions"; LU 6.1 "Composition of Mixed-Use Centers"; LU 6.2 "Complementary Land Uses and Urban Vitality"; LU 7.1 "Encouraging Nodal Development"; UD 1.2 "Architectural Features"; UD 1.3 "Creating Attractive Facades"; UD 1.10 "Frontage"; UD 2.1 "Building Orientation"; UD 2.2 "Multi-modal Design"; UD 2.3 "Activating the Street"; UD 2.4 "Transitions in Building Identity"; UD 5.1 "Contextual Design"; and UD 6.1 "Encouraging Pedestrian-oriented Uses".</p>	
PUBLIC BENEFITS	
<p>Provide brief statements explaining how the rezoning request is reasonable and in the public interest.</p>	
<p>1. The Planned Development would create a new mixed-use node within a City Growth Center, between Downtown and North Hills.</p> <p>2. The Planned Development would add more intense uses along a Transit Emphasis Corridor, and would support increased bus services and other modes of transportation.</p> <p>3. The Planned Development would create an office, entertainment and retail center east of the CSX Railroad line and would serve the multiple nearby neighborhoods.</p>	

REZONING APPLICATION ADDENDUM #2	
Impact on Historic Resources The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	OFFICE USE ONLY Rezoning Case #
INVENTORY OF HISTORIC RESOURCES	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
There are no known historic resources located on the property.	
PROPOSED MITIGATION	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
Not applicable.	

URBAN DESIGN GUIDELINES

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", or
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor"

as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban Form Designation City Growth Center

Click [here](#) to view the Urban Form Map.

- | | |
|----|--|
| 1. | <p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>Response:</p> <p>The proposed Planned Development will include retail, office and residential uses, consistent with this guideline. The site will be oriented to maximize walkability for pedestrians.</p> |
| 2. | <p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p>Response:</p> <p>The Planned Development limits maximum height closest to the adjacent lower-density neighborhood to 5 stories, and then transitions to a 7-story maximum height limit in the Property's center and eastern edge, with the largest buildings (15-story height maximum) concentrated near the intersection of Wake Forest Road and E. Whitaker Mill Road.</p> |
| 3. | <p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>Response:</p> <p>The Planned Development abuts a residential neighborhood with no opportunities to connect a street. However, the Planned Development offers multiple access points along Wake Forest Road and site access onto E. Whitaker Mill Road.</p> |
| 4. | <p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p>Response:</p> <p>Proposed streets within the Property provide access points along Wake Forest Road and E. Whitaker Mill Road. No cul-de-sacs or dead-end streets are proposed.</p> |
| 5. | <p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>Response:</p> <p>While the existing block face along Wake Forest Road exceeds 660 feet, the Planned Development would provide 2 new access points to break up the block face. These streets would provide pedestrian amenities consistent with this guideline.</p> |
| 6. | <p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p>Response:</p> <p>The Planned Development proposes building height clustered near the Wake Forest Road and E. Whitaker Mill Road intersection, as well buildings lining the Property's internal streets.</p> |

7.	<p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i></p> <p>Response:</p> <p>The Planned Development prioritizes locating surface-level parking away from the existing rights-of-way and behind proposed buildings. Due to the CSX Railroad abutting the eastern portion of the Property, the Planned Development proposes parking spaces in front of the exiting building on Tract A. Parallel parking along internal streets is proposed as well.</p>
8.	<p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p>Response:</p> <p>The Planned Development proposes the highest building heights and intensity near the E. Whitaker Mill Road and Wake Forest Road intersection. No parking, loading or service would be located in this area.</p>
9.	<p><i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i></p> <p>Response:</p> <p>Open space has been designed to be visible and accessible from buildings and sidewalks.</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p>Response:</p> <p>Open space has been designed to be visible and accessible from buildings and sidewalks.</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p>Response:</p> <p>Open spaces have been designed to be activated by adjacent uses and pedestrian traffic.</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p>Response:</p> <p>Open spaces have been well designed in relationship to the adjacent buildings.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response:</p> <p>Seating opportunities would be provided in accordance with the UDO.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response:</p> <p>Parking garage entrances have been designed to minimize interruptions in pedestrian areas.</p>
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p>Response:</p> <p>Surface parking has been planned to be located interior to the block and behind proposed buildings. The Planned Development proposes parking spaces in front of the existing building on Tract A, due to the adjacent CSX Railroad.</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p>Response:</p> <p>Parking structures will comply with this guideline.</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p>Response:</p> <p>The site proposes more intensive land uses near the E. Whitaker Mill Road and Wake Forest Road (designated a Transit Emphasis Corridor), consistent with this guideline.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response:</p> <p>The Planned Development will provide convenient and safe pedestrian access along and through the mixed-use area, towards the transit stop along Wake Forest Road, consistent with this guideline.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>Response:</p> <p>There are no sensitive environmental conditions on the Property.</p>

20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p>Response:</p> <p>The streets within the site are designed as public spaces, scaled for pedestrians.</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p>Response:</p> <p>Sidewalks within the Planned Development would be consistent with this guideline.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>Response:</p> <p>Landscaping will be provided per the UDO and designed to assure tree health.</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p>Response:</p> <p>Street edges are designed at an appropriate building height to width ratio.</p>
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p>Response:</p> <p>Primary entrances will be located along front facades facing each building's primary street frontage.</p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p>Response:</p> <p>Pedestrian-friendly features will be provided along the buildings' ground levels.</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p>Response:</p> <p>The streets within the site are designed as public spaces, scaled for pedestrians.</p>

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")					
TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
3. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
4. Rezoning application review fee (see Fee Schedule for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
5. Completed application, submitted through Permit & Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Completed Response to the Urban Design Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
6. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties within 500 feet of area to be rezoned	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
7. Trip Generation Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
8. Traffic Impact Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For properties requesting a conditional use district:					
9. Completed zoning conditions, signed by property owner(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If applicable (see Page 11):					
10. Proof of power of attorney or owner affidavit	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For properties requesting a Planned Development (PD) or Campus District (CMP):					
10. Master Plan (see Master Plan Submittal Requirements)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
For properties requesting an Accessory Dwelling Unit Overlay District (ADUOD):					
15. Copy of ballot and mailing list	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

MASTER PLAN SUBMITTAL REQUIREMENTS					
TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – Master Plan	YES	N/A	YES	NO	N/A
1. I have referenced the Master Plan Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Total number of units and square feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
3. 12 sets of plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
4. Completed application; submitted through Permit & Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
5. Vicinity Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
6. Existing Conditions Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
7. Street and Block Layout Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
8. General Layout Map/Height and Frontage Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
9. Description of Modification to Standards, 12 sets	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
10. Development Plan (location of building types)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
11. Pedestrian Circulation Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
12. Parking Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
13. Open Space Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
14. Tree Conservation Plan (if site is 2 acres or more)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
15. Major Utilities Plan/Utilities Service Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
16. Generalized Stormwater Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
17. Phasing Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
18. Three-Dimensional Model/renderings	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
19. Common Signage Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>			

REZONING OF PROPERTY CONSISTING OF +/- 10.79 ACRES
LOCATED IN THE NORTHEAST QUADRANT OF THE WAKE FOREST ROAD AND E.
WHITAKER MILL ROAD INTERSECTION, IN THE CITY OF RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS ON
DECEMBER 19, 2019

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Thursday, December 19, at 6:00 p.m. The property considered for this potential rezoning totals approximately 10.79 acres, and is located in the northeast quadrant in the City of Raleigh, having Wake County Parcel Identification Numbers 1714-19-0977, 1714-19-1970, 1714-19-2865, 1714-19-1797, 1714-19-4824, 1714-19-3767, 1714-19-6735, 1714-19-2553, 1714-19-3587, 1714-19-2468, 1714-19-2453, 1714-19-2379, 1714-19-3363, 1714-19-3211, 1714-19-4255, 1714-19-6409, 1714-19-7266, and 1714-19-8573. This meeting was held at the Five Points Center for Active Adults, located at 200 Noble Road, Raleigh, NC 27608. All owners of property within 500 feet of the subject property were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.

EXHIBIT A – NEIGHBORHOOD MEETING NOTICE



223 S. West Street
Suite 1100
Raleigh, NC 27603

To: Neighboring Property Owner
From: Ross Massey
Date: December 5, 2019
Re: Neighborhood Meeting for Potential Rezoning of parcels at the NE of Wake Forest Road and Whitaker Mill Road

To Whom It May Concern:

We are a design firm working for a developer that is considering rezoning of several parcels of land located at the NE corner of Wake Forest Road and Whitaker Mill Road, east to the Railroad and below Mills Street to the North. These parcels include the following. A map of their locations can be found at the conclusion of this document.

1714198573,	1714192453,	1714191797,
1714196409,	1714192468,	1714194824,
1714194255,	1714192553,	1714192865,
1714193211,	1714193587,	1714191970,
1714193363,	1714196735,	1714190977
1714192379,	1714193767,	

The properties above are currently zoned:
IX-3, IX-3PL, CX-3-PL, OX-3-PL, RX-3, R-10

These existing zoning designations have a maximum building height of three stories and the developer is considering rezoning the Property to the Planned Development (PD) district in order to allow

- Two seven-story residential apartment buildings,
- One three-story apartment building, one six-story office building,
- One 12-story office building.

Additionally, the following uses will be provided that meet existing zoning designations.

- One existing one-story office building,
- One new one-story retail building.

You are invited to attend a meeting to discuss the potential rezoning. We have scheduled a meeting with surrounding property owners on Thursday 12/19 at 6:00 p.m. This meeting will be held in Five Points Center for Active Adults at 2000 Noble Road in Raleigh, NC 27608. The City of Raleigh requires a neighborhood meeting involving the owners of property within 500 feet of the Property prior to filing a rezoning application. After the meeting, we will prepare a report for the Planning Department regarding the items discussed at the meeting.

Please do not hesitate to contact me directly if you have any questions or wish to discuss any issues. I can be reached at (919) 866-4781 or rmassey@stewartinc.com. Also, for more information about rezoning, you may visit www.raleighnc.gov or contact the Raleigh City Planning Department at 919.996.2180 or rezoning@raleighnc.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'C Ross Massey', is positioned above the printed name.

C Ross Massey, PE
Studio Leader Civil Engineering
Stewart

Enclosures:

- Exhibit A: Map of properties to be rezoned
- Exhibit B: Map of properties notified
- Exhibit C: Notification List

EXHIBIT C – ITEMS DISCUSSED

1. Buffering the development from the neighborhood to the north
2. Placing powerlines underground during redevelopment
3. Impacts to nearby businesses
4. Impacts to traffic
5. Proposed height of 15 stories at the intersection of E. Whitaker Mill Road and Wake Forest Road
6. Concerns with compatibility, in both style and height, to the adjacent residential development
7. Recommendations to include affordable housing to the unit mix
8. Ensuring that the development prioritizes safety for bikers and pedestrians along E. Whitaker Mill Road and Wake Forest Road
9. Will the buildings be environmentally-conscious (LEED)?
10. Will the residential units be low-energy units?
11. How would the development address stormwater?
12. New traffic signals at E. Whitaker Mill Road and Wake Forest Road intersection
13. Concerns over consistency with Comprehensive Plan policies
14. What is the vision for East End Market?
15. What will be demolished in order to redevelop?
16. The mix of uses planned for the Project
17. How will environmental principles influence the redevelopment?
18. What was the reason for increasing the maximum building height from 12 to 15 stories?
19. Will development increase the risk of flooding for the surrounding community?
20. What are the anticipated increases to traffic?
21. Has the developer begun a traffic study?
22. Will the development include Tree Conservation Areas?
23. What types of tenants does the project anticipate?
24. How long is the anticipated construction process?
25. Is there any relation with this development to the proposed projects across the railroad?
26. Does the development plan to meet its parking requirements?
27. Anticipated hours of operations for tenants
28. Concerns of crime and neighborhood safety
29. How much green space is anticipated for the project?

EXHIBIT D – MEETING ATTENDEES

1. Millie Myrick
2. Michael Gay
3. Alex Yost
4. Thompson Clark
5. Belva Parker and Robin Peacock
6. Chris Moore
7. Harris Vaughan
8. Valerie Soroos
9. John Twomey
10. Carrie Thomas
11. Jonathan Harris
12. Katie Herrema
13. Peg and Wolf Friedrich
14. Julia and Ken Curtis
15. Vianney and Amanda Pouget
16. Marshall Wyatt
17. Katie Sanders
18. Kirk Spicer
19. Sam Patel
20. N.R. Marcom
21. Ron Evans
22. Andrea Gabriel
23. Cheryl Suffern
24. Daniel Darrah
25. Sam Turner
26. Vince Lane
27. Mike Allen
28. Doug Lawson
29. Mary McDonough
30. Will Parks
31. Janis Ramquist
32. Lucy Laffitte
33. Al Rosario
34. Cynthia Parks
35. Lee Robeson
36. Laura Busse
37. Jackye Reynolds
38. J. Martin
39. Carol Ashcraft
40. Keith Kollman
41. Sam Crutchfield
42. Beth Mann
43. Chris Carroll

REZONING OF PROPERTY CONSISTING OF +/- 11.6 ACRES,
LOCATED IN THE NORTHEAST QUADRANT OF THE WAKE FOREST ROAD AND E.
WHITAKER MILL ROAD INTERSECTION, IN THE CITY OF RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS ON
JANUARY 6, 2020

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Wednesday, January 6, at 5:00 p.m. The property considered for this potential rezoning totals approximately 11.6 acres, and is located in the northeast quadrant of the Wake Forest Road and E. Whitaker Mill Road intersection, in the City of Raleigh, having Wake County Parcel Identification Numbers 1714-19-0977, 1714-19-1970, 1714-19-2865, 1714-19-1797, 1714-19-4824, 1714-19-3767, 1714-19-6735, 1714-19-2553, 1714-19-3587, 1714-19-2468, 1714-19-2453, 1714-19-2379, 1714-19-3363, 1714-19-4255, 1714-19-6409, 1714-19-7266, and 1714-19-8573. This meeting was held virtually on Zoom with an option to call in by telephone. All owners of property within 1,000 feet of the subject property were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.

EXHIBIT A – NEIGHBORHOOD MEETING NOTICE



To: Neighboring Property Owner
From: Michael Birch, Longleaf Law Partners
Date: December 21, 2020
Re: Neighborhood Meeting for Rezoning of East End Market (Z-22-20/MP-1-20)

You are invited to attend a meeting to discuss the rezoning. We have scheduled an informational meeting with surrounding property owners on Wednesday, January 6th at 5:00 PM until 7:00 PM. The purpose of this meeting is to discuss rezoning case Z-22-20 / MP-1-20, which includes seventeen properties totaling approximately 11.6 acres, located in the northeast quadrant of the Wake Forest Road and E. Whitaker Mill Road intersection.

The properties are currently zoned Industrial Mixed-Use (IX-3 and IX-3-PL), Commercial Mixed-Use (CX-3-PL), Office Mixed-Use (OX-3-PL), Residential Mixed-Use (RX-3), and R-10. The rezoning request would propose to zone the properties to the Planned Development (PD) zoning district. The purpose of the rezoning is to permit a mixed-use development with residential, office and commercial uses, with maximum building heights of 15 stories, subject to a Master Plan.

Due to the COVID-19 Pandemic, this meeting will be held virtually. You can participate online or by telephone. To participate, visit:

To Join with Video:

<https://zoom.us/join>
Meeting ID: 831 1242 3802
Password: 924671

To Join by Telephone:

+1 646 558 8656
Meeting ID: 831 1242 3802
Password: 924671

The City of Raleigh requires a second neighborhood meeting involving the owners of property within 1,000 feet of the property before the rezoning request can be considered at a Planning Commission meeting. After the neighborhood meeting, we will prepare a report for the Planning Department regarding the items discussed at the meeting.

Please do not hesitate to contact me directly if you have any questions or wish to discuss any issues. I can be reached at 919.645.4317 and mbirch@longleaflp.com. Also, for more information about rezoning, you may visit the City's website at www.raleighnc.gov and search for "Rezoning Process", or contact the Raleigh City Planning Department at 919.996.2682 or JP.Mansolf@raleighnc.gov.

Attached to this invitation are the following materials:

1. Subject Property Current Aerial Exhibit
2. Subject Property Current Zoning Exhibit
3. Rezoning Application page
4. Development Plan excerpt from Master Plan

EXHIBIT C – ITEMS DISCUSSED

1. Mass and scale of development relative to nearby residences
2. Construction timeline and start date, and the effects to neighbors
3. Proposed heights in each tract
4. Traffic impact analysis and what other development projects were taken into account
5. Privacy of adjacent residents
6. Comprehensive Plan and FLUM guidance for height
7. Potential buffering techniques to adjacent properties
8. Proposed parking ratios and parking plan
9. Connectivity within and from development
10. Possibility of full-movement access drives
11. Traffic calculation methods during a pandemic
12. Visibility and privacy concerns from adjacent neighbors along Mills Street
13. Stormwater impacts to adjacent properties
14. Potential for pedestrian crossings and traffic-calming measures
15. Light and shade impacts to adjacent properties
16. Uses and development intensities around Cotton Exchange
17. Open space locations, and their composition
18. Adherence to City of Raleigh standards for traffic improvements
19. Possibility of moving utilities underground
20. Changes to the Master Plan since the first neighborhood meeting
21. Updates to the site's existing stormwater retention
22. Transitions from the 5-story tracts and the 1-story homes along Mills Street
23. Potential for artist renderings
24. Next steps in the rezoning process
25. Potential for green architecture

EXHIBIT D – MEETING ATTENDEES

1. Michael Birch
2. Ross Massey
3. Ron
4. Kristen Stanziale
5. Michael Wagner
6. Rob Allen
7. Ralph Isenrich
8. Otis Lackey
9. Gabe Guillois
10. Jennifer Smith
11. Daniela
12. Keith Parks
13. Philip Nesheim
14. Hitesh and Samantha Patel
15. Marshall Callis
16. Jon Kiker
17. Ira Mabel
18. Thomas Peel
19. Amelia Serrat
20. Pick
21. Needham
22. Vianney Pouget
23. Robb Saleeby
24. Daniel Flynn
25. Matt Raskind
26. Harriette Weinstein
27. Robert Adams
28. Sravya Suryadevara
29. Mary Ash
30. Steve Hess
31. CS
32. Dan Tower
33. Julia Curtis
34. Linea Anderson
35. Priyanka Khanna
36. Cory Adcroft
37. Kaline Shelton
38. Adrienne Powell
39. Tara
40. Ed
41. Jess
42. Beth Mann
43. Lane
44. Laura Bussey

45. Beth Carmichael
46. CeCe Robinson
47. Ann St
48. Andrew Chung
49. Suzanne
50. Worth Mills

**EAST END MARKET
PLANNED DEVELOPMENT (PD) DISTRICT
MASTER PLAN**

Developer: Atlas Stark
Address: PO Box 6309, Raleigh, NC 27628
Phone Number: 919.656.4937
Attention: Gabe Guillois
Email: gguillois@astlasstark.com

Architect: Gensler
Address: 530 Hillsborough Street, Raleigh, NC 27603
Phone Number: 919.239.7828
Attention: Rob Allen
Email: Rob_Allen@gensler.com

J Davis
510 S. Wilmington Street, Raleigh, NC 27601
919.835.1500
Bill Egan
bille@jdavisarchitects.com

Civil Engineering: Stewart, Inc.
Address: 223 S. West St., Suite 1100, Raleigh, NC 27603
Phone Number: 919.866.4781
Attention: Ross Massey
Email: RMassey@stewartinc.com

Attorney: Longleaf Law Partners
Address: 4509 Creedmoor Road, Suite 302, Raleigh, NC 27612
Phone Number: 919.645.4317
Attention: Michael Birch
Email: mbirch@longleaflp.com

EAST ENED MARKET

MASTER PLAN NARRATIVE

1. INTRODUCTION

This document and the associated plan sheets submitted herewith (collectively, the Master Plan) are provided pursuant to the Unified Development Ordinance for the Planned Development district for the East End Market development (the Project). This project concerns the 11.16 acres located in the northeast quadrant of the Wake Forest Road and E. Whitaker Mill Road intersection. The property is located within a City Growth Center between Downtown Raleigh and North Hills, immediately west of the CSX railroad tracks and east of the Hi-Mount neighborhood. The Master Plan proposes a mixed-use development of residential, office, retail and restaurant land uses with building heights that transition from the tallest buildings at the Wake Forest Road and E. Whitaker Mill Road intersection to shorter buildings on the northern portion of property, closer to the moderate-density residential neighborhoods.

2. STATEMENT OF INTENT

The proposed development meets the intent of the PD District set forth in UDO Section 4.1.1.F. in several ways. First, the PD District allows the applicant to address block perimeter for a site that is bounded by public right-of-way to the south and west, a railroad corridor to the east, and single-family homes to the north. Second, the PD District allows the applicant to provide greater transparency and certainty to the public and surrounding residents regarding the location of building height and non-residential land uses, which is particularly important given the location of this property within a City Growth Center as it transitions to lower density neighborhoods. Third, the PD District allows the applicant to modify various UDO standards that better enable the applicant to develop a more compact, pedestrian-friendly, mixed-use project than would otherwise be possible without the modifications.

The increase in development intensity and height is justified by the property's proximity to both Downtown and Midtown Raleigh. The property lies between the two areas, both of which are designated as growth center on the City's Urban Form Map, with Capital Boulevard providing efficient transportation to either growth center. Additionally, the Wake BRT: Northern Corridor will likely provide increased transit opportunities near the site. Along with other projects in the immediate vicinity, the Project would serve as an intermediary between Downtown and Midtown.

3. COMPREHENSIVE PLAN CONFORMANCE

The Future Land Use Map identifies the property as split between Neighborhood Mixed Use on the western and southern portions of the property and Moderate Density Residential on the eastern and northern portions of the property. Neighborhood Mixed Use applies to neighborhood shopping centers and pedestrian-oriented retail districts, as well as Medium Density residential uses that complement those commercial uses. Moderate Density Residential recommends a mix of single-family detached homes, townhomes and multifamily dwellings with overall gross density not exceeding fourteen (14) units per acre. Additionally, much of the property is located in a City

Growth Center, which identifies areas in the City for significant infill development and refill development with an urban or hybrid frontage. The property fronts along a Transit Emphasis Corridor, where higher levels of bus service are planned and hybrid frontage are also recommended. The Project is consistent with this policy guidance given the proposed mix of retail, restaurant, office and residential land uses. The more intense uses and building heights are located near the existing intersection, and then transition to residential land uses closer to the neighborhoods. The Project would increase the property's development intensity, which supports the City's investment in higher levels of bus service along Wake Forest Road.

4. DESIGN GUIDELINE CONFORMANCE

The Project complies with many of the Urban Design Guidelines and Downtown Design Guidelines, as more specifically addressed in the responses to these guidelines included with the rezoning petition. Generally, the Project complies with these guidelines by requiring the buildings to be closer to the street, prohibiting parking between the streets (Wake Forest Road and E. Whitaker Mill Road) and the building, and by providing effective pedestrian circulation throughout the property. Specific responses to the General Design Principles of UDO Section 4.7.5. are attached to this Master Plan Narrative.

5. GENERAL DESIGN PRINCIPLES CONFORMANCE

The Project complies with many of the General Design Principles set forth in UDO section 4.7.5. Specifically, the Project includes the opportunity to provide apartment units and dwelling units above first floor commercial space, and it proposes a compact, well-integrated mix of land uses instead of such uses being widely separated and buffered. The Master Plan also ensures compatibility with surrounding land uses by locating the taller buildings farthest from the moderate density neighborhoods, and situating the residential land uses and shorter buildings along a proposed internal street on the northern portion of the property; the internal street facilitates traffic through the property and extends the buffer between buildings and the adjacent neighborhood. The Project anticipates providing a mix of a residential and non-residential uses in a variety of building types.

6. BLOCK PERIMETER

The block perimeter standards shall be satisfied for the development per the Master Plan. The existing railroad right-of-way is a physical barrier to an east-west public street connection, and the single-family neighborhood to the north prevents a connection to Mills Street. In order to move pedestrian and vehicular traffic through the property, the Project proposes an internal street with access along both Wake Forest Road and E. Whitaker Mill Road. Although block perimeter cannot be calculated for Tract A, the Master Plan's proposed street network would facilitate safe and efficient transportation throughout the property. As shown on Plan Sheets C4.01 and C4.02, the Project includes a variety of street types to meet the needs of pedestrian and vehicular traffic. Where bike lanes are not included on certain street sections, the Project compensates by widening the sidewalks.

7. PHASING

The Project contains two (2) phases and is shown in detail on Master Plan Sheets C3.10 and C3.11. The initial phase of development may either be within Phase 1 or Phase 2, or a combination of those. At least two (2) building types (which may include the “Open Lot” building type) shall be included in the first phase of development. Project phasing may be by entire Phase or by portions of any Phase, and is not required to be sequential. Final project phasing will be determined at the time of site permitting. Utility infrastructure that serves a particular phase of development, as shown on Master Plan Sheets C3.10 and C3.11, shall be installed during the development of said phase, as provided by the UDO.

8. LAND USES & INTENSITY

- A. Base District. The base district for this Planned Development district shall be the Commercial Mixed Use (CX) district. All principal and accessory uses that are Permitted, Limited, or Special Uses in the CX- district shall be allowed on the Property in accordance with the Allowed Principal Use Table in UDO Section 6.1.4., except as prohibited in Section 10 of this Master Plan.
- B. Overall Maximum Development Intensity. The total amount of development on the Property shall not exceed the intensities for each use as set forth below:
 - i. Office and Medical – 344,508 SF, which can be located in Mixed-Use, and General, building types
 - ii. Retail Sales – 9,120 SF, which can be located in Mixed-Use and General building types
 - iii. Restaurant/Bar – 40,777 SF, which can be located in Mixed-Use and General building types
 - iv. Residential Dwelling Units – 500 units, which can be located in Apartment and Mixed-Use building types
 - v. Remote Parking – During construction, each Tract may be used for Remote Parking to another Tract. If remote parking is necessary, it shall comply with UDO Section 6.4.7.C..
- C. Tract A Maximum Development Intensity.
 - i. Uses & Density – 44,508 SF Office and Medical; 11,312 SF Restaurant/Bar
 - ii. Building Height – 7 stories
 - iii. Building Types – General Building, Mixed Use Building, Open Lot
- D. Tract B Maximum Development Intensity.
 - i. Uses & Density – 5,520 SF Retail Sales; 7,465 SF Restaurant/Bar
 - ii. Building Height – 7 stories
 - iii. Building Types – General Building, Mixed Use Building, Open Lot

- E. Tract C Maximum Development Intensity.
 - i. Uses & Density – 300,000 SF Office and Medical; 12,000 SF Restaurant/Bar
 - ii. Building Height – 11 stories. The building(s) in Tract C are also subject to the standards set forth in Section 10. __ of this Master Plan.
 - iii. Building Types – General Building, Mixed Use Building, Open Lot
- F. Tract D Maximum Development Intensity.
 - i. Uses & Density – 397 dwelling units; 3,600 SF Retail Sales; 10,000 SF Restaurant/Bar
 - ii. Building Height – 6 stories/83’ (Building 5) and 7 stories (Building 4). See Sheet C3.00 for allowable height within Tract D. Building 5 is also subject to the height limitation set forth in Section 10.J. of this Master Plan.
 - iii. Building Type – Apartment Building, General Building, Mixed Use Building, Open Lot
- G. Tract E Maximum Development Intensity.
 - i. Uses & Density – 103 dwelling units
 - ii. Building Height – 6 stories
 - iii. Building Type – Townhouse, Apartment Building, Open Lot
- H. General Notes.
 - i. Within each tract, an Apartment or Mixed-Use building type can have all, none or a portion of the amount of permitted residential dwelling units.
 - ii. References to land uses in this Section 8 shall have the meaning as ascribed in the Allowed Principal Use Table (UDO section 6.1.4). This Section 8 shall not act as a prohibition on specific land uses otherwise allowed as a permitted, limited or special use in UDO Section 6.1.4. and not listed in Section 10.A. of the Master Plan. Additionally, the floor area for any land use permitted by this Master Plan that is not expressly listed in Section 10.A. shall be counted against the amount of floor area assigned for the Office and Medical land uses.

9. MODIFICATIONS

- A. Building Setbacks – In order to have the buildings define the streetscape and promote walkability, the primary and side street minimum setback requirements of UDO Sections 3.2.4., 3.2.5. and 3.2.6. shall not apply to any internal street or railroad right-of-way.
- B. Building Massing – Due to the Tract’s odd shape and the need to place the most-intense development at street intersections, the building massing standards of UDO Section 3.3.3. shall not apply to buildings in Tract C. No other Tracts beside Tract C have an allowable maximum building height above seven (7) stories; thus, the building massing standards shall not apply to any Tract.

- C. Building Separation – No building separation that may be required by the UDO shall be applicable. Instead, building separation shall be governed by the North Carolina Building Code.
- D. Ground Floor Elevation – The minimum ground floor elevation requirements of UDO Sections 3.2.4., 3.2.5. and 3.2.6. shall not apply to any building type in any tract.
- E. New Streets – To create a street network that meets the needs of both vehicular and pedestrian traffic, new streets shall adhere to the standards of Master Plan Sheets C4.01 and C4.02.
- F. Parking Standards – The Project shall be exempt from the parking standards set forth in UDO Section 7.1.2. and shall follow the parking ratios set forth below:
 - i. Parking Standard – The Project shall provide a minimum 0.5 parking spaces per dwelling unit, but no vehicle parking shall be required for the first 16 dwelling units. The Project shall provide a minimum 1 vehicle parking space per 500 square feet of Office uses, but shall not be required to provide vehicle parking for any other Commercial uses. Additionally, the minimum number of parking spaces required by this paragraph shall be reduced by an additional 10 spaces.
 - ii. Structured Parking – The standard in UDO section 7.1.6.B.2. shall be modified to delete the limitation that no more than two compact parking spaces may abut each other. Instead, the limit shall be a maximum of 10 compact parking spaces adjoining each other in a continuous row. The other standards of UDO section 7.1.6.B.2. are not being modified.
- G. Outdoor Amenity Area – The outdoor amenity standards shall not apply.
- H. Build-To – Table 1 of Plan Sheet C3.00 shows the Project's build-to standards. For each building type, the build-to standards of UDO Section 3.2.4.D. shall only apply to Wake Forest Road and E. Whitaker Mill Road. Build-to standards shall not apply to any other street.
- I. Driveway Spacing – The minimum driveway spacing requirement of UDO Section 8.3.5.C.3. shall be reduced to fifty feet (50') in order to provide efficient access to each of the Tracts.
- J. Intersection Spacing – The minimum driveway spacing from intersections requirement found in Raleigh Street Design Manual Article 9.5 shall be reduced to fifty feet (50') in order to provide efficient access to each of the Tracts.
- K. Neighborhood Transitions – Due to the limited space between the proposed internal street and the adjacent residential properties on Mills Street, coupled with the need for

street trees, the Neighborhood Transition standards found in UDO Article 3.5 shall not apply to Tract A.

- L. Cross-Access – Due to the existing building on the adjacent parcel, the cross-access requirement (in UDO Section 8.3.5.D.) to that parcel with PIN 1714-19-3211 (Deed Book 17630, Page 1575, Wake County Registry; the “2000 Wake Forest Road Parcel”) shall not apply. However, this shall not preclude cross access between the Project and the 2000 Wake Forest Road parcel in the event the developer of the Project and the owner of the 2000 Wake Forest Road Parcel mutually agree to a cross access easement.
- M. Transitional Protective Yard – For that Type B1 Transitional Protective Yard within Tract D, the Project shall have the option to construct an opaque fence at least 6.5’ in height, in lieu of the required wall as specified in UDO Section 7.2.4.

10. ADDITIONAL DEVELOPMENT STANDARDS

- A. The following principal uses as listed in UDO section 6.1.4. shall be prohibited throughout the Project:
 - i. Vehicle Fuel Sales
 - ii. Vehicle Sales/Rental
 - iii. Detention Center, Jail, Prison
 - iv. Vehicle Repair (Major)
 - v. Vehicle Repair (Minor)
 - vi. Self-Service Storage
 - vii. Research & Development
 - viii. Adult Establishment
 - ix. Car Wash
- B. The following principal uses as listed in UDO Section 6.1.4. shall be prohibited only in Tract E:
 - i. Overnight Lodging
 - ii. Restaurant/Bar
 - iii. Light Manufacturing
- C. The Project shall make an offer of cross-access to the parcel with PIN 1714-19-8961 (Deed Book 17646, Page 2682, Wake County Registry) (referred to herein as the “Mills Street Apartments”).
- D. The Project shall permit the owner of that parcel with PIN 1714-19-5944 (Deed Book 7123, Page 88, Wake County Registry; the “Mann Parcel”) to directly access the Project from the Mann Parcel as shown on Plan Sheet C3.00.
- E. The Project shall make an offer of cross-access to the parcel with PIN 1714-19-2655 (Deed Book 9370, Page 1726, Wake County Registry) (referred herein as “Cotton Exchange”). In order to prevent unauthorized parking within Cotton Exchange, the

Project shall also fund and construct a vehicular gate between the Project and Cotton Exchange, in the general way as shown on Plan Sheet C3.00. Additionally, subject to approval of the City of Raleigh and North Carolina Department of Transportation (if applicable), the Project shall fund and construct a vehicular gate between the Wake Forest Road right-of-way and Cotton Exchange. The Project shall construct a separate pedestrian gate, as illustrated on Plan Sheet C3.00. These vehicular gates and pedestrian gate shall be installed prior to the first certificate of occupancy issued for new development on Tract C, Tract D or Tract E.

- F. Along Tract D's shared boundary lines with "Lots 1-11" and "Open Space" as shown on that subdivision plat found in Book of Maps 2001, Page 1303, Wake County Registry, the Project shall provide the following within an area measuring at least 20 feet from the aforementioned shared boundary line: (i) an opaque fence at least 8.0 feet in height, (ii) at least 40 shrubs per 100 feet, (iii) at least 5 shade trees per 100 feet, and (iv) at least 5 understory trees per 100 feet. At least 50% of the cumulative number of trees (shade trees plus understory trees) required by this condition shall be evergreen species.
- G. Along the northern boundary line of Tract A, the Project shall provide an opaque fence or wall at least 6.5' in height, except for that forty-foot (40') wide portion necessary for the offer of cross-access to the Mills Street Apartment.
- H. Along the northern boundary line of Tract A, the Project shall plant evergreen shrubs within ten feet (10') of the opaque fence or wall in Section 10.G. The evergreen shrubs shall be Nellie Stevens Holly or similar thereto, and planted at a rate of twelve (12) shrubs per 100 linear feet, except where such plantings conflict with offers of cross-access. Each shrub shall have a minimum height of four feet (4') at the time of planting.
- I. Although Building 4 and Building 5 as illustrated on Plan Sheet C3.00 are shown as connected structures, each building shall be considered separate for the purposes of calculating building height and stories under UDO section 1.5.7.
- J. For that portion of Building 5 that is located both (i) generally parallel to Olde Towne Village Lots 6 through 11 (Book of Maps 2001, Page 1303), and (ii) between the building elevation facing Wake Forest Road and the eastern boundary of Olde Towne Village Lot 6, there shall be no more than five (5) stories entirely above the finished grade as measured on the north-facing elevation. The number of stories as measured on other building elevations may differ due to changes in the grade of the site.
- K. No outdoor dining shall be located between Buildings 4, 5 and 6, and the Cotton Exchange Townhomes.
- L. No outdoor dumpster shall be located within twenty-five feet (25') of the parcels identified as "Lots 1-11" or "Open Space" in that Book of Maps 2001, Page 1303, Wake County Registry.

- M. If a parking structure is constructed on Tract C, the lighting associated with the parking structure shall be designed to reduce light spillage outside the parking structure according to the following:
- i. Internal illumination shall be screened so that internal light sources shall not be visible from the adjacent public right-of-way or adjacent parcels. Light fixtures directly visible from the exterior of a parking structure shall be directed internally upward or shall contain shielded fixtures to prevent such visibility.
 - ii. Internal illumination shall conform to the standards of UDO section 7.4.7. "Vehicular Canopies."
 - iii. Lighting levels measured at the property line of parcels adjacent to the structured parking deck shall not be greater than 0.5 footcandles.
- N. If a parking structure is constructed on Tract C, those parking structure facades located at the perimeter of the building and adjacent to or facing Wake Forest Road, E. Whitaker Mill and "Street C" shall comply with the following:
- i. Any such facades of the parking structure shall screen openings to prevent views into the structure, except for vehicular ingress/egress and pedestrian access openings.
 - ii. Screening elements shall be designed in a structurally sound manner and have a gap of no more than 18 inches from the frame of the screening to the wall opening. Mesh or decorative panels, louvers, green walls, tinted or sandblasted opaque spandrel glass, or similar screening elements shall be used. Alternative decorative elements which provide an equivalent level of screening may be allowed. Where mesh or other materials containing openings is used in conjunction with the screening frame, no individual opening shall exceed four square inches. Chain link fencing and similar screening elements shall be prohibited as an allowable mesh or similar screening elements.
 - iii. On all levels where parking is provided adjacent to an exterior wall, any such facades shall have exterior opaque walls with a minimum height of 42 inches above any finished grade and any finished floor.
- O. At least 10% of pavers used within the Project but outside of the public right-of-way shall be pervious pavers.
- P. Where common area accessible to and intended for use by residents and/or tenants of a building is located on top of a parking structure (Tract C or Tract D), there shall be vegetation (ie., plantings, landscaping) incorporated as part of that space.
- Q. This condition shall govern how the building(s) on Tract C transition to the property located at the intersection of Wake Forest Road and E Whitaker Mill Road with the address of 2000 Wake Forest Road (the "Adjacent Property"). There shall be a minimum building setback of 10 feet from the northern property line of the Adjacent Property. There shall be a minimum building setback of 20 feet from the eastern property line of the Adjacent Property. The maximum heights of building(s) on Tract C shall be as shown on Plan Sheet C3.00.

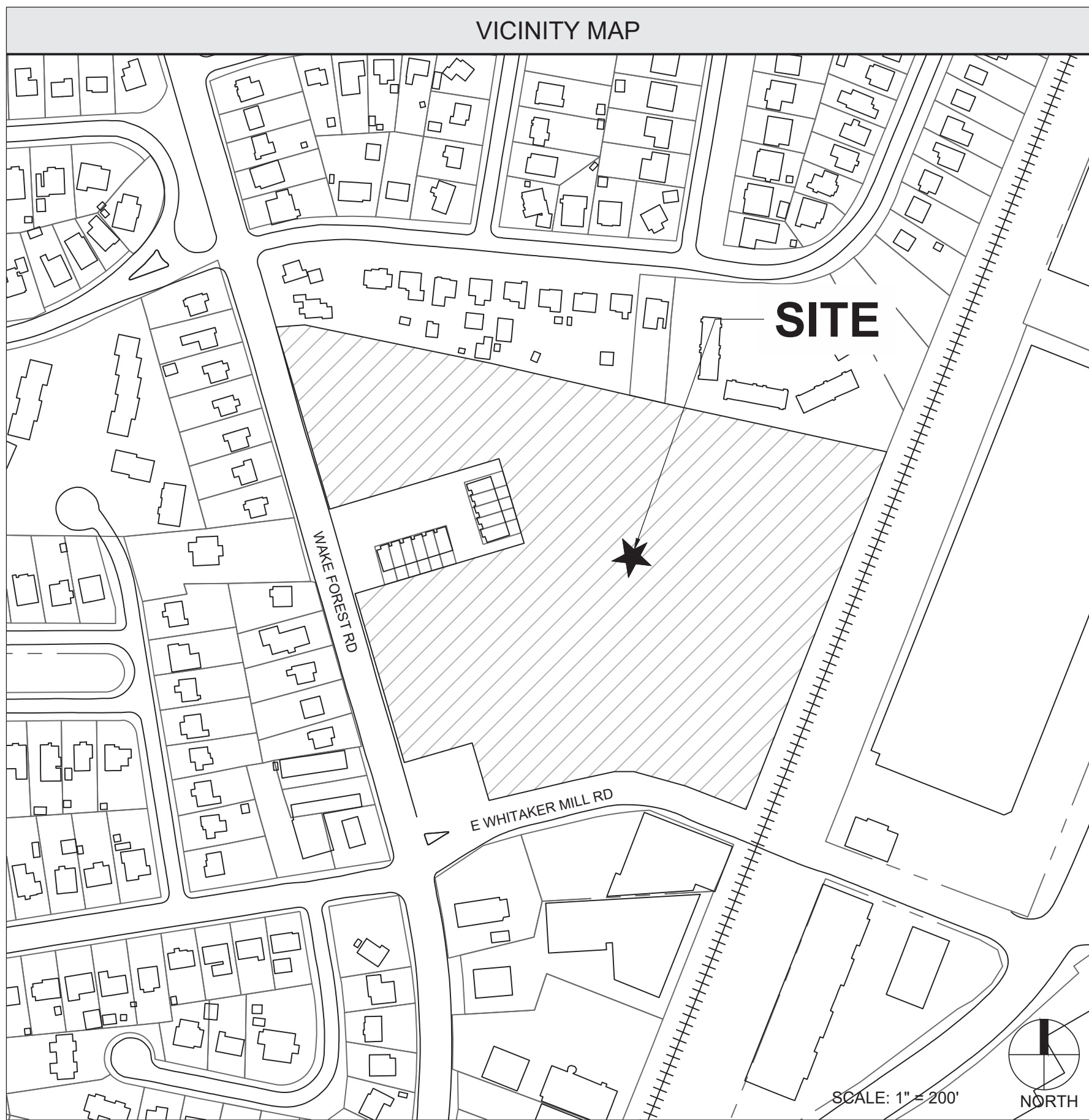
- R. There shall be a pedestrian access point from the parking deck on Tract C that provides pedestrian access to at least one of the following, without a pedestrian having to first walk out to the sidewalk along "Street C": (i) the sidewalk in Wake Forest Road, (ii) the sidewalk in E. Whitaker Mill Road, or (iii) the Adjacent Property.
- S. There shall be no common area accessible to and intended for use by residents and/or tenants on the roofs of Building 5 and Building 6.
- T. The building setbacks for Building 5 as measured from the southern boundary line of Cotton Exchange shall be as shown on Plan Sheet C3.00.
- U. The Project shall provide the owner of that property addressed as 2000 Wake Forest Road and described in deed recorded in Book 17630, Page 1575 (the "Adjacent Property") with access to 10 parking spaces within the Project. These 10 parking spaces may be used by the owner of the Adjacent Property to meet the parking requirements for development on the Adjacent Property, at no cost to the owner of the Adjacent Property. These 10 parking spaces contemplated by this section will not be restricted to any location, and do not have to be individually identified, marked or designated within the Project, or located within any particular portion of the Project. On these terms, the owner/developer of the Project shall enter into an agreement with the owner of the Adjacent Parcel evidencing that the Adjacent Parcel has access to 10 parking spaces in a manner so that those 10 spaces can count toward any code-required parking for development on the Adjacent Parcel, and also may be used by the owners, occupants, tenants, visitors or invitees of the Adjacent Property. The agreement required by this condition is for the benefit of the Adjacent Parcel, and this agreement may be transferred or assigned to future owners of the Adjacent Property.

EAST END MARKET

NE CORNER OF WHITAKER MILL AND WAKE
FOREST ROAD, RALEIGH, NC

PD MASTER PLAN

MP - 1 - 20
Z - 22 -20
ISSUED DATE: JUNE 17, 2020



SHEET INDEX	
SHEET NUMBER	SHEET TITLE
C0.00	COVER SHEET
C1.00	EXISTING CONDITIONS PLAN
C3.00	DEVELOPMENT AND PARKING PLAN
C3.01	OPEN SPACE PLAN
C3.10	PHASING PLAN - PH 1
C3.11	PHASING PLAN - PH 2
C4.00	PEDESTRIAN CIRCULATION GREENWAY CONNECTION PLAN
C4.01	TYPICAL ROADWAY SECTIONS
C4.02	TYPICAL ROADWAY SECTIONS
C5.00	OVERALL STORMWATER PLAN
C6.00	OVERALL UTILITIES PLAN
L1.00	TREE CONSERVATION PLAN
A1.00	ARCHITECTURAL ILLUSTRATIVES
A1.10	ARCHITECTURAL ILLUSTRATIVES

NOTE:
1. REFER TO EAST END MARKET MIXED USE MASTER PLAN NARRATIVE FOR ADDITIONAL DETAIL.
2. CX SIGN STANDARDS WILL APPLY.

CLIENT

CIVIL ENGINEERING - LANDSCAPE ARCHITECTURE - GEOMATICS - GEOTECHNICAL

ARCHITECTURE



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Seal:
PRELIMINARY - DO NOT
USE FOR CONSTRUCTION

Project:
EAST END
MARKET PLANNED
DEVELOPMENT

Issued for:
PD MASTER PLAN

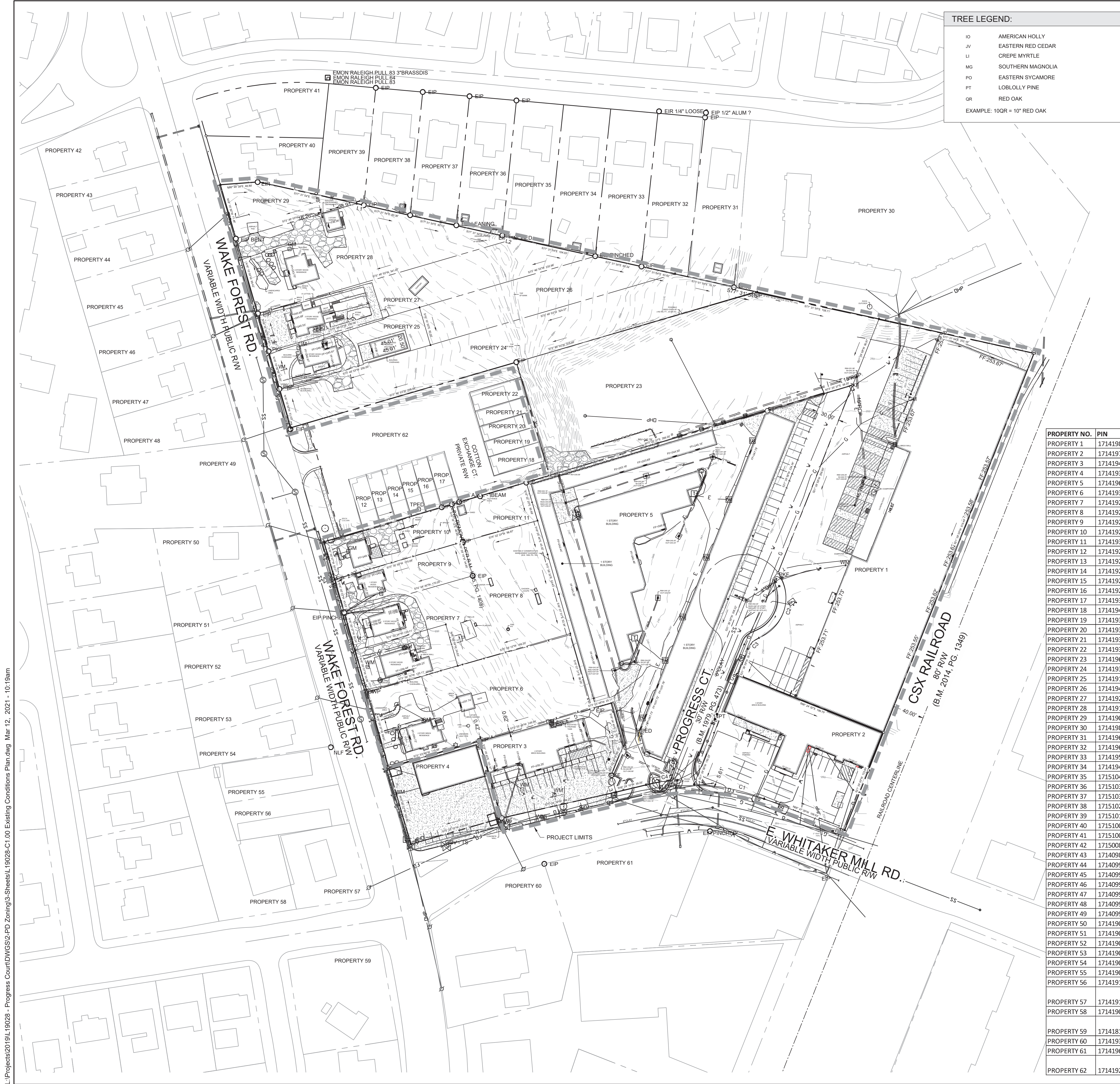
No.	Date	Description
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2	12.03.2020	PER CITY COMMENTS
3	02.15.2021	PER CITY COMMENTS
4	03.12.2021	PER CITY COMMENTS
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Title:
COVER SHEET

Project number: L19028 Sheet #:
Issued Date: 06.17.2020
Drawn by: SL
Approved by: ----

C0.00

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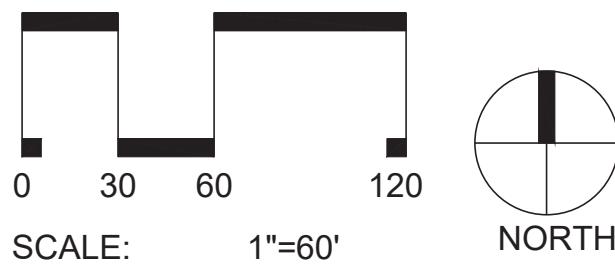
TREE LEGEND:	
IO	AMERICAN HOLLY
JV	EASTERN RED CEDAR
LI	CREPE MYRTLE
MG	SOUTHERN MAGNOLIA
PO	EASTERN SYCAMORE
PT	LOBLOLLY PINE
OR	RED OAK
EXAMPLE: 10QR = 10\"	

SURVEY LEGEND:	
	SURVEY CONTROL POINT
	EXISTING IRON PIPE
	EXISTING CONCRETE MONUMENT
	COMPUTED POINT
	STORM DRAIN MANHOLE
	STORM DRAIN CURB INLET
	SANITARY SEWER MANHOLE
	SANITARY SEWER CLEANOUT
	SANITARY FORCEMAIN VALVE
	HYDRANT
	WATER VALVE
	WATER METER
	WATER MANHOLE
	WATER VAULT
	WELL
	GAS VALVE
	GAS METER
	TELEPHONE MANHOLE
	TELEPHONE PEDESTAL
	TV MANHOLE
	TV PEDESTAL
	FIBER OPTIC WITNESS POST
	FIBER OPTIC BOX
	ELECTRIC MANHOLE
	ELECTRIC METER
	ELECTRIC BOX
	UTILITY POLE
	GUY POLE
	GUY WIRE
	LIGHT POLE
	MANHOLE
	TRAFFIC SIGNAL BOX
	TRAFFIC SIGNAL POST
	MONITORING WELL
	BORING LOCATION
	BOLLARD
	SIGN
	FINISHED FLOOR ELEVATION
	DECIDUOUS TREE
	EVERGREEN TREE
	BUSH
	WIRE FENCE
	CHAIN LINK FENCE
	UNDERGROUND TELEPHONE LINE
	UNDERGROUND FIBER OPTIC LINE
	UNDERGROUND GAS LINE
	UNDERGROUND ELECTRIC LINE
	UNDERGROUND WATER LINE
	SANITARY SEWER LINE
	STORM DRAIN LINE
	OVERHEAD WIRES
	UNIDENTIFIED LINE
	UNKNOWN DESTINATION
	CONCRETE SURFACE
	DUCTILE IRON PIPE
	POLYVINYL CHLORIDE PIPE
	HIGH-DENSITY POLYETHYLENE PIPE
	REINFORCED CONCRETE PIPE
	CORRUGATED METAL PIPE
	CATCH BASIN

PROPERTY NO.	PIN	OWNER	ADDRESS
PROPERTY 1	1714198573	PROGRESS CT OWNER LLC	PO BOX 6309
PROPERTY 2	1714197266	J T HOBBY & SON INC	PO BOX 18506
PROPERTY 3	1714194255	STORAGE MAX VI LLC	2700 GRESHAM LAKE RD
PROPERTY 4	1714193211	ACSS09 LLC	9601 KOUPELA DR
PROPERTY 5	1714196409	STORAGE MAX VI LLC	2001 PROGRESS PARK CT
PROPERTY 6	1714193363	KCIC LLC	2716 WAYLAND DR
PROPERTY 7	1714192379	KCIC ENTERPRISES LLC	2716 WAYLAND DR
PROPERTY 8	1714192453	KCIC LLC	2716 WAYLAND DR
PROPERTY 9	1714192468	WEINSTEIN, HARRIETTE SCHREIBER	712 WESTWOOD DR
PROPERTY 10	1714192553	MARCOM, NEEDHAM RUSSELL EVANS,	2016 WAKE FOREST RD
PROPERTY 11	1714193587	MARCOM, NEEDHAM RUSSELL EVANS,	2016 WAKE FOREST RD
PROPERTY 12	1714192518	MILLER, DANIELE	810 COTTON EXCHANGE CT
PROPERTY 13	1714192538	CARMICHAEL, LORI ELIZABETH	812 COTTON EXCHANGE CT
PROPERTY 14	1714192559	WEST, MARK BULLARD WEST, IVY BUNN	110 LAKE BOONE TRL
PROPERTY 15	1714192579	GLIDEWELL, WILLIAM C IV GLIDEWELL, LINDSAY	816 COTTON EXCHANGE CT
PROPERTY 16	1714192690	MORGAN, JON DURHAM SZYMANSKI, KELLY	818 COTTON EXCHANGE CT
PROPERTY 17	1714193611	RASKIND, MATTHEW HENRY	820 COTTON EXCHANGE CT
PROPERTY 18	1714194603	CHAMPION, JASON M	829 COTTON EXCHANGE CT
PROPERTY 19	1714193695	WEST, TRENTON ALLEN	827 COTTON EXCHANGE CT
PROPERTY 20	1714193697	ANTHONY, SANDRA C	825 COTTON EXCHANGE CT
PROPERTY 21	1714193689	MORTON, ALISON E	823 COTTON EXCHANGE CT
PROPERTY 22	1714193781	OVERTON, LINDSAY C OVERTON, ALISON S	2109 GLENWOOD AVE
PROPERTY 23	1714196735	PROGRESS CT OWNER LLC PROGRESS CT	PO BOX 6309
PROPERTY 24	1714193767	BOYLAN HEIGHTS LAND COMPANY LLC	627 W LANE ST
PROPERTY 25	1714191797	BOYLAN HEIGHTS LAND COMPANY LLC	627 W LANE ST
PROPERTY 26	1714194824	BOYLAN HEIGHTS LAND COMPANY LLC	627 W LANE ST
PROPERTY 27	1714192865	BOYLAN HEIGHTS LAND CO LLC	627 W LANE ST
PROPERTY 28	1714191970	NESHEIM HOLDINGS LLC	7617 AUDUBON DR
PROPERTY 29	1714190977	NESHEIM HOLDINGS LLC	7617 AUDUBON DR
PROPERTY 30	1714198961	CASWELL CARTER MILLS STREET LLC	1540 CASWELL ST
PROPERTY 31	1714196963	CREECH, WANDA M CREECH, TERRY PARKS	2000 PETWORTH CT
PROPERTY 32	1714196904	WALTON, KATHLEEN L	805 LAKE BOONE TRL
PROPERTY 33	1714195944	MANN, ELIZABETH C	912 MILLS ST
PROPERTY 34	1714194985	HAMILTON, DANIEL H HAMILTON, NANCY L	908 MILLS ST
PROPERTY 35	1715104034	WALKER, ASHLEY PAUL	904 MILLS ST
PROPERTY 36	1715103064	WALKER, TIMOTHY TODD	900 MILLS ST
PROPERTY 37	1715103004	THOMAS, CARRIE D	814 MILLS ST
PROPERTY 38	1715102044	FINLEY, EDWARD S JR	2024 WHITE OAK RD
PROPERTY 39	1715101094	PARKS, JOHN KEITH SAVAGE, CYNTHIA A	806 MILLS ST
PROPERTY 40	1715100062	CARLTON, SARAH G	2042 WAKE FOREST RD
PROPERTY 41	1715100097	PARKS, WILLIAM	2046 WAKE FOREST RD
PROPERTY 42	1715008083	JIN, PEGGY VERCOE, WILLIAM A.	1408 PONY RUN RD
PROPERTY 43	1714098986	SEXTON, REGGIE LEN SEXTON, CHRISTINE ANN	321 WEYCROFT GRANT DR
PROPERTY 44	1714099901	HOUSE, JOEY D	3809 CLIFF HAVEN DR
PROPERTY 45	1714099825	L&N CAO LLC	1029 IVY LN
PROPERTY 46	1714099749	FALTER, MICHELLE MARIE	2027 WAKE FOREST RD
PROPERTY 47	1714099754	HERREMA, KATIE MARIE	2023 WAKE FOREST RD
PROPERTY 48	1714099668	OWENS, ASHLEY C	2019 WAKE FOREST RD
PROPERTY 49	1714099529	SAGE, LEA ELLEN	2017 WAKE FOREST RD
PROPERTY 50	1714190521	HORTON, MATTHEW EDWARD	309 LORD BERKLEY RD
PROPERTY 51	1714190435	STRUGATZ, ELIZABETH LYNN	2013 WAKE FOREST RD
PROPERTY 52	1714190349	BOZMAN, ANNE C	2011 WAKE FOREST RD
PROPERTY 53	1714190353	GAY, MICHAEL EARL	5904 HOLLY DR
PROPERTY 54	1714190278	GAY, EARL H	3912 VALLEY STREAM DR
PROPERTY 55	1714190293	GOLDENTHAL, LANCE M	5223 LANSDOWNE PL
PROPERTY 56	1714191118	ZENNIA PROPERTIES LLC	2003 WAKE FOREST RD
PROPERTY 57	1714191152	ROBB, NATHANIEL HEYWARD JR POLHILL,	2209 ATLANTIC AVE
PROPERTY 58	1714190143	ALEXANDRA WENTWORTH ROBB	1408 PONY RUN RD
PROPERTY 59	1714181985	WEBB, GEORGE STEVEN JR TRUSTEE WEBB,	129 BELL PT
PROPERTY 60	1714193080	SAMPSON BLADIN OIL CO INC	PO BOX 469
PROPERTY 61	1714196018	WHITAKERMILL1020 LLC	509 W NORTH ST
PROPERTY 62	1714192655	OLDE TOWNE VILLAGE TOWNHOMES	821 COTTON EXCHANGE CT



Seal: PRELIMINARY - DO NOT USE FOR CONSTRUCTION



EAST END MARKET PLANNED DEVELOPMENT

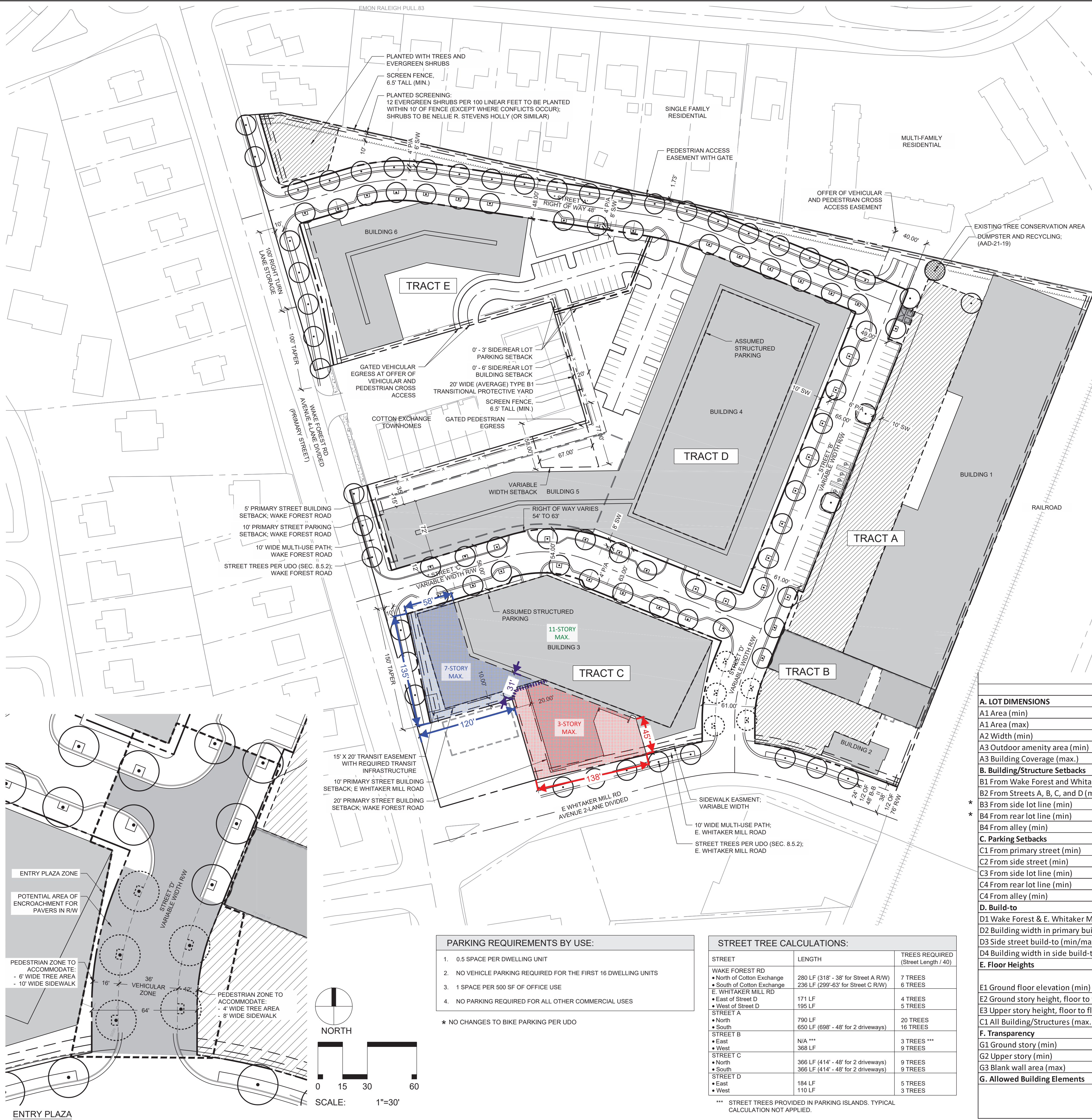
PD MASTER PLAN

No.	Date	Description
1	09.18.2020	PER CITY COMMENTS
2	12.03.2020	PER CITY COMMENTS
3	02.15.2021	PER CITY COMMENTS
4	03.12.2021	PER CITY COMMENTS
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EXISTING CONDITIONS PLAN

Project number: L19028 Sheet #: 06.17.2020
Issued Date: 06.17.2020
Drawn by: C1.00
Approved by:

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SITE DATA	
EXISTING ZONING:	IX-3, IX-3PL, CX-3-PL, OX-3-PL, RX-3, R-10
PROPOSED ZONING:	PLANNED DEVELOPMENT
SITE LOCATION:	NE CORNER OF WHITAKER MILL AND WAKE FOREST ROAD
PARCEL PINS #:	1714198573, 1714196409, 1714194255, 1714193363, 1714192379, 1714192453, 1714192468, 1714192553, 1714193587, 1714196735, 1714193767, 1714191797, 1714194824, 1714192865, 1714191970, 1714190977, 1714197266
ORIGINAL PARCEL	11.16 AC
PROPOSED PARCEL	10.09 AC (1.07 AC ROW DEDICATION)
REQUIRED OPEN SPACE	10% (1.12 ac)
PROVIDED OPEN SPACE	10% (1.12 ac) - SEE TABLE BELOW)
REQUIRED BLDG TYPES	2 TYPES
PROPOSED BLDG TYPES	3 TYPES

TRACT A
ACREAGE: 2.75
BUILDING HEIGHT: 7 STORY
BUILDING TYPE: GENERAL, MIXED-USE, OPEN LOT

TRACT B
ACREAGE: 0.59
BUILDING HEIGHT: 7 STORIES
BUILDING TYPE: GENERAL, MIXED-USE, OPEN LOT

TRACT C
ACREAGE: 1.44
BUILDING HEIGHT: 11 STORIES
BUILDING TYPE: GENERAL, MIXED-USE, OPEN LOT

TRACT D
ACREAGE: 2.89
BUILDING HEIGHT: 7 STORIES (EXCEPTION: 6 STORIES/83' WHERE NOTED)
MAXIMUM RESIDENTIAL DWELLING UNITS: 397
BUILDING TYPE: APARTMENT, GENERAL, MIXED-USE, OPEN LOT

TRACT E
ACREAGE: 1.21
BUILDING HEIGHT: 6 STORIES
MAXIMUM RESIDENTIAL DWELLING UNITS: 103
BUILDING TYPE: TOWNHOUSE, APARTMENT, OPEN LOT

NOTES:

- CX- DISTRICT SIGN STANDARDS WILL APPLY.
- THE FOLLOWING PRINCIPAL USES AS LISTED IN UDO SECTION 6.1.4 SHALL BE PROHIBITED:
 - VEHICLE FUEL SALES
 - VEHICLE SALES/RENTAL
 - DETENTION CENTER, JAIL, PRISON
 - VEHICLE REPAIR (MAJOR)
 - VEHICLE REPAIR (MINOR)
 - SELF/SERVICE STORAGE
 - RESEARCH & DEVELOPMENT
 - CAR WASH
 - ADULT ESTABLISHMENT
- IN ADDITION TO THE USES ABOVE, THE FOLLOWING USES SHALL BE PROHIBITED IN TRACT E:
 - OVERNIGHT LODGING
 - RESTAURANT/BAR
 - LIGHT MANUFACTURING
- A MINIMUM OF 10% OVERALL PLANNED DEVELOPMENT (PD) WILL BE DEDICATED TO OPEN SPACE. NO MORE THAN 10% FOR THE OVERALL PD IS REQUIRED. OPEN SPACE PLACEMENT AND CONFIGURATION TO COMPLY WITH UDO SECTION 2.5.
- RIGHT-OF-WAY TO VARY AT INTERSECTIONS TO AVOID BUILDING ENCROACHMENTS.
- A TRANSIT EASEMENT WITH REQUIRED TRANSIT INFRASTRUCTURE WILL BE PROVIDED.

- * REFER TO ROADWAY SECTIONS
- PROPOSED OPEN SPACE - SEE SHEET C3.01 - OPEN SPACE PLAN
- PROJECT LIMITS
- STREET TREE
- STREET TREE (Location within R/W may vary with future design of plaza)

TABLE 1: BASE DIMENSIONAL STANDARDS

	APARTMENT	GENERAL BUILDING	MIXED USE BUILDING	OPEN LOT
A. LOT DIMENSIONS				
A1 Area (min)	10,000 sf	N/A	N/A	5,000 sf
A1 Area (max)	N/A	N/A	N/A	N/A
A2 Width (min)	N/A	N/A	N/A	50'
A3 Outdoor amenity area (min)	N/A	N/A	N/A	N/A
A3 Building Coverage (max.)	N/A	N/A	N/A	15%
B. Building/Structure Setbacks				
B1 From Wake Forest and Whitaker Mill (min.)	5'	5'	5'	10'
B2 From Streets A, B, C, and D (min.)	N/A	N/A	N/A	10'
B3 From side lot line (min)	0' or 6'	0' or 6'	0' or 6'	10'
B4 From rear lot line (min)	0' or 6'	0' or 6'	0' or 6'	10'
B4 From alley (min)	4' or 20' min	5'	5'	10'
C. Parking Setbacks				
C1 From primary street (min)	10'	10'	10'	10'
C2 From side street (min)	10'	10'	10'	10'
C3 From side lot line (min)	0' OR 3'	0' OR 3'	0' OR 3'	10'
C4 From rear lot line (min)	0' OR 3'	0' OR 3'	0' OR 3'	10'
C4 From alley (min)	4'	5'	5'	10'
D. Build-to				
D1 Wake Forest & E. Whitaker Mill build-to	5' / 50'	5' / 50'	5' / 50'	5' / 50'
D2 Building width in primary build-to (min)	75%	40%	50%	N/A
D3 Side street build-to (min/max)	N/A	N/A	N/A	N/A
D4 Building width in side build-to (min)	N/A	N/A	N/A	N/A
E. Floor Heights				
E1 Ground floor elevation (min)	N/A	N/A	N/A	N/A
E2 Ground story height, floor to floor (min)	N/A	11'	13'	N/A
E3 Upper story height, floor to floor (min)	N/A	9'	9'	N/A
C1 All Building/Structures (max.)	N/A	N/A	N/A	40' / 3 stories
F. Transparency				
G1 Ground story (min)	20%	33%	50%	N/A
G2 Upper story (min)	15%	20%	20%	N/A
G3 Blank wall area (max)	35'	30'	20'	N/A
G. Allowed Building Elements				
porch, stoop, balcony	balcony, gallery, awning	balcony, gallery, awning	balcony, gallery, awning	balcony, gallery, awning, porch, stoop

* BUILDING SETBACKS DO NOT APPLY TO REAR AND SIDE LOT LINES FOR PARCELS INTERNAL TO THE PD.



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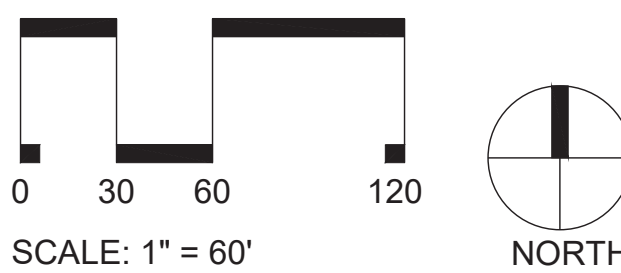


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RALEIGH, NC 27628



530 Hillsborough St.
Raleigh, NC 27603
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EAST END MARKET PLANNED DEVELOPMENT

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PD MASTER PLAN

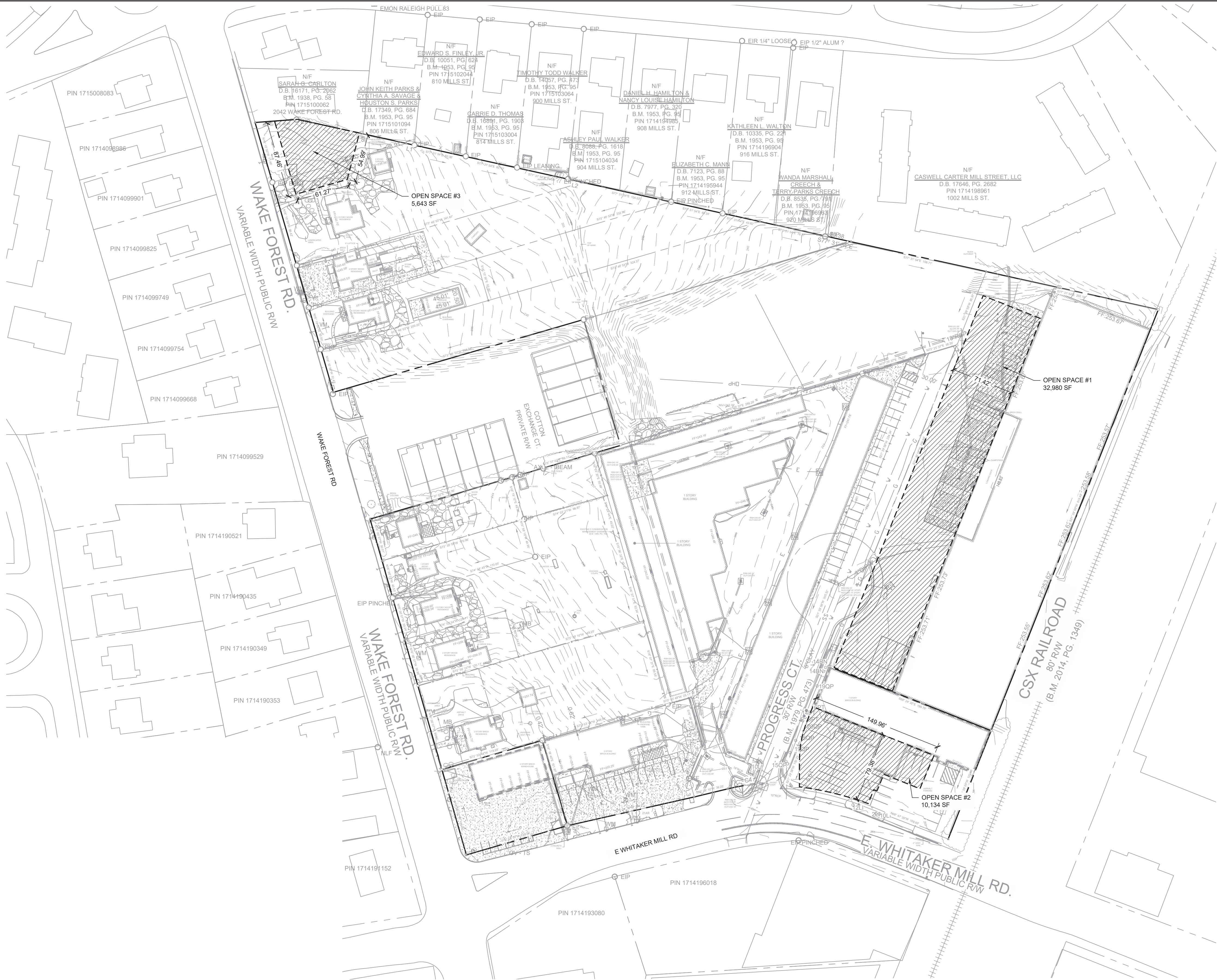
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DEVELOPMENT AND PARKING PLAN

Project number: L19028 Sheet #:
Issued Date: 06.17.2020
Drawn by: ----
Approved by: ----

C3.00

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OPEN SPACE CALCULATIONS:			
PLANNED DEVELOPMENT (GROSS SITE AREA)		11.16 AC	
OPEN SPACE REQUIRED:			
<ul style="list-style-type: none">10% OF GROSS SITE AREA (UDO SEC. 4.7.2.G)AT LEAST 60% OF THE REQUIRED OPEN SPACE MUST BE CONTIGUOUS (SEE OPEN SPACE #1).		1.12 AC (11.16 * 0.10)	
		0.67 AC (1.12 * 0.60)	
OPEN SPACE PROVIDED:		1.12 AC (TOTAL)	
<ul style="list-style-type: none">PRIMARY OPEN SPACESECONDARY OPEN SPACETERTIARY OPEN SPACE		0 SF	0%
		0 SF	0%
		48,757 SF	10%
OPEN SPACE AREAS:			
		AREA #	SIZE (SF)
		1	32,980 SF (68% OF TOTAL)
		2	10,134 SF
		3	5,643 SF
		TYPE	
		LINEAR PARK	
		PARK	
		NATURAL WOODLANDS	

NOTE:
ALL OPEN SPACE APPLIES TO THE PD MASTER PLAN AS A WHOLE AND NOT BY PHASE.

 PROPOSED OPEN SPACE



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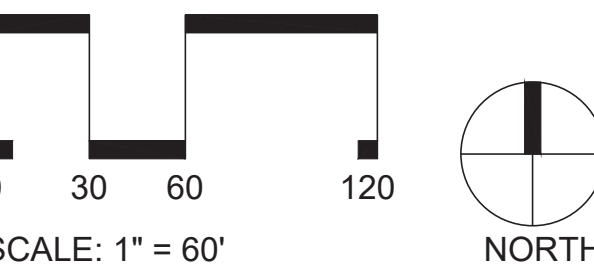
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Project:
EAST END
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PD MASTER PLAN

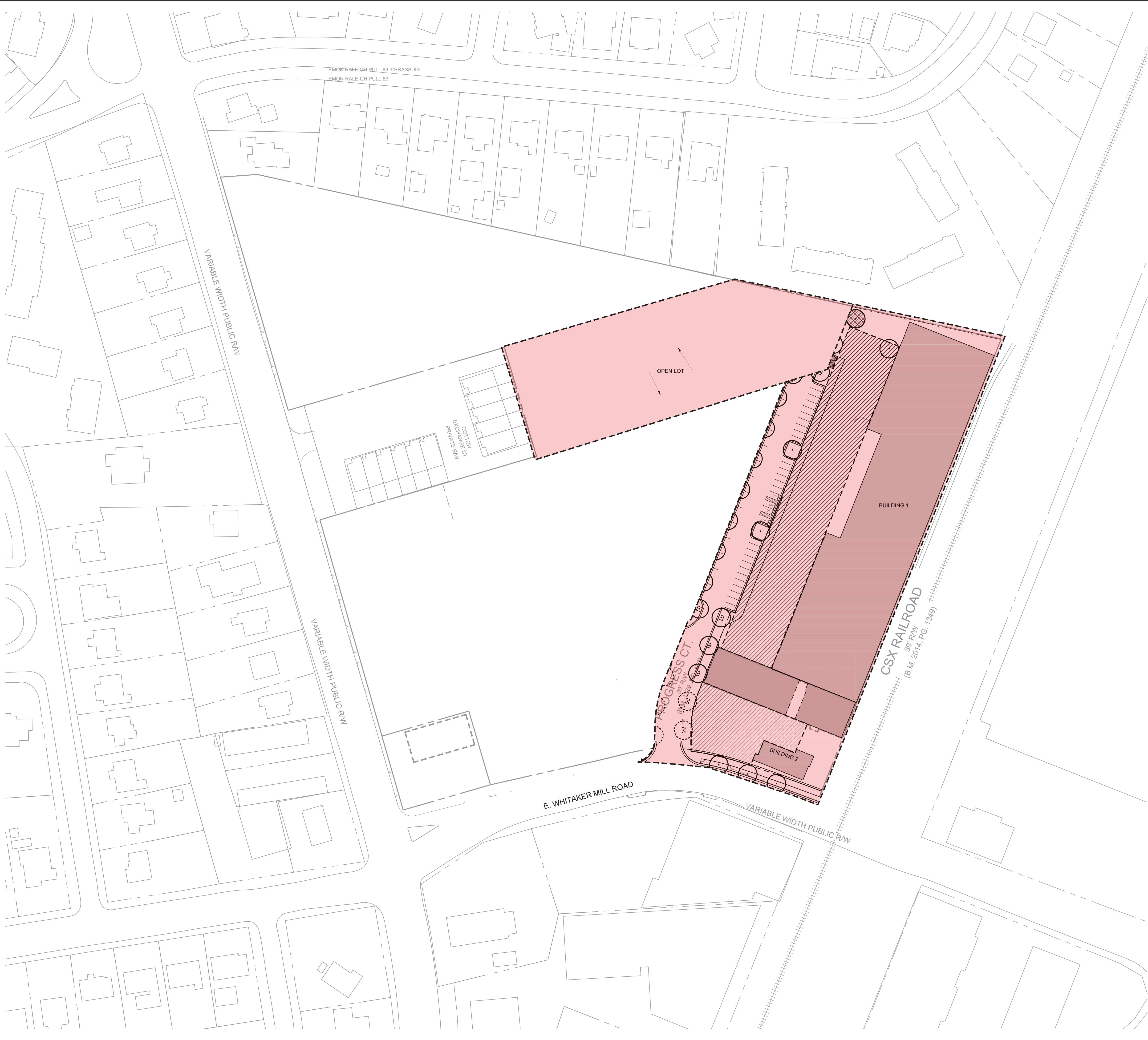
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4	03.12.2021	PER CITY COMMENTS

Title:
OPEN SPACE PLAN

Project number: L19028 Sheet #:
Issued Date: 06.17.2020
Drawn by: ???
Approved by: ???

C3.01

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PHASE 1

- PHASING NOTES:
1. PHASE 1 - STREET B IMPROVEMENTS INCLUDING WATER AND SEWER, AND E WHITAKER MILL RD - TRACT B FRONTAGE IMPROVEMENTS INCLUDING ROAD WIDENING AND STREETSCAPE.
 2. NO SCM IN PHASE 1
 3. ALL COMMON AND SHARED ELEMENTS REQUIRED FOR OPEN SPACE ARE BY THE PD FOR THE PD PARCEL IN WHOLE.

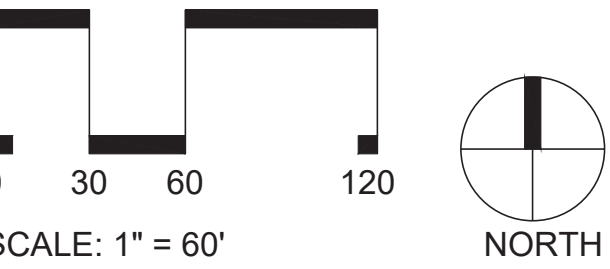


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Project:
**EAST END
MARKET PLANNED
DEVELOPMENT**

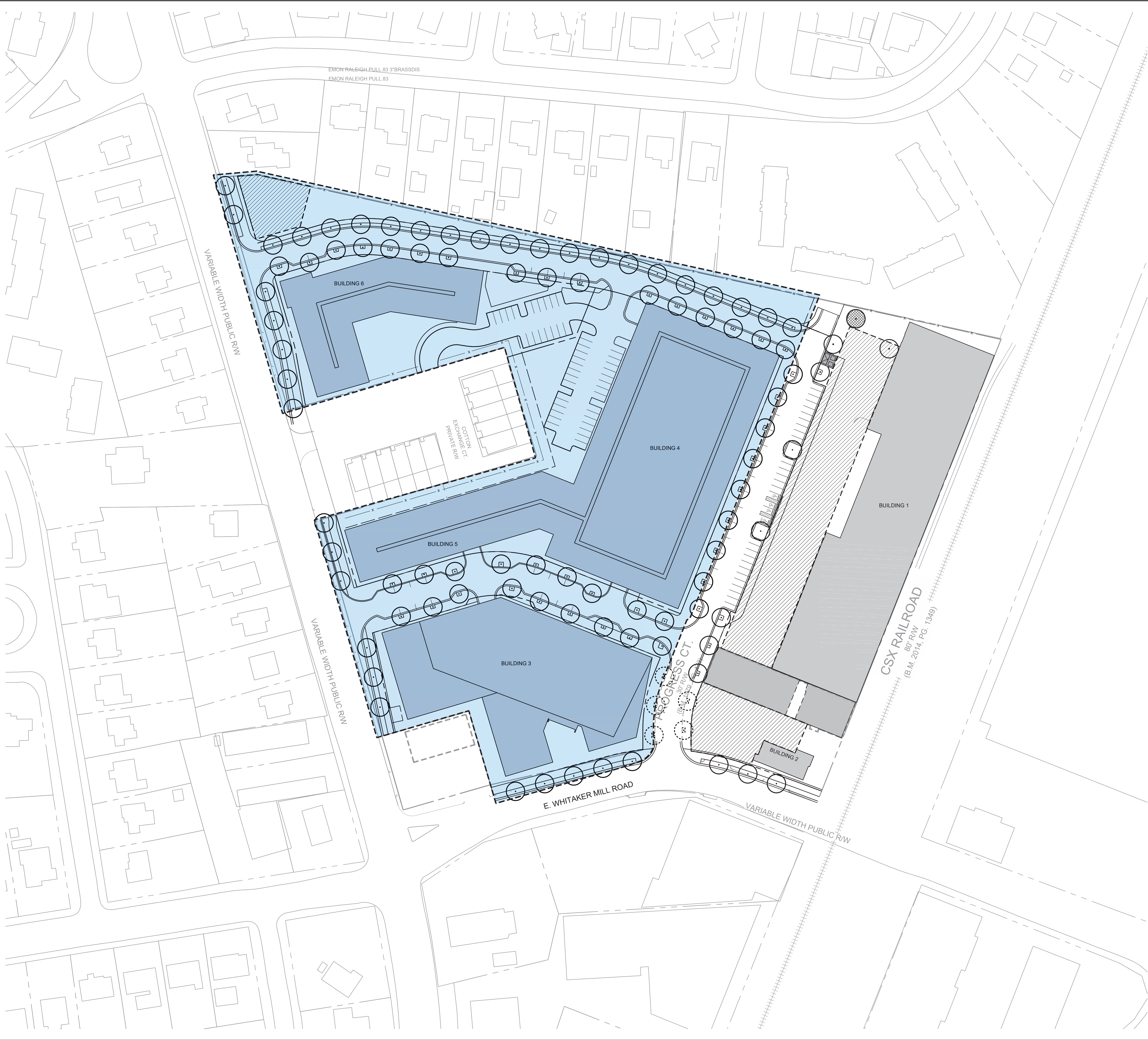
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PD MASTER PLAN

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Title:
PHASING PLAN - PH 1

Project number: L19028 Sheet #:
Issued Date: 06.17.2020
Drawn by: ----
Approved by: ---- **C3.10**

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PHASE 2

- PHASING NOTES:
1. PHASE 2 - STREET A, STREET C INCLUDING WATER AND SEWER, REMAINING E. WHITAKER MILL RD - TRACT C FRONTAGE IMPROVEMENTS INCLUDE ROAD WIDENING AND STREETScape.
 2. OFF-SITE INFRASTRUCTURE IMPROVEMENTS WILL BE PHASED AS RECOMMENDED BY THE TRAFFIC IMPACT ANALYSIS FOR EAST END MARKET PLANNED DEVELOPMENT
 3. PHASE 2 WILL INCLUDE SHARED SCM DEVICES.
 4. ALL COMMON AND SHARED ELEMENTS REQUIRED FOR OPEN SPACE ARE BY THE PD FOR THE PD PARCEL IN WHOLE.

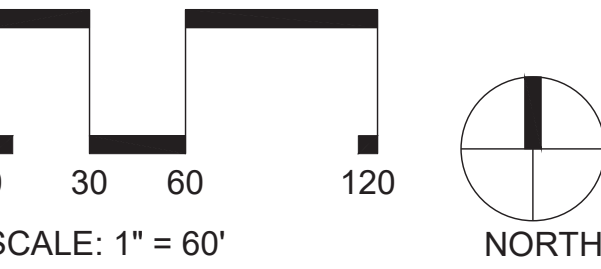


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Project:
**EAST END
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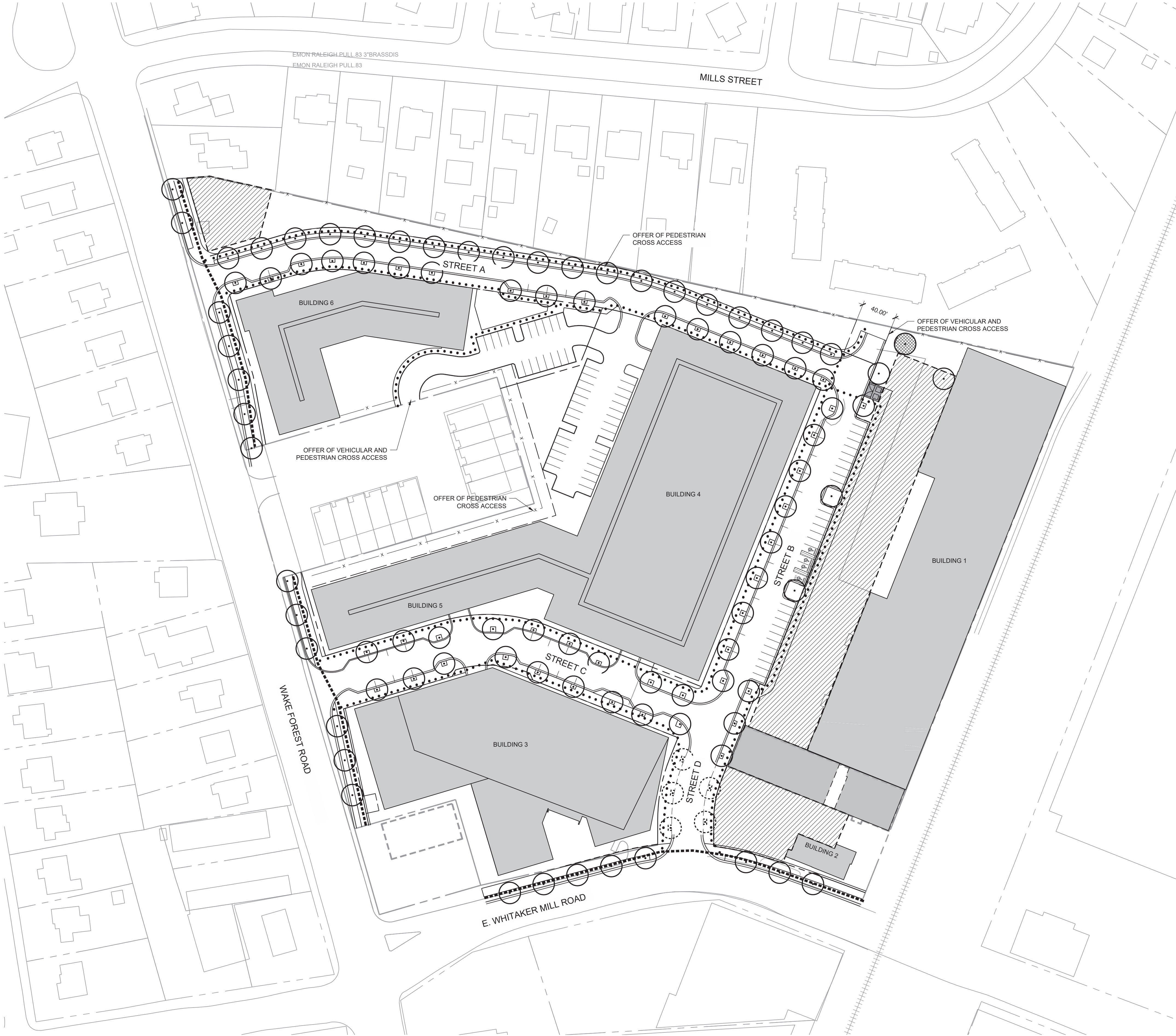
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Title:
PHASING PLAN - PH 2

Project number: L19028 Sheet #:
Issued Date: 06.17.2020
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SITE LEGEND:

- PEDESTRIAN CIRCULATION - INTERNAL
- PEDESTRIAN CIRCULATION - MULTI-USE PATH
- OPEN SPACE

★ NO CHANGES TO BIKE PARKING PER UDO

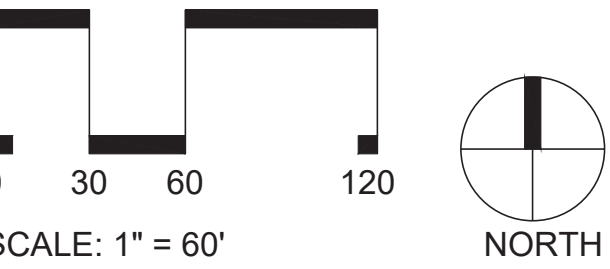


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Project:
**EAST END
MARKET PLANNED
DEVELOPMENT**

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PD MASTER PLAN

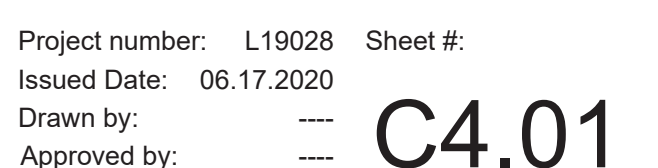
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Title:
**PEDESTRIAN
CIRCULATION
GREENWAY
CONNECTION PLAN**

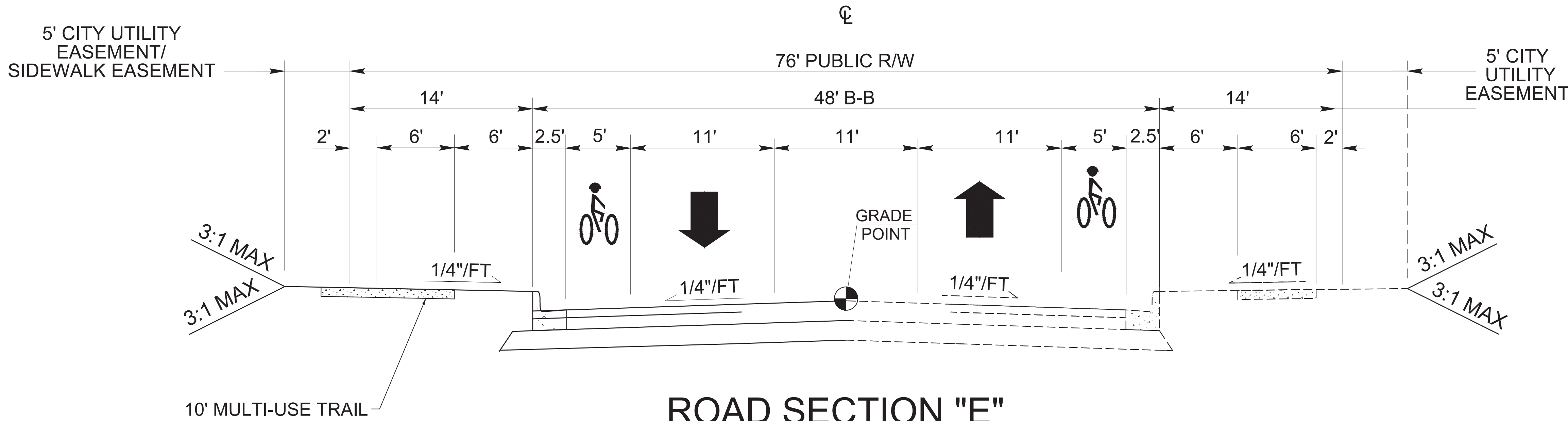
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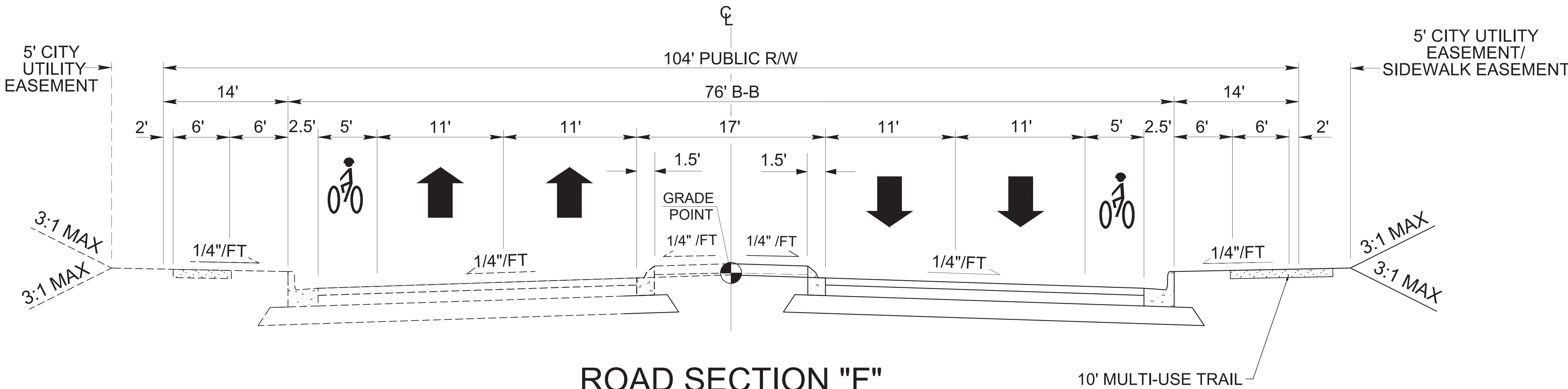
SECTION NOTE:
A MAJOR ENCROACHMENT AGREEMENT WILL BE REQUESTED FOR ELEMENTS THAT VARY FROM STANDARD STREET IMPROVEMENTS INCLUDING BOLLARDS, PAVERS AND PLANTERS- FURTHER REVIEW REQUIRED BY ENCROACHMENT COMMITTEE DURING ASR/SPR.



SEE SHEET C4.01 FOR PLAN VIEW SECTION LOCATION



ROAD SECTION "E"
1/2 OF 76 RW AVENUE 2 LANE UNDIVIDED



ROAD SECTION "F"
1/2 OF 104 RW AVENUE 4 LANE DIVIDED



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SCALE: AS NOTED



Project:

EAST END
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DEVELOPMENT

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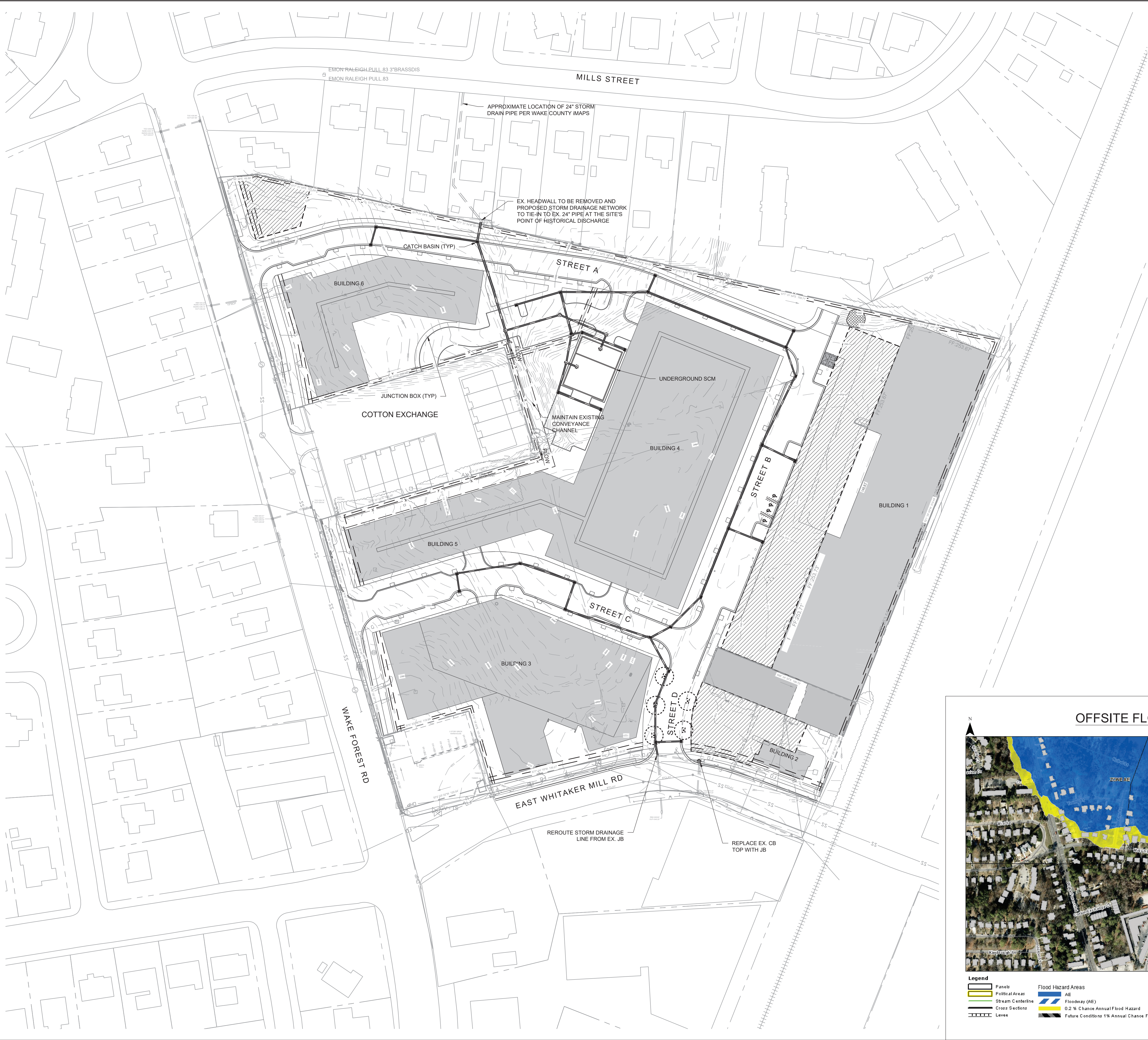
Title:

TYPICAL ROADWAY
SECTIONS

Project number: L19028 Sheet #:
Issued Date: 06.17.2020
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C4.02

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GRADING LEGEND:

SYMBOL	DESCRIPTION	DETAIL REFERENCE
[Symbol]	LIMITS OF DISTURBANCE	N/A
[Symbol]	PROPOSED MAJOR CONTOUR	N/A
[Symbol]	PROPOSED MINOR CONTOUR	N/A
[Symbol]	EXISTING MAJOR CONTOUR	N/A
[Symbol]	EXISTING MINOR CONTOUR	N/A
[Symbol]	PROPOSED STORM DRAINAGE	#/C9.XX
[Symbol]	PROPOSED JUNCTION BOX	#/C9.XX
[Symbol]	PROPOSED CATCH BASIN	#/C9.XX
[Symbol]	PROPOSED AREA DRAIN	#/C9.XX
[Symbol]	RIPRAP DISSIPATOR	#/C9.XX
[Symbol]	FLOW DIRECTION	N/A
[Symbol]	PROPOSED ELEVATION	N/A
[Symbol]	TOP/BOTTOM OF CURB	N/A
[Symbol]	TOP/BOTTOM OF WALL	N/A

NOTES:

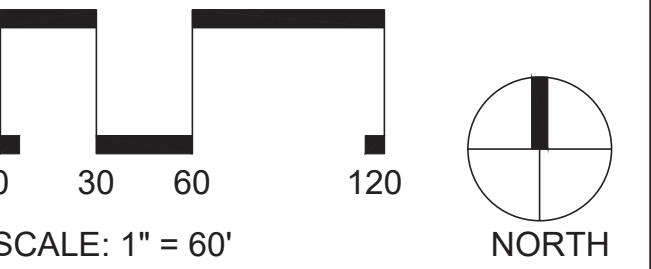
- THIS SITE WILL MEET ALL CITY OF RALEIGH REQUIREMENTS FOR STORMWATER OUTLINED IN ARTICLE 9.2 STORMWATER MANAGEMENT IN THE UDO.
- THE SITE WILL ALSO MEET ARTICLE 9.3 FLOODPRONE AREA REGULATIONS IN THE UDO.
- THE SITE WILL ALSO BE SUBJECT TO UDO 9.4 DURING SITE PERMIT REVIEW.
- THE STORM COLLECTION SYSTEM IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. SPECIFIC DRAINAGE DETAILS WILL BE ADDRESSED DURING THE SUBDIVISION REVIEW PROCESS.
- TRIBUTARY: NEUSE RIVER BASIN
- SOILS: URBAN LAND, CECIL-URBAN LAND, PACOLET-URBAN LAND

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Seal:
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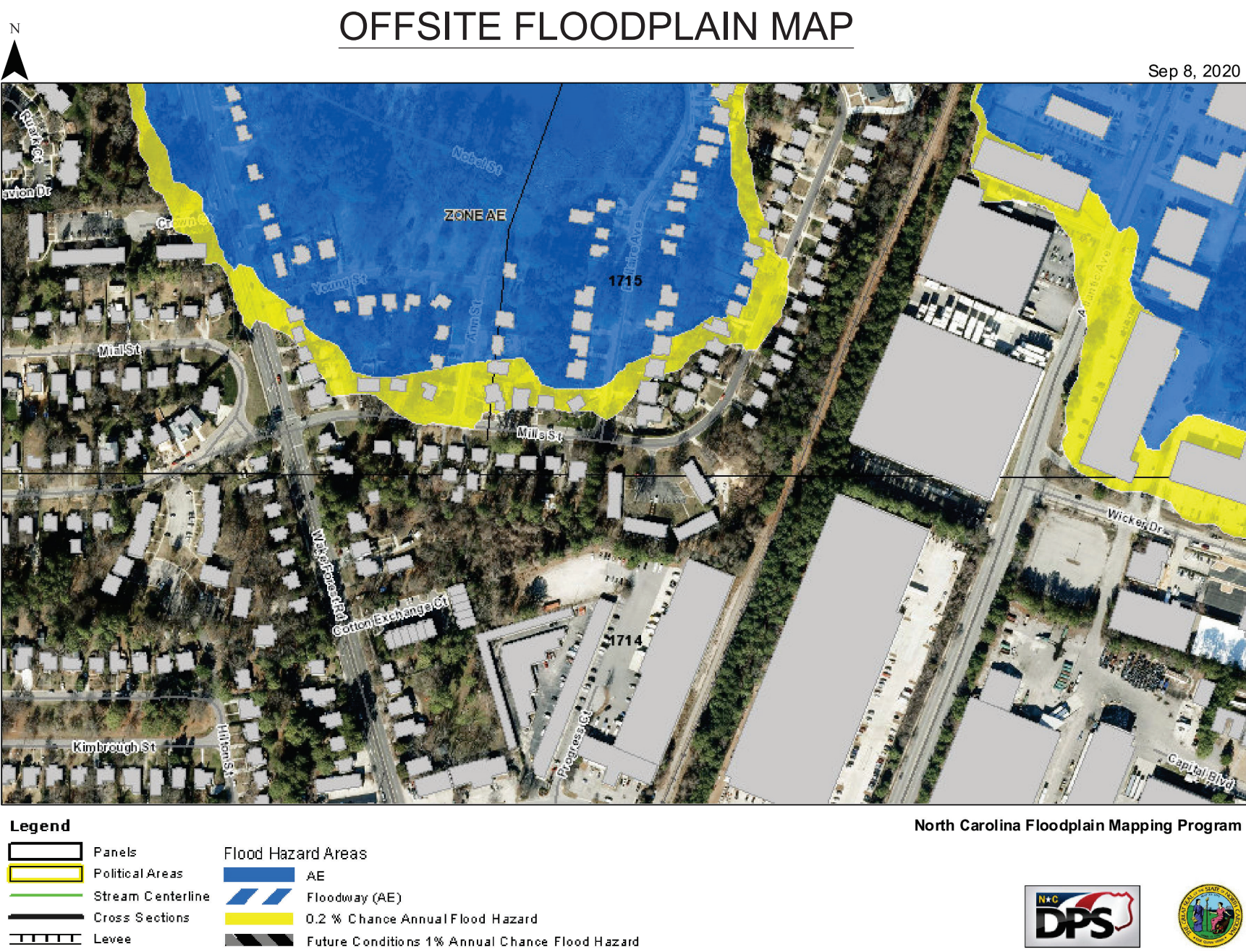
Project:
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Issued for:
PD MASTER PLAN

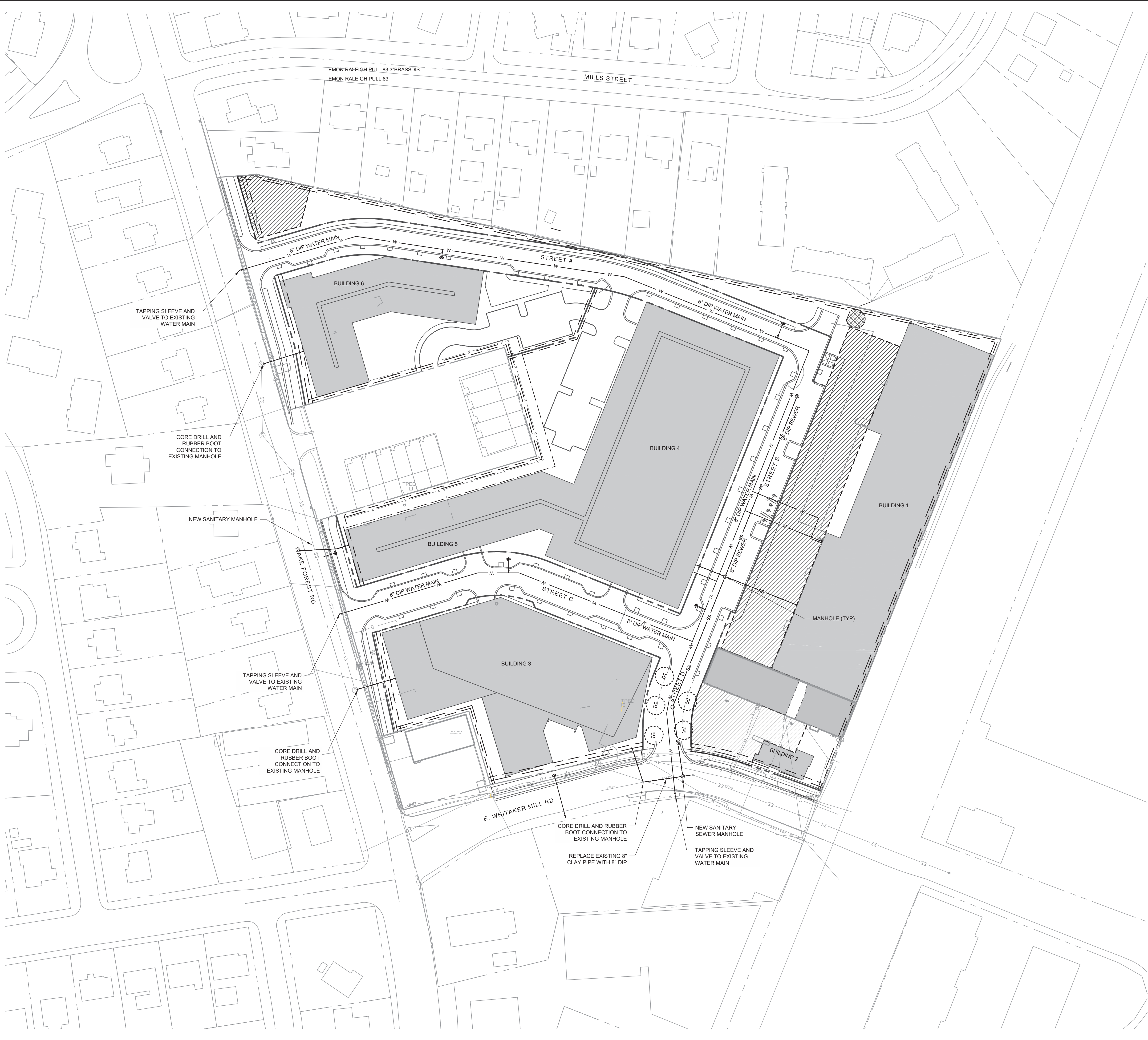
No.	Date	Description
1	09.18.2020	PER CITY COMMENTS
2	12.03.2020	PER CITY COMMENTS
3	02.15.2021	PER CITY COMMENTS
4	03.12.2021	PER CITY COMMENTS

Title:
**OVERALL
STORMWATER PLAN**

Project number: L19028 Sheet #:
Issued Date: 06.17.2020
Drawn by: -----
Approved by: -----
C5.00



L:\Projects\2019\L19028 - Progress Count\DWGS\2-PD Zoning\3-Sheets\L19028-C6.00 Overall Utility Plan.dwg Mar 12, 2021 - 10:25am



UTILITY LEGEND:

SYMBOL	DESCRIPTION
— W —	EXISTING WATER LINE
— W —	PROPOSED WATER LINE
— SS —	EXISTING SANITARY SEWER LINE
— SS —	PROPOSED SANITARY SEWER LINE
	PROPOSED FIRE HYDRANT
	PROPOSED WATER VALVE
	EXISTING SANITARY SEWER MANHOLE
	PROPOSED SANITARY SEWER MANHOLE
	PROPOSED CLEANOUT
	PROPOSED FDC
	PROPOSED BACKFLOW METER
	PROPOSED POST INDICATOR VALVE (PIV)
	GREASE INTERCEPTOR
—	300' HYDRANT COVERAGE CIRCLE
—	LIMITS OF DISTURBANCE

NOTES:

1. THE WATER AND SEWER UTILITY SYSTEMS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. SPECIFIC DESIGN DETAILS WILL BE ADDRESSED DURING THE SUBDIVISION REVIEW PROCESS.

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SCALE: 1" = 60'

NORTH

Project:

EAST END
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4	03.12.2021	PER CITY COMMENTS

Title:

OVERALL UTILITIES
PLAN

Project number: L19028 Sheet #:

Issued Date: 06.17.2020

Drawn by: -----

Approved by: -----

C6.00

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NOTES

470 SF APPROVED TCA ON PARCEL 1714198573
(REFERENCE ASR-SR-37-2019)

THERE ARE NO ELIGIBLE TREES FOR ADDITIONAL PRIMARY
OR SECONDARY TCA ON SITE.

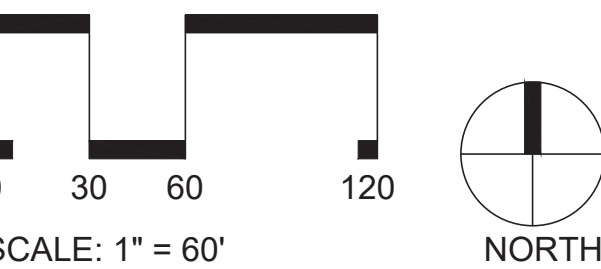


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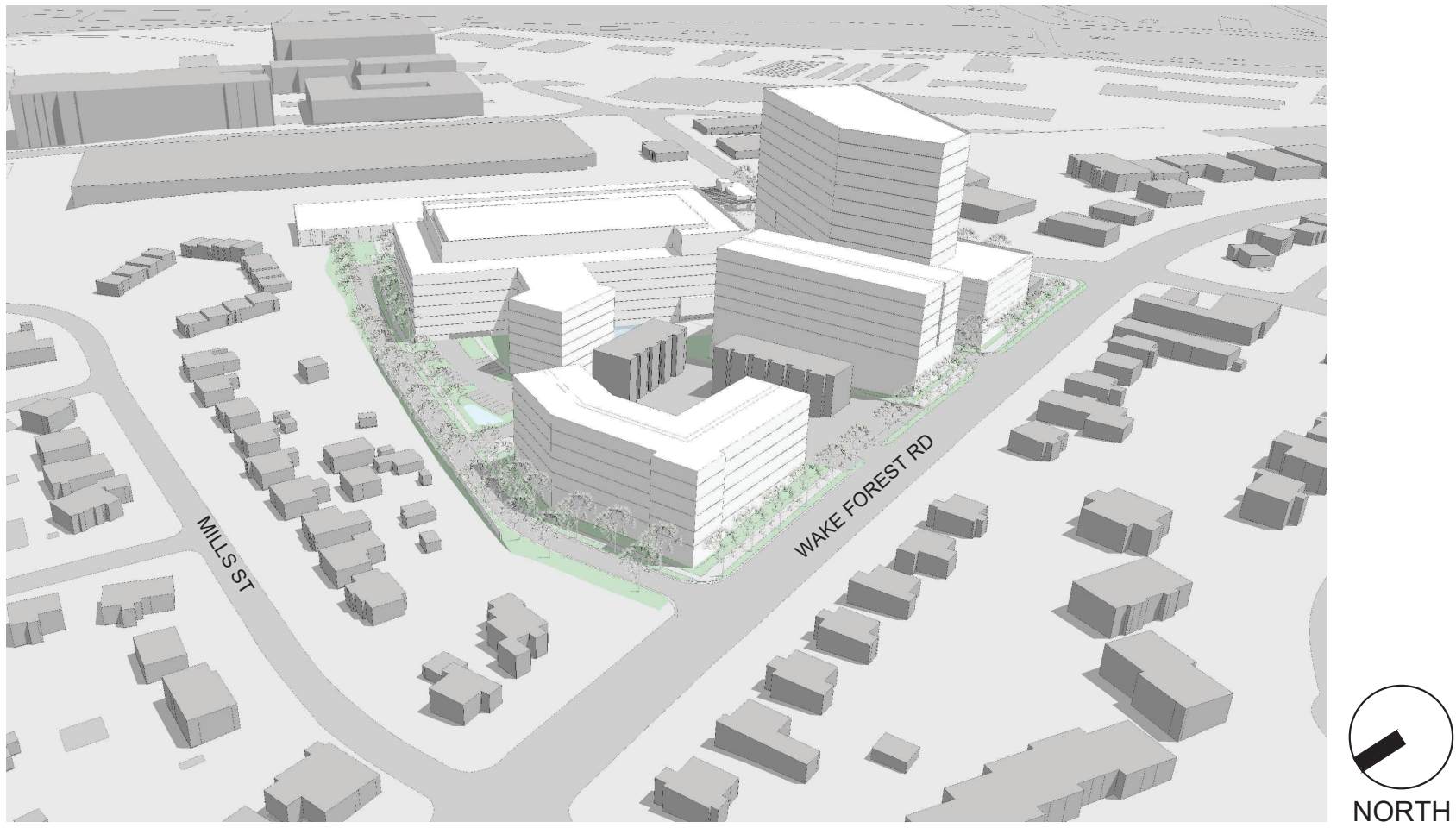
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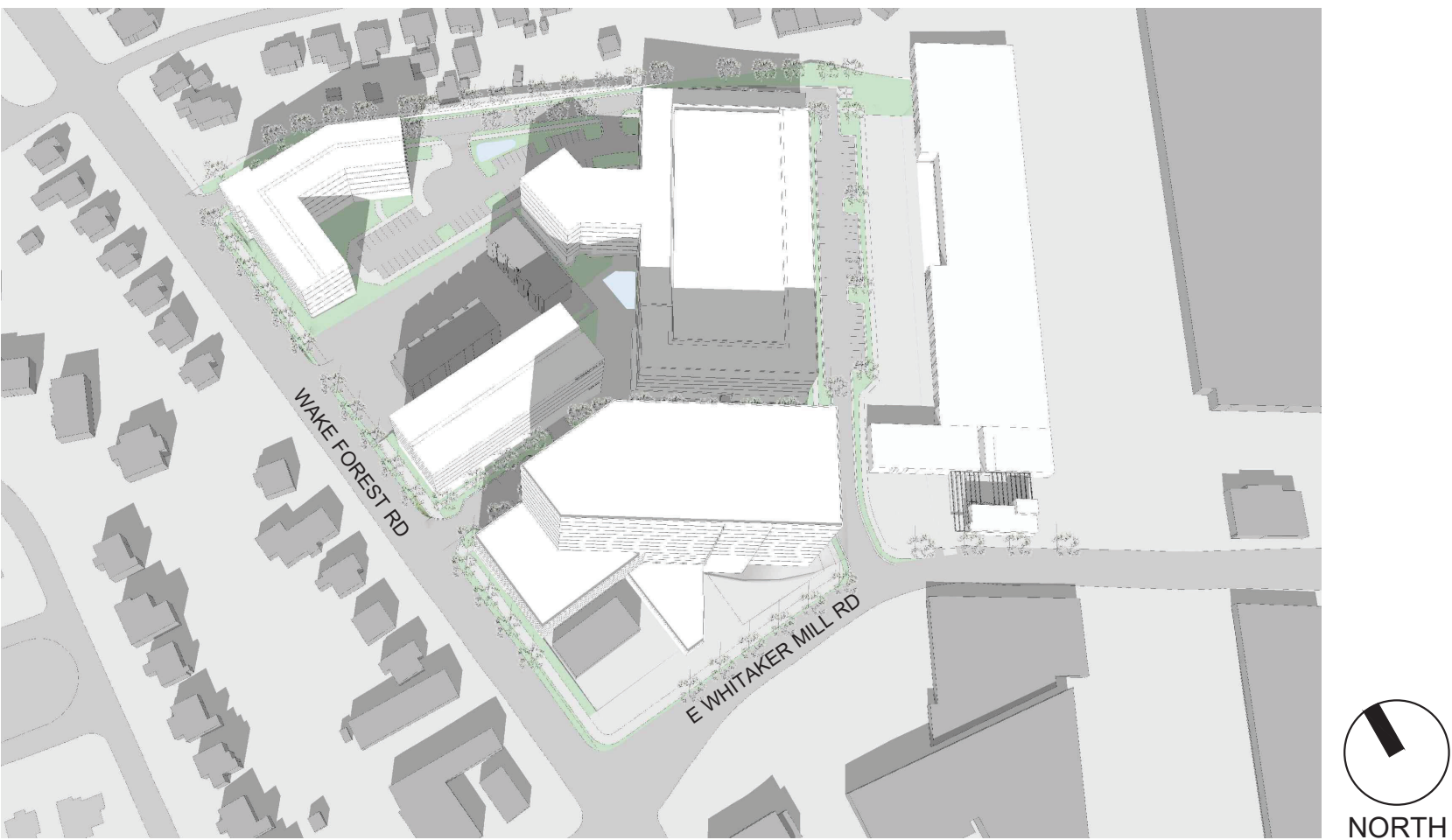
Title:
**TREE CONSERVATION
PLAN**

Project number: L19028 Sheet #:
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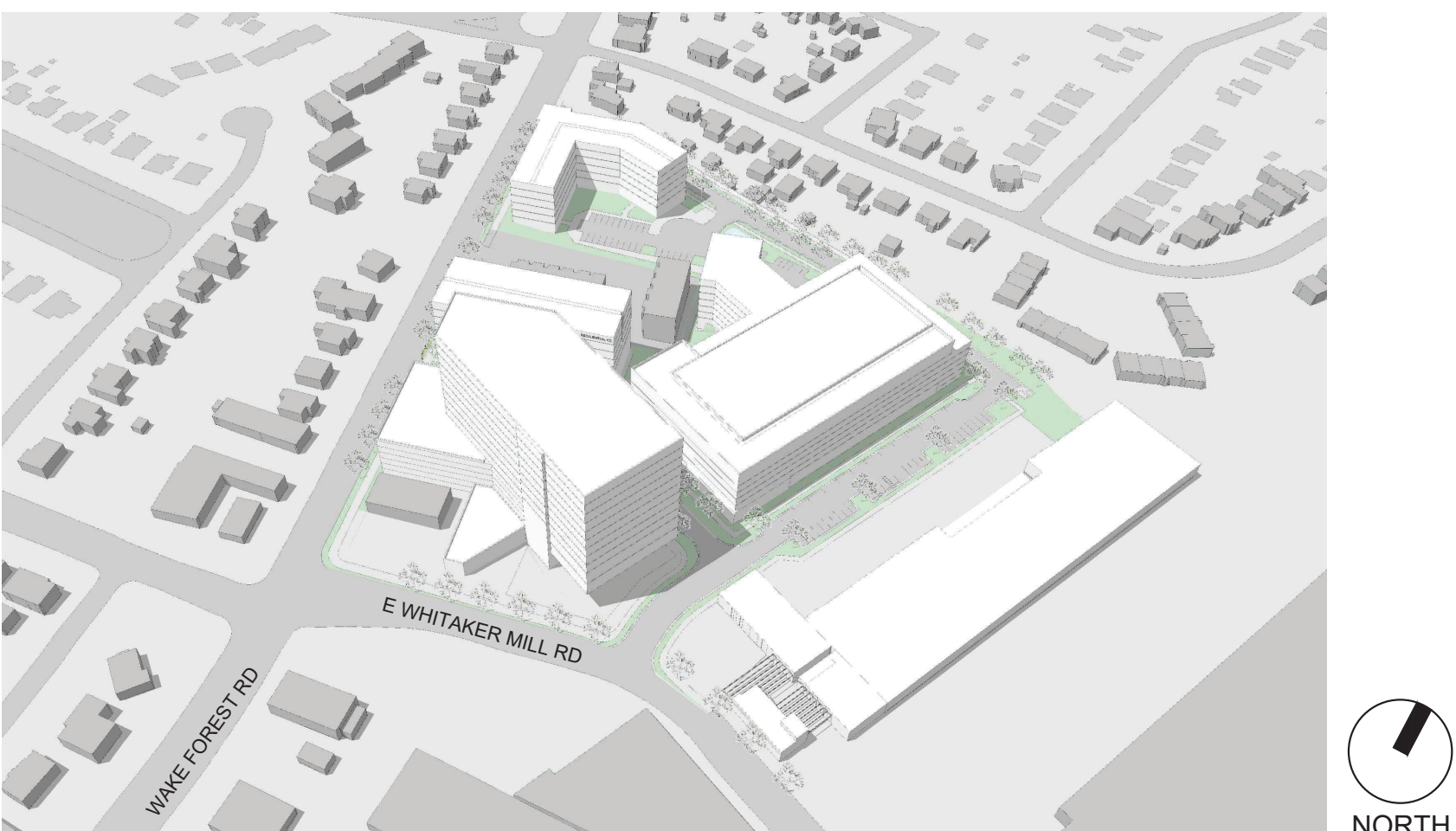
BIRD'S EYE VIEW: LOOKING SOUTHEAST
Wake Forest Rd



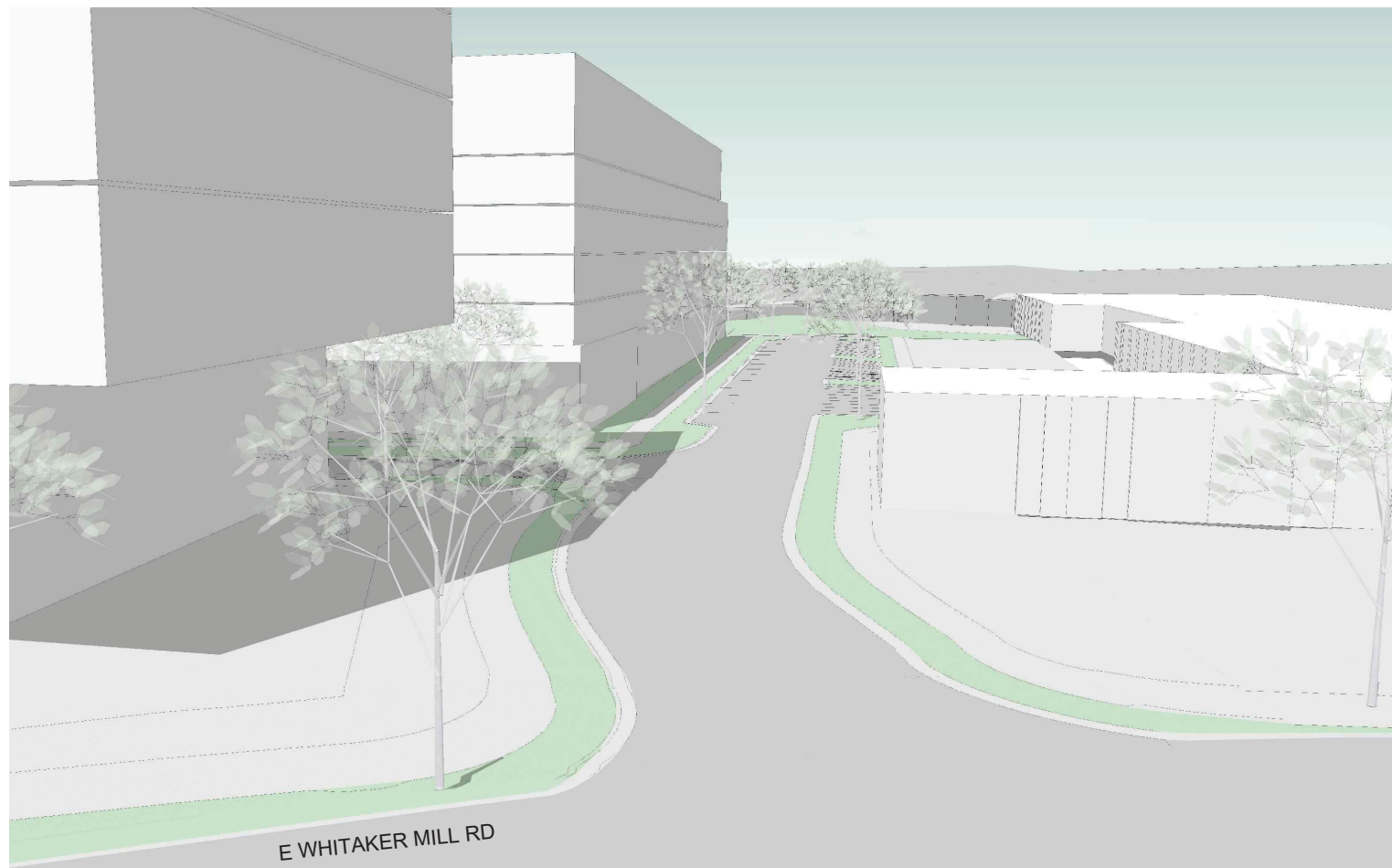
BIRD'S EYE VIEW: LOOKING NORTHEAST
Wake Forest Road and E. Whitaker Mill Road



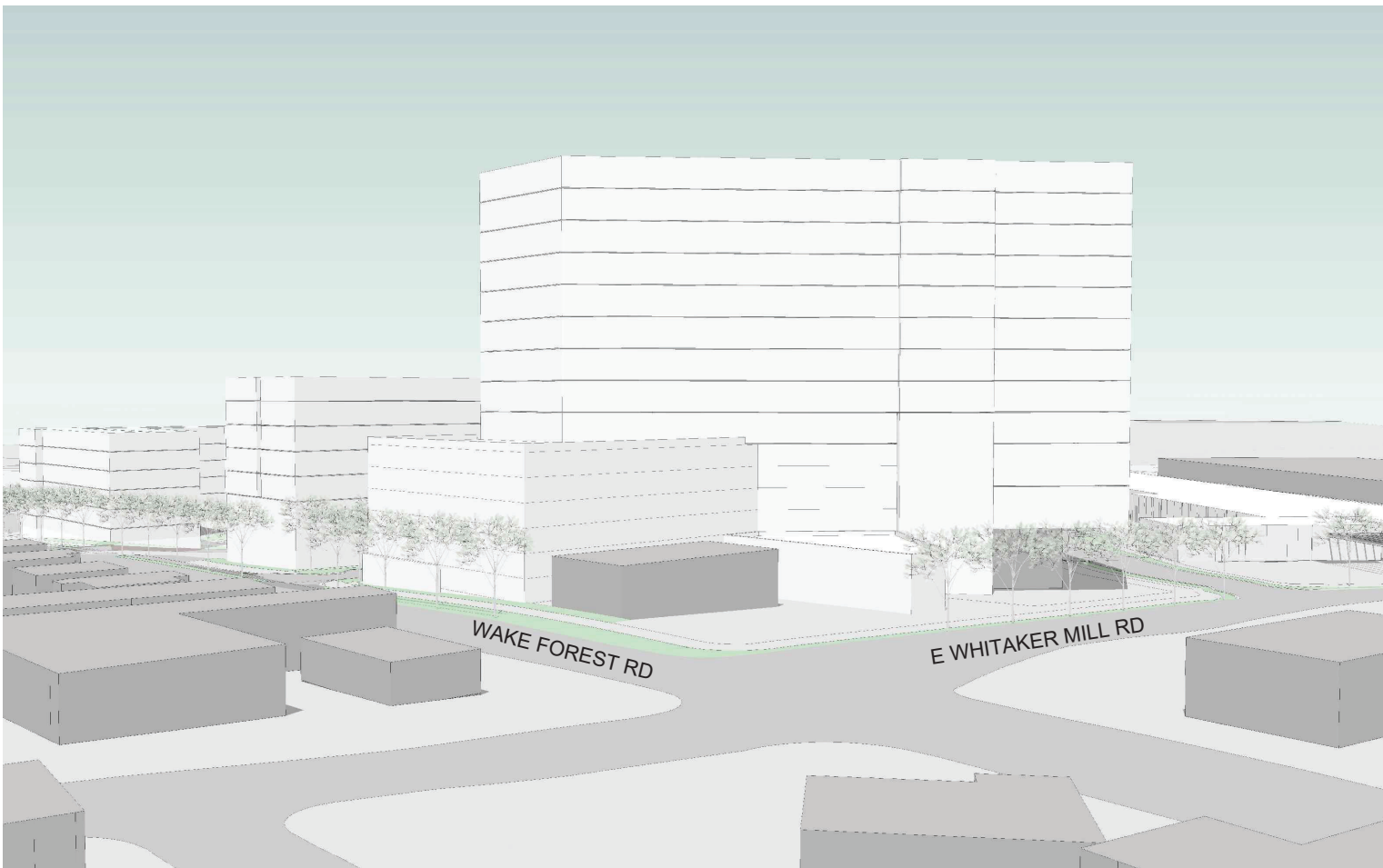
BIRD'S EYE VIEW: LOOKING NORTHWEST
E. Whitaker Mill Road



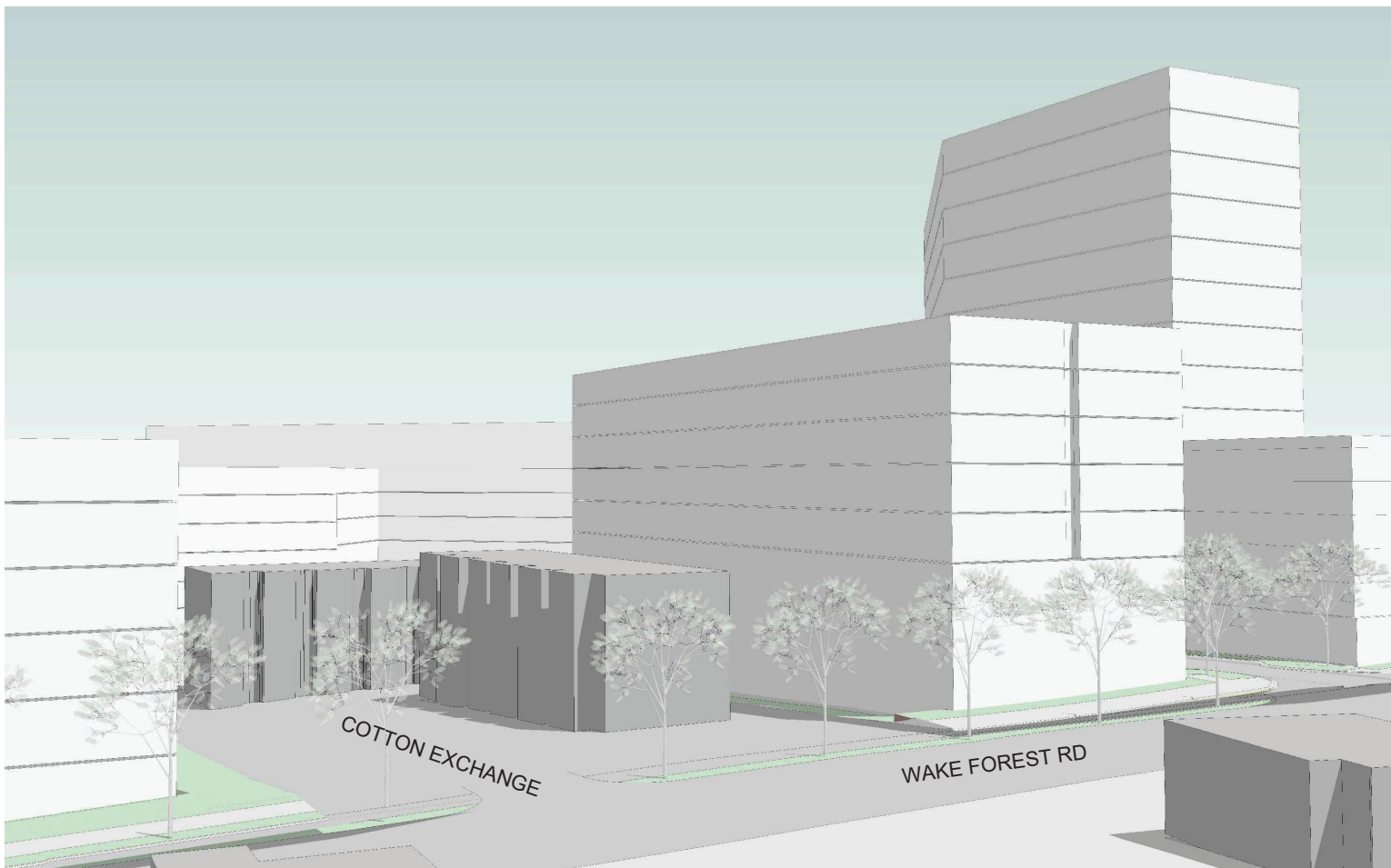
PERSPECTIVE VIEW 1
E. Whitaker Mill Road Looking into Plaza



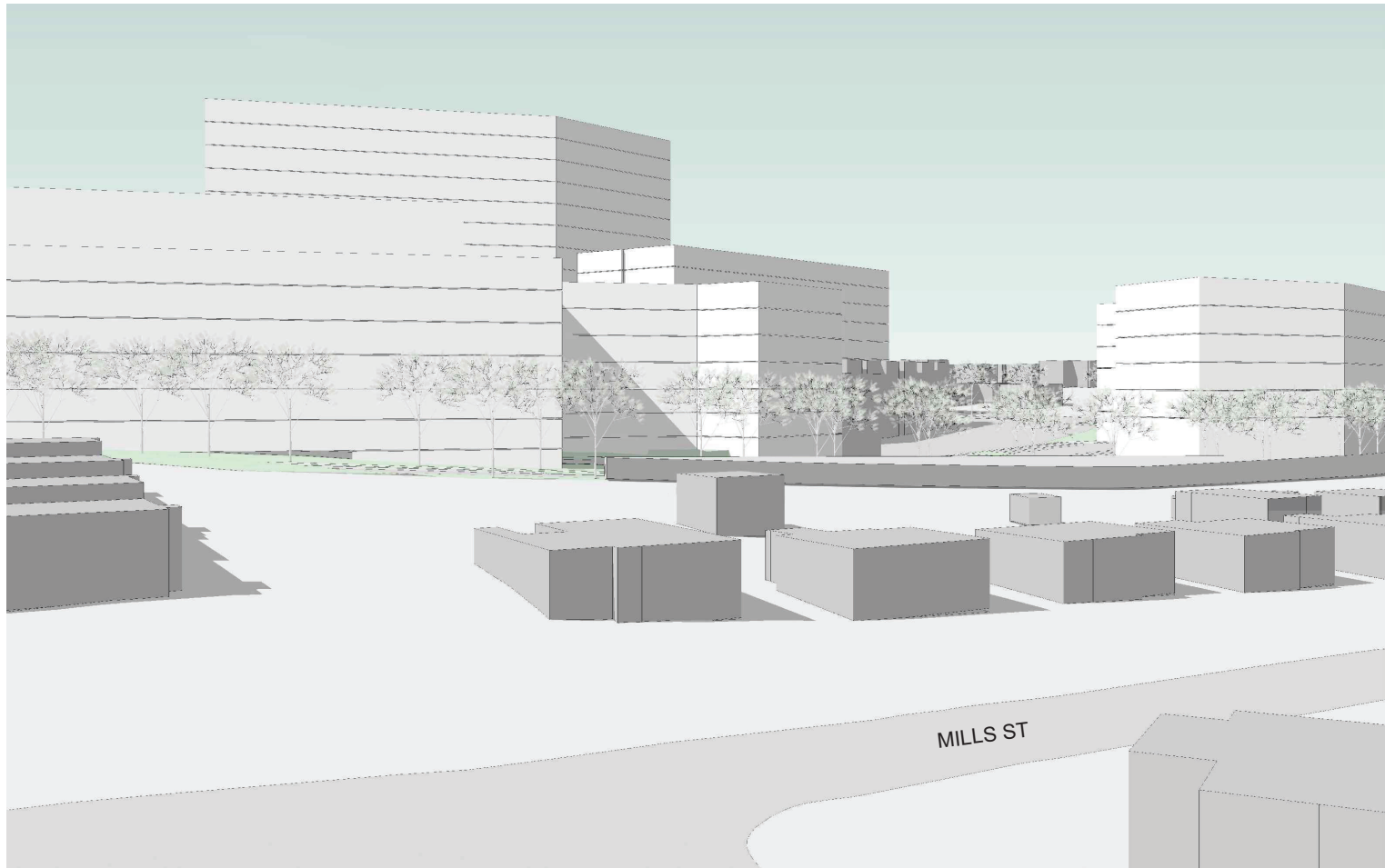
PERSPECTIVE VIEW 2
Wake Forest Road and E. Whitaker Mill Road
Intersection Looking at Tower



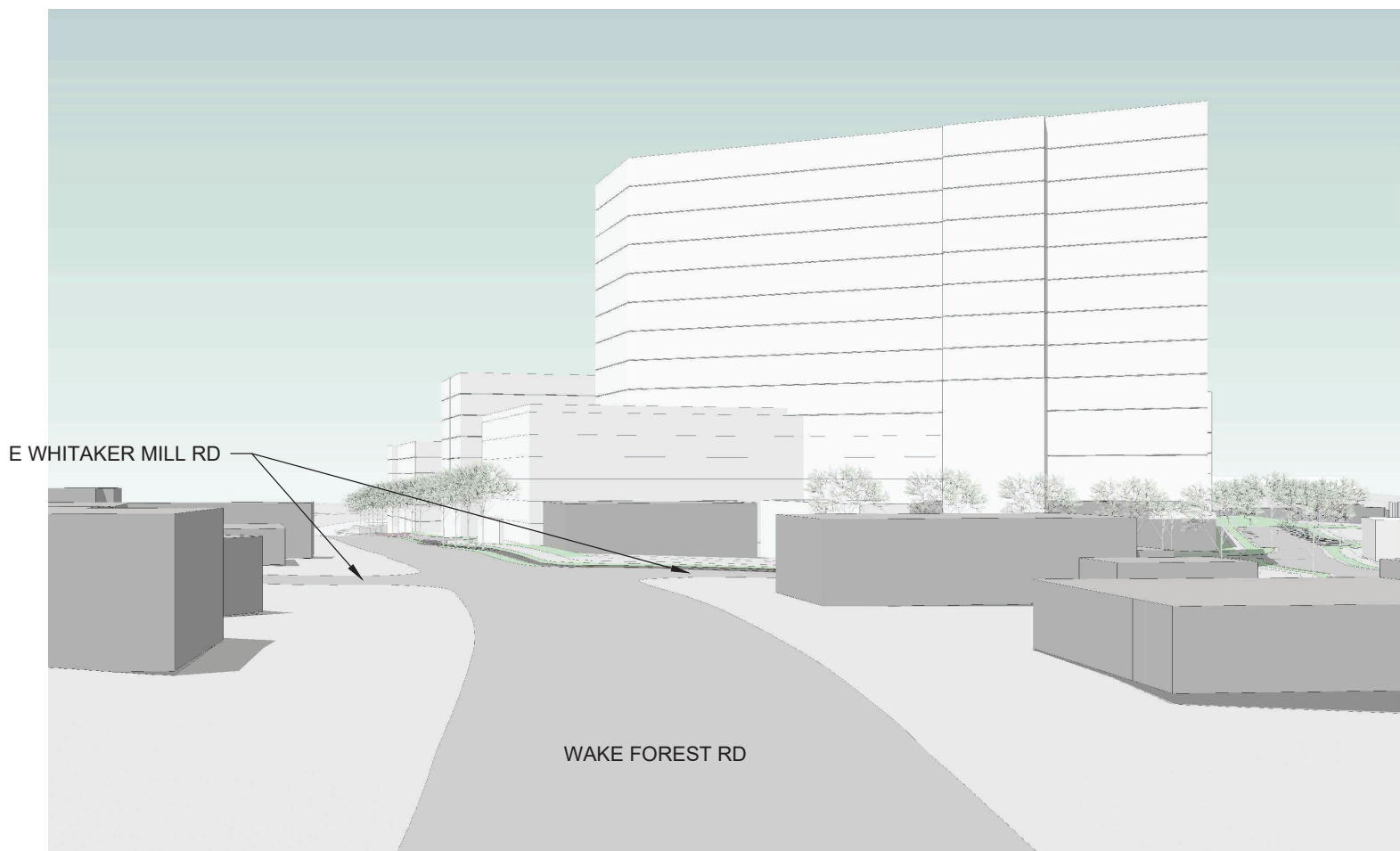
PERSPECTIVE VIEW 3
Wake Forest Road at Cotton Exchange



PERSPECTIVE VIEW 4
Adjacent Neighborhood Looking South into Site



PERSPECTIVE VIEW 5
Adjacent Neighborhood Looking North into Site



SITE KEY MAP



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Title:
**ARCHITECTURAL
ILLUSTRATIVES**

Project number: L19028 Sheet #:
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PERSPECTIVE VIEW
Multi-family Street 'B' Looking at Building 1



PERSPECTIVE VIEW
Wake Forest Road and E. Whitaker Mill Road
Intersection Looking at Tower



PERSPECTIVE VIEW
E. Whitaker Mill Road Looking at Tower and Plaza



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Title:
**ARCHITECTURAL
ILLUSTRATIVES**

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