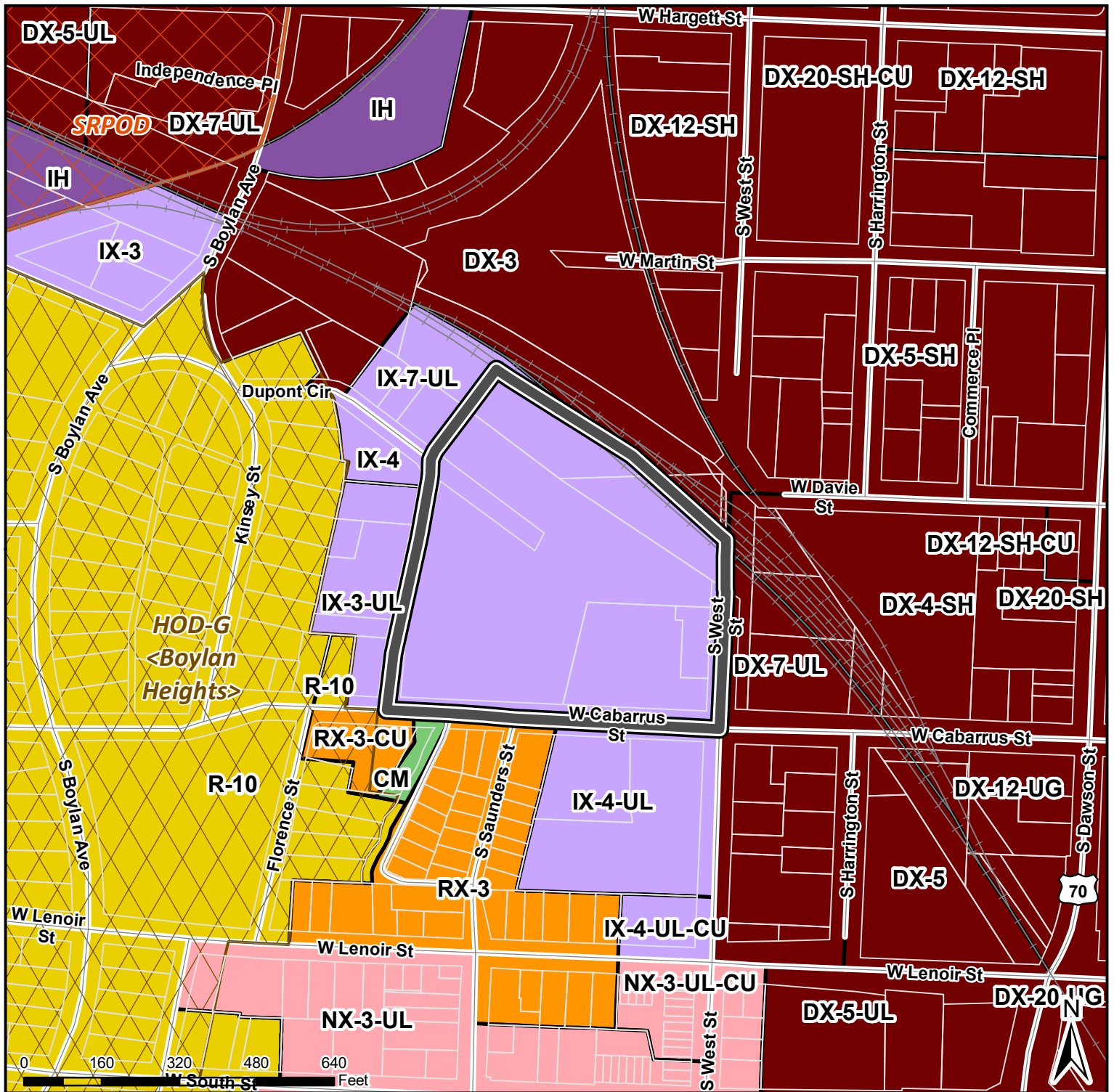
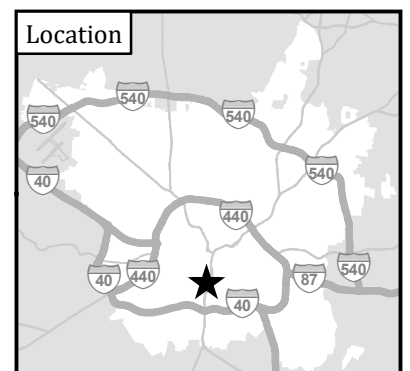


Existing Zoning

Z-28-2018



Property	400 S West St, 518 & 600 W Cabarrus St
Size	6 acres
Existing Zoning	IX-7-UL
Requested Zoning	PD





RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#

CASE INFORMATION: Z-28-18 CABARRUS ST PD (MP-2-18)

Location	Cabarrus Street, north side, between its intersections with West Street and Dupont Circle. Address: 518 W Cabarrus, 600 W Cabarrus St, 400 S West St PINs: 1703477144, 1703475257, 1703478178 iMaps , Google Maps , Directions from City Hall
Current Zoning	IX-7-UL
Requested Zoning	PD
Area of Request	6.82 acres
Corporate Limits	The subject site is within and surrounded on all sides by the corporate limits of the City of Raleigh.
Property Owner	Clancy Properties, LLC and 3119 Associates, LLC
Applicant	Clancy Properties, LLC and 3119 Associates, LLC
Citizens Advisory Council (CAC)	Central CAC
PC Recommendation Deadline	November 20, 2019

SUMMARY OF PROPOSED MODIFICATION OF CX STANDARDS

1. Streetscape: Back-of-curb to back-of-curb width, planting strip, and sidewalk width and location may be altered at time of permitting.
2. Building Setbacks: There shall be no minimum building setbacks from S. West Street, W. Cabarrus Street, and Dupont Circle.
3. Build-To Standards:
 - i. Tract 1 W. Cabarrus St: 0' to 30' build-to range for 50% of the lot frontage within Tract 1 along W. Cabarrus St; At least 130' of the tract width shall have building façade within the build-to range.
 - ii. Tract 1 S. West St: 0' to 50' build-to range for 30% of the lot frontage within Tract 1 along S. West St; At least 73' of the tract width shall have building façade within the build-to range.
 - iii. Tract 2 W. Cabarrus St: 10' to 50' build-to range for 30% of the lot frontage within Tract 2 along W. Cabarrus St; At least 71' of the tract width shall have building façade within the build-to range.
 - iv. Tract 2 Dupont Cir.: 0' to 50' build-to range for 30% of the lot frontage within Tract 2 along Dupont Circle; At least 84' of the tract width shall have building façade within the build-to range.

- v. UDO Sec. 1.5.6.C.1.General Requirements shall not apply.
- vi. Outdoor Amenity Areas shall be credited towards build-to requirements.
- vii. Parking prohibited between buildings and public right-of-way. This does not apply to on-street parking, drive-through, turnaround, drop-off, or porte-cochere.
- 4. Floor Plate Size: Maximum floor plate size above 12 stories shall be 35,000 square feet.
- 5. Building Massing: UDO Section 3.3.3 Building Massing Standards do not apply in Tract 1.
- 6. Building Separation: No building separation required by the UDO shall apply. Building separation shall be governed by the North Carolina Building Code.
- 7. Ground Floor Elevation: Ground floor elevation standards do not apply.
- 8. Transparency:
 - i. Residential: 20% ground floor, 15% upper stories
 - ii. Non-Residential: 50% ground floor, 20% upper stories
 - iii. No transparency requirements for parking structures on Tract 3.
- 9. Parking Standards:
 - i. Parking Setback: There shall be no parking setback, except for Sec. 1.5.6.C.2.
 - ii. Parking Standard: Parking shall be provided in accordance with UDO Sec 7.1.3.A. Downtown District (DX-).
 - iii. Temporary Parking is a permitted use
 - iv. Remote Parking: UDO Sec. 7.1.5.B Remote Parking and UDO Sec. 6.4.7.C.2.a-b. shall not apply.
 - v. Structured Parking: UDO Sec. 7.1.6.B.2. Layout shall be modified to allow a maximum of five compact parking spaces adjoining each other in a continuous row.
- 10. Lot Dimensions: Minimum and maximum lot area and width dimensional requirements shall not apply.
- 11. Open Space: UDO Sec. 2.5.3. Configuration of Open Space A. and B. shall not apply.
- 12. Outdoor Amenity Area: No outdoor amenity area shall be provided in association with parking structures in Tract 3. Any area meeting the standard of outdoor amenity area and open space may be counted as both outdoor amenity area and open space. UDO Sec.1.5.3.D Additional Requirements for Urban Plazas shall not apply.
- 13. Protective Yards: There shall be no required transitional protective yards or street protective yards in any tract.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Community Mixed Use Office and Residential Mixed Use
Urban Form	Downtown Center
Consistent Policies	Policy LU 2.2 Compact Development Policy LU 2.6 Zoning and Infrastructure Impacts Policy LU 4.7 Capitalizing on Transit Access Policy LU 4.8 Station Area Land Uses Policy UD 2.5 Greenway Access Policy DT 1.16 High Density Development Policy AP-DWG 2 Mixed-Use Development
Inconsistent Policies	Policy LU 1.2 Future Land Use and Zoning Consistency Policy LU 2.1 Placemaking Policy LU 4.5 Connectivity Policy T 2.8 Access Management Strategies Policy T 2.9 Curb Cuts Policy T 5.3 Bicycle and Pedestrian Mobility Policy UD 2.2 Multi-Modal Design Policy UD 7.3 Design Guidelines Policy DT 1.5 Form Based Zoning Downtown Policy DT 1.11 Downtown Edges Policy DT 1.13 Downtown Transition Areas Policy AP-DWG 1 Zoning Consistency Policy AP-DWG 3 Transportation Network Connectivity Policy AP-DWG 15 Building Scale

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

Neighborhood Meeting	CAC	Planning Commission	City Council
9/26/18 42 attendees	4/1/19 5/6/19 (5-14 In Favor)		

PLANNING COMMISSION RECOMMENDATION

- ☐ The rezoning case is **Consistent** with the relevant policies in the Comprehensive Plan, and **Approval** of the rezoning request is reasonable and in the public interest.
- ☐ The rezoning case is **Consistent** with the relevant policies in the comprehensive Plan, but **Denial** of the rezoning request is reasonable and in the public interest.
- ☐ The rezoning is **Inconsistent** with the relevant policies in the Comprehensive Plan, and **Denial** of the rezoning request is reasonable and in the public interest.
- ☐ The rezoning case is **Inconsistent** with the relevant policies in the Comprehensive Plan, but **Approval** of the rezoning request is reasonable and in the public interest due to changed circumstances as explained below. Approval of the rezoning request constitutes an amendment to the Comprehensive Plan to the extent described below.

Reasonableness and Public Interest	
Change(s) in Circumstances	
Amendments to the Comprehensive Plan	
Recommendation	
Motion and Vote	
Reason for Opposed Vote(s)	

ATTACHMENTS

1. Staff report
2. Rezoning Application
3. Comprehensive Plan Amendment Analysis
4. Traffic Impact Analysis

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.

Planning Director Date

Planning Commission Chair Date

Staff Coordinator: Matthew Klem: (919) 996-4637; Matthew.Klem@raleighnc.gov



ZONING STAFF REPORT

CASE Z-28-18 (MP-2-18)

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 achieve higher design quality. 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 three properties comprising 6.82 acres from IX-7-UL to PD. The subject property is on the north side of Cabarrus Street between its intersections of Dupont Circle and West Street. The proposed PD district modifies numerous code standards that apply to streetscape, building setbacks, build-to standards, floor plate size, building massing, building separation, ground floor elevation, transparency, parking standards, lot dimensions, open space, outdoor amenity areas, and protective yards. The details of these modifications are analyzed throughout the report. The PD establishes height limits to 5-, 6-, and 7-stories on the western portion of the site, and 7- and 20-stories on the eastern portion of the site. The overall entitlement of the proposed PD is limited to a total of 500 residential units and 400,000 square feet of non-residential space. Of that 400,000 square feet of non-residential space, only 50,000 square feet can be retail. The proposed PD also prohibits adult establishments and detention centers, jails, and prisons.

Properties to the north and east of the subject site are zoned DX-3, DX-4-SH, and DX-7-UL. Properties to the south are zoned IX-4-UL, and RX-3, and CM. Properties to the west are zoned IX-3-UL and IX-4.

The subject site is currently developed with single-story industrial uses. The properties south and west of the subject site are developed with a mix of commercial, industrial, and low- and moderate-density residential uses. To the east and north, the subject site is bounded by railroad right-of-way.

More generally, the subject site is in an area at a transitional edge of downtown, south of Raleigh Union Station and between the Depot Historic District and the historic Boylan Heights neighborhood.

The Future Land Use Map classifies the subject site with two designations: Community Mixed Use and Office and Residential Mixed Use. To the east, properties are designated as Community Mixed Use. To the south, properties are designated as Community Mixed Use.

and Moderate Density Residential. To the west, properties are designated as Office and Residential Mixed Use. To the north, properties are designated as Central Business District.

The Urban Form Map identifies the subject site and all adjacent properties within the Downtown Center. This designation recommends a pedestrian oriented and urban approach to building form.

The subject site is within the Downtown West Gateway area plan which provides area specific policies to guide development. Particular to this rezoning request, the area plan provides guidance for maximum building height and residential density.

UDO SEC.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 does provide for a range of housing types.
- B. Uses are compact and well-integrated, rather than widely separated and buffered.
 - There is no detail in the proposed PD district that defines how uses will be integrated.
- C. Compatibility among different uses is achieved through effective site planning and architectural design.
 - There is no detail to site planning or architectural design in the proposed PD district.
- 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 and commercial uses are permitted but no detail is provided on how a variety of use types will be accommodated and there is no guarantee of a mix of uses.
- 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.
 - There is no detail of how special sites will be enhanced through design.

- 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.
- While the proposed PD specifies standard street cross sections for Cabarrus Street, West Street, and Dupont Circle, it also states that they may be altered at the time of permitting with no limitation or detail. Therefore, impacts are unquantifiable.
 - The proposed PD also tacitly implies the potential for misaligned site access with the existing South Saunders Street. The alignment causes potential pedestrian risk.
- 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 specifies street sections that provide bicycle paths though they are subject to alteration at the time of permitting with no limitations.
- H. Building facades spatially delineate the streets and civic spaces, and mask parking lots.
- Build-to standards are provided and present a reasonable transition to existing adjacent development and maintain walkability.
- I. Architecture and landscape design are based on the local climate, topography, history and building practice.
- There is no detail provided for architecture or landscape design.
- 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 project does not include open space as a significant element of overall design. No design detail or amenity specificity is included.
- K. The project is compatibly integrated into established adjacent areas, and considers existing development patterns, scale and use.
- The proposed PD does not provide adequate detail to judge its compatibility with established adjacent areas other than building height and land use entitlement. More design detail is needed.
- L. The project is a clearly identifiable or legible place with a unique character or unique tradition.
- There is no design detail provided that establishes the site with unique character.

- 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.

OUTSTANDING ISSUES

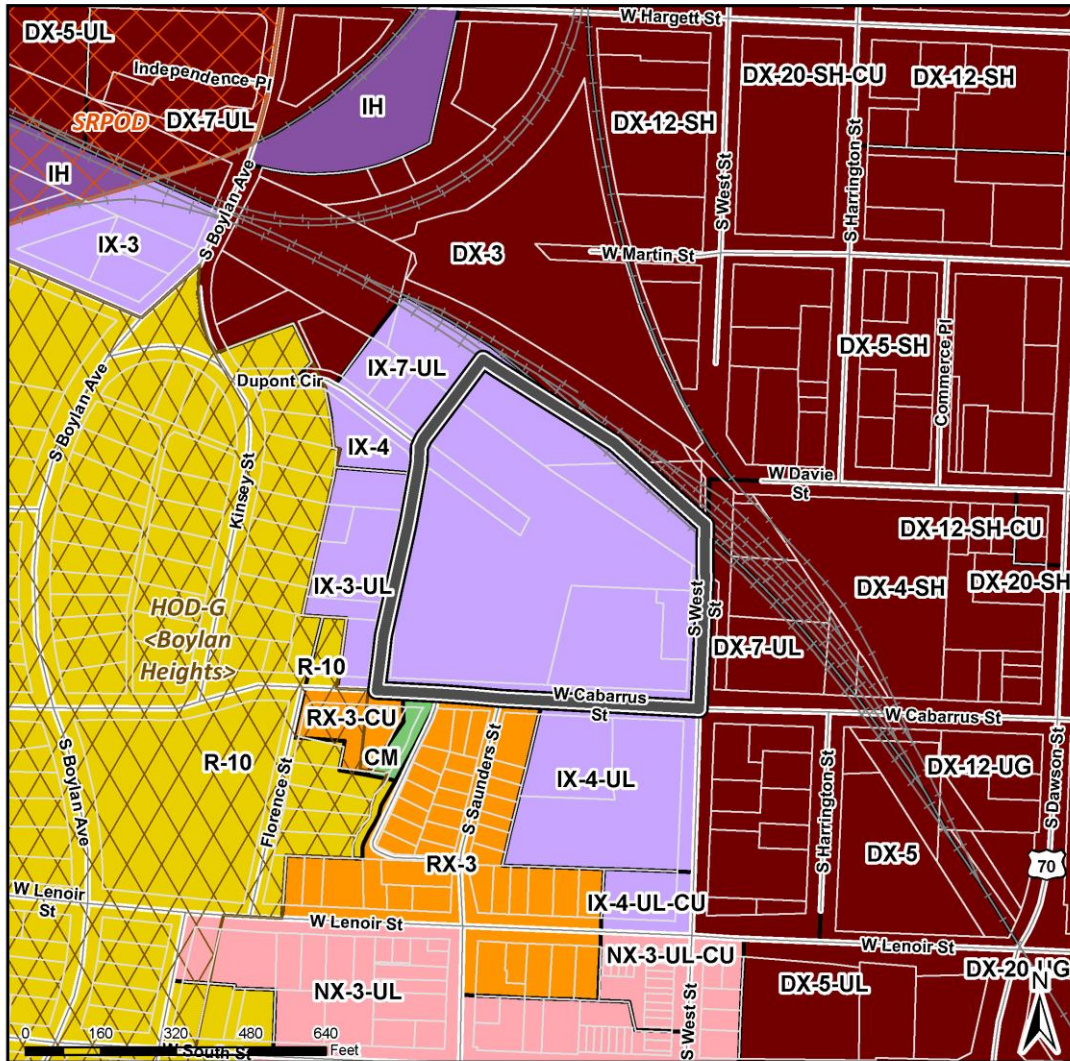
Outstanding Issues		Suggested Mitigation	
	<ol style="list-style-type: none"> 1. Substandard curb cut alignment with S. Saunders Street. <i>See analysis for policy inconsistency related to pedestrian oriented development.</i> 2. Streetscape modification proposed in Master Plan Section 8.A has uncertain impact due to open ended nature of the proposed modification. 3. Floor plate size and building massing modifications in Master Plan Section 8.D and 8.E increase the maximum floor plate area above 12 stories and remove all other building massing standards. The intent of the PD district is to improve design quality. It is unclear how removing all building massing standards improves design quality. 4. The applicability of the Parking Setback standard in Master Plan Section 8.I.i. is unclear. 		<ol style="list-style-type: none"> 1. Specificity of driveway alignment either separated to the full 200' required by the UDO or aligned with South Saunders street should be made to address this safety issue. If alignment to these standards cannot be met or is otherwise undesirable by the applicant, other significant and essential pedestrian safety measures are necessary to mitigate this risk. 2. Greater detail or extent of should be provided to more accurately quantify the modification. 3. Specify building massing standards or other design detail that provides better design quality. 4. Revise Master Plan Section 8.I.i to add clarity or remove.

	<p>5. Open space requirements for minimum dimensional standards and contiguity are proposed for removal in Master Plan Section 8.K. The modification of this standard should be better justified by more detail design specificity of exactly how open space will be provided with greater quality than this code standard would otherwise require.</p> <p>6. Master Plan Section 8.L removes all outdoor amenity area requirements for parking structures in Tract 3. Outdoor amenity areas are intended to provide visual breaks in intensely developed areas. It is unclear how removing this requirement from parking structures in Tract 3 will result in high design quality. Master Plan Section 8.K also states that required outdoor amenity area and required open space can be counted together where they would otherwise be satisfied separately. It is unclear how allowing outdoor amenity area and open space to be counted as both results in higher design quality.</p>		<p>5. Revise Master Plan Section 8.K. Open Space to provide greater detail.</p> <p>6. Section 8.K should be revised to add greater detail for design quality to justify removing the amenity area requirement from parking decks in Tract 3 and allowing amenity area and open space to be calculated together.</p>
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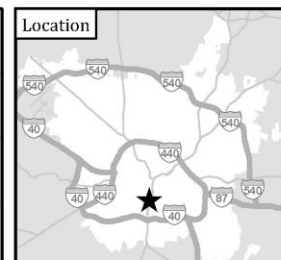
	<p>7. The Master Plan identifies Off-Premise signs as a permitted sign type. These types of signs are only permitted in Industrial Mixed Use and Heavy Industrial districts.</p> <p>8. The proposed modification to UDO Sec. 1.5.6.C.1. is illegal.</p> <p>9. The proposed modification to UDO Sec. 1.5.3.D. is illegal.</p> <p>10. The proposed modification to UDO Sec.2.5.3. is illegal.</p>		<p>7. Remove Off-Premise signs from list of permitted sign.</p> <p>8. The proposed modification to UDO Sec. 1.5.6.C.1. should be removed.</p> <p>9. The proposed modification to UDO Sec. 1.5.3.D. should be removed.</p> <p>10. The proposed modification to UDO Sec.2.5.3. should be removed.</p>
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Existing Zoning

Z-28-2018



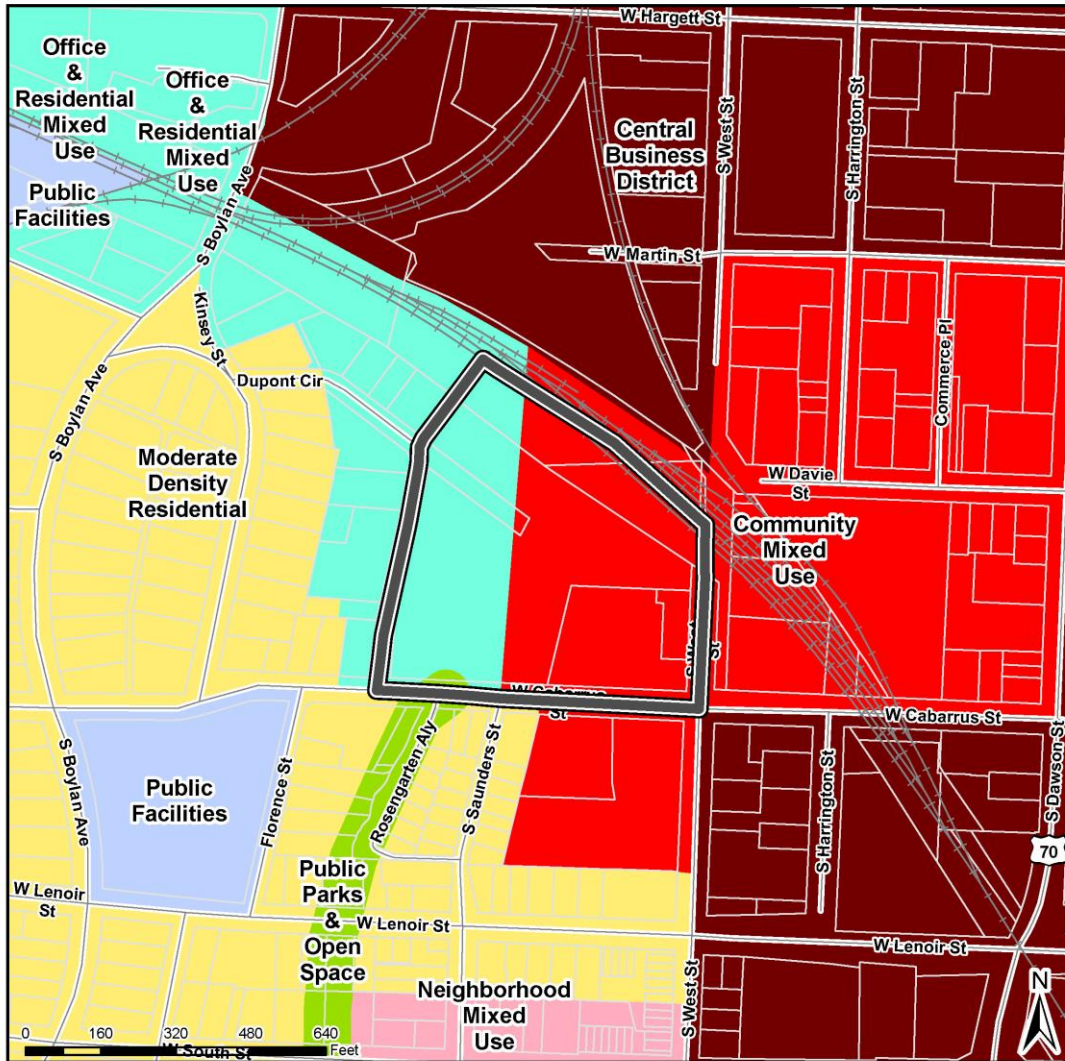
Property	400 S West St, 518 & 600 W Cabarrus St
Size	6 acres
Existing Zoning	IX-7-UL
Requested Zoning	PD



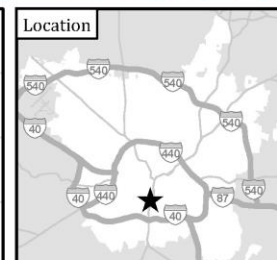
Map by Raleigh Department of City Planning (littlek): 10/1/2018

Future Land Use

Z-28-2018



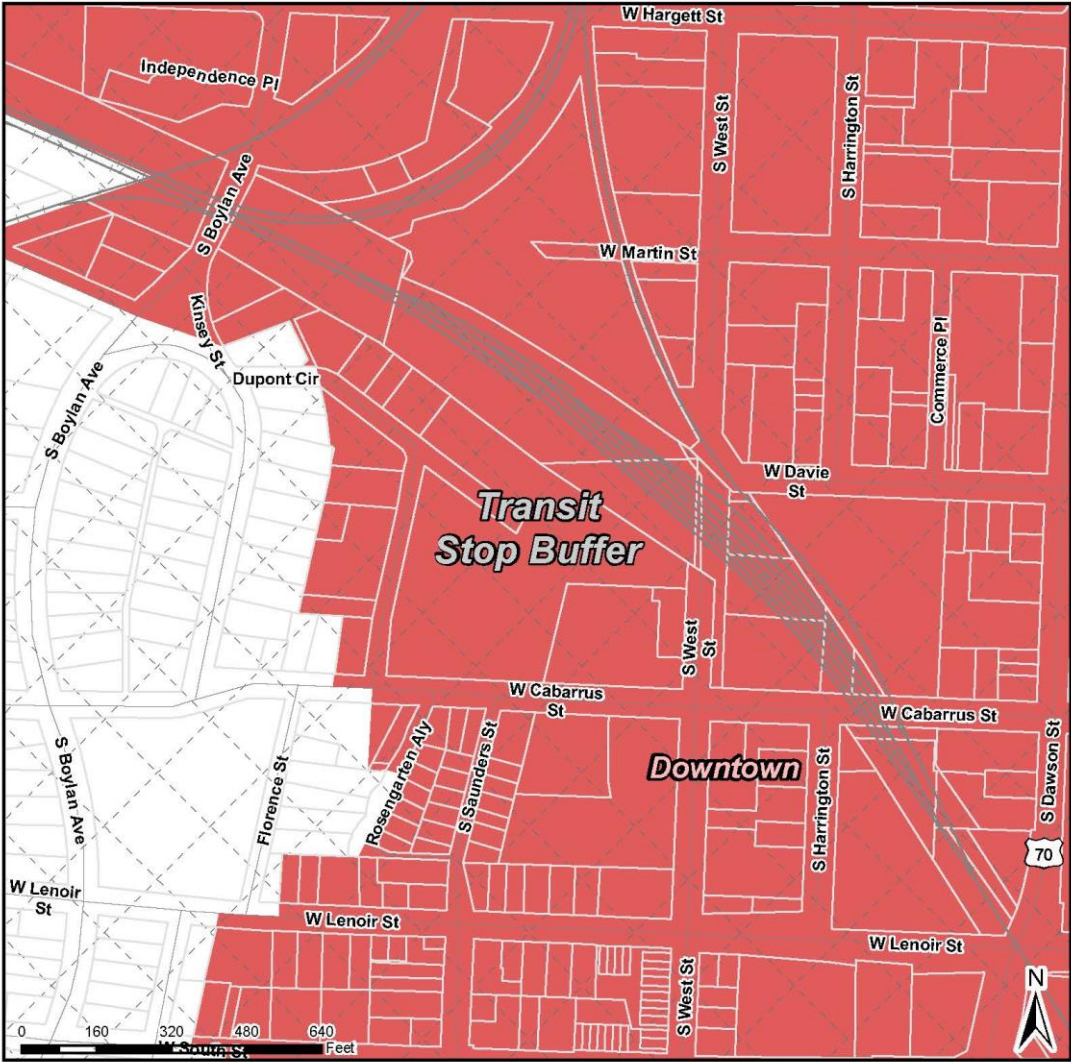
Property	400 S West St, 518 & 600 W Cabarrus St
Size	6 acres
Existing Zoning	IX-7-UL
Requested Zoning	PD



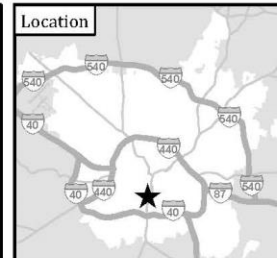
Map by Raleigh Department of City Planning (littlek); 10/1/2018

Urban Form	Z-28-2018
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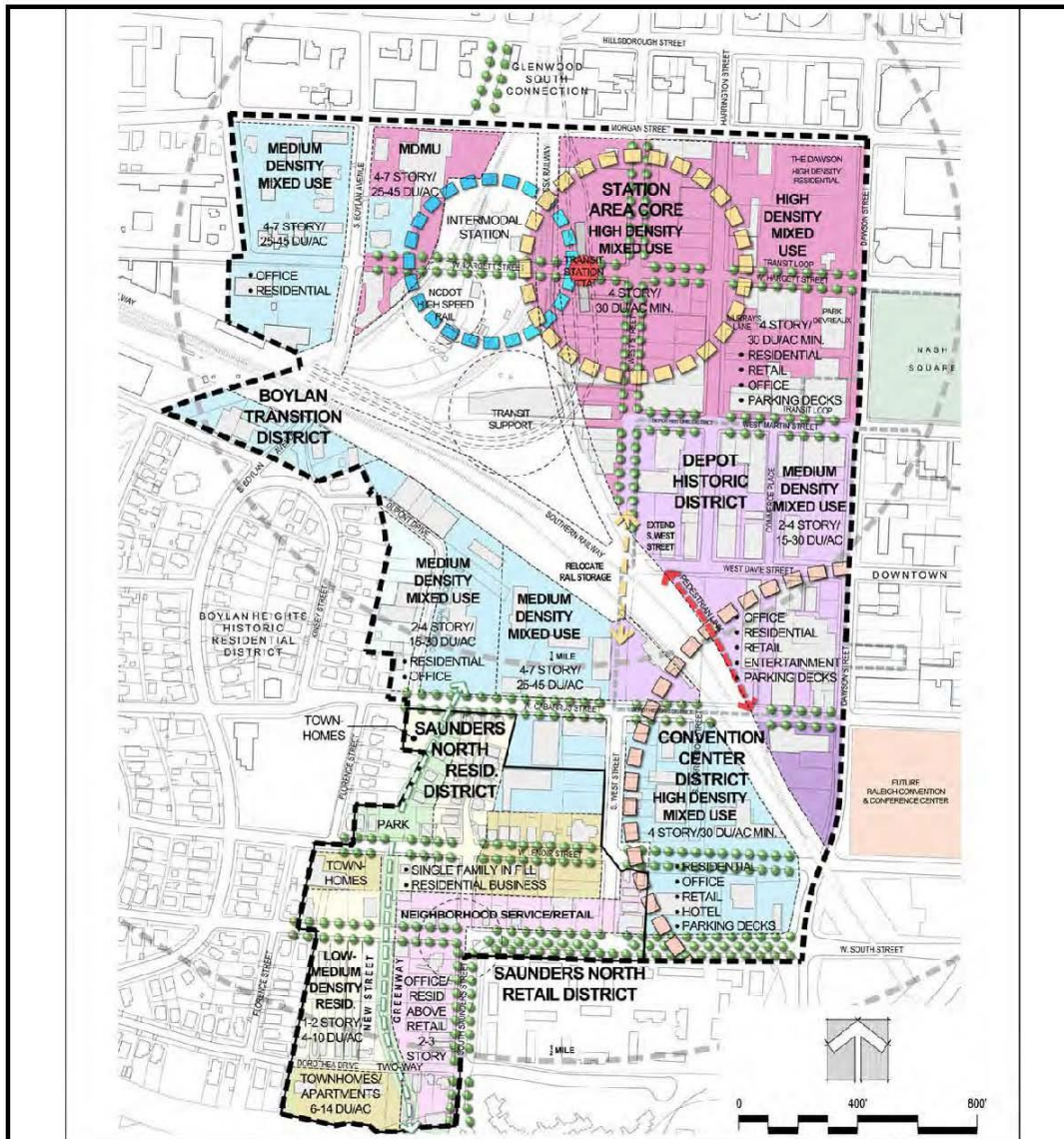
Urban Form	Z-28-2018
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Property	400 S West St, 518 & 600 W Cabarrus St
Size	6 acres
Existing Zoning	IX-7-UL
Requested Zoning	PD



Map by Raleigh Department of City Planning (littlek): 10/1/2018



MAP AP-DWG1

Downtown West Gateway Land Use and Urban Form

Map created 10/7/2009 by the City of Raleigh
Department of City Planning & GIS Division

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 rezoning request is not consistent with the 2030 Comprehensive Plan.

The intent of the Planned Development district is to provide relief from the development standards of a general use zoning district to achieve higher quality of project design that could otherwise not be accomplished through the strict application of the Unified Development Ordinance (UDO). This is accomplished by allowing a PD district to relax certain development standards in exchange for higher quality design through providing a high level of detail and specificity of the resulting development. While the requested PD proposes numerous modifications to relax UDO development standards there are many modifications that do not achieve higher quality project design.

Comprehensive Plan inconsistency can likely be overcome if the PD application included greater specificity and detail of design to justify relaxing the development standards of the UDO or by removing certain modifications outright.

The request is inconsistent with the vision theme Growing Successful Neighborhoods and Communities which encourages the use of creative solutions to conserve unique neighborhoods while allowing for growth. The PD district can be an appropriate zoning district to achieve greater design quality and offer creative solutions as it allows for modifications to development standards and is intended to provide a higher level of detail. As proposed, the request does not further this vision theme.

The request is inconsistent with the Downtown West Gateway Plan which provides area specific policies to guide development within an area west of Downtown Raleigh. The Downtown West Gateway Plan provides guidance for building height which recommends maximum height of 4-stories on the west side of the subject site and 7-stories on the east side of the subject site. This inconsistency is unlikely to be mitigated by design specificity considering the proposed PD exceeds the height recommendations including a 20-story tower.

However, the request is consistent with the vision theme Coordinating Land Use and Transportation which encourages siting high intensity land uses in areas with access to existing and planned frequent transit. The subject site is located in close proximity to Raleigh Union Station and Downtown giving it access to existing and planned local and regional transit services. Increases in mixed-use entitlement in these areas will benefit Raleigh by allowing more people to live and work in places where they can be less auto dependent.

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

The Future Land Use Map (FLUM) classifies the subject site with two designations: Office and Residential Mixed-Use and Community Mixed-Use.

Office and Residential Mixed-Use

Tract 2 and Tract 3 most closely align with the area of the site classified as Office and Residential Mixed Use, though they are not perfectly coterminous. This FLUM designation recommends Office Mixed-Use (OX) as the most appropriate zoning district which permits a wide range of office and residential uses while limiting retail.

Each tract in the proposed PD district allows up to 50,000 square feet of commercial retail and the entire site is limited to a total of 50,000 square feet of commercial. This means that among the three tracts, no more than 50,000 square feet of retail is permitted, or that any one of the three tracts can have all 50,000 square feet of retail, or any other endless combination of entitlement allocation between the three tracts so long as the total amount of commercial retail on the subject site does not exceed 50,000 square feet. The possibility that a significant amount of retail can be located in an area classified as Office and Residential Mixed-Use is inconsistent because this designation envisions limited retail use that is ancillary to employment or residential.

Table LU-2 Recommended Height Designations classifies preferred height based on three contexts: Edge, General, and Core/Transit. The Office and Residential Mixed-Use portion of the site has an Edge context because of its proximity to existing low- to moderate-density residential use with a height maximum of 3-stories. Based on this context, a maximum of 4-stories is recommended. Tract 2 and Tract 3 permit 5-, 6-, and 7-story buildings which is inconsistent with the recommendations of Table LU-2.

The request is inconsistent with the FLUM in terms of permitted land uses and inconsistent with recommended height for the area. The commercial retail entitlement and permitted building height could be reduced in Tracts 2 and 3 to mitigate FLUM inconsistency for this portion of the subject site.

Community Mixed-Use

Tract 3 most closely aligns with the area of the site classified as Community Mixed-Use, though, again, not perfectly coterminous. This FLUM designation recommends Commercial Mixed-Use (CX) zoning. The proposed PD district identifies CX as the base district, meaning that for UDO standards not modified in the proposed PD, the standards for use and development in CX shall apply. In terms of permitted land use, the proposed entitlement for Tract 3 is consistent with the FLUM.

Table LU-2 also classifies the Community Mixed-Use portion of the site as Edge because of its proximity to existing low- to moderate-density residential use with a height maximum of 3-stories. Based on this context, a maximum of 4-stories is recommended. Tract 1 permits 7- and 20-story buildings and is inconsistent with the

recommendations of Table LU-2. However, Policy AP-DWG 1 Zoning Consistency states that when there is conflict between the recommendations of the Future Land Use Map and the Downtown West Gateway Plan, the guidance in the area plan shall control. Considering the Downtown West Gateway plan recommends a maximum height of 7-stories for this portion of the subject site, reducing permitted height to 4-stories is not necessary for consistency.

The uses permitted are consistent with the FLUM designation and the requested building height is inconsistent with Table LU-2 and the Downtown West Gateway Plan, the permitted building height can be reduced to mitigate FLUM inconsistency for this portion of the site.

Overall

The land uses permitted in Tracts 2 and 3 are inconsistent with the FLUM and inconsistent with Table LU-2, and the land uses permitted in Tract 1 are consistent with the FLUM and inconsistent with LU-2 and the Downtown West Gateway Plan. This renders the request inconsistent with the Future Land Use Map. This inconsistency can be addressed with a combination of limiting retail use in Tracts 2 and 3 and reducing height in Tracts 1, 2, and 3.

- 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?

Tracts 2 and 3 permit uses that are inconsistent with the portion of the site that is classified as Office and Residential Mixed-Use. This inconsistency is due to the permitted commercial retail intensity of up to 50,000 square feet. Generally speaking, this amount of retail square footage in a single suite could accommodate a grocery store. While the Office and Residential Mixed-Use FLUM designation does not recommend this type of use, it could potentially be established without adversely altering the character of the area especially if additional detail was included in the PD district. Limiting the square footage of a grocery store use to accommodate a smaller, urban scale grocery model could be appropriate. Also specifying how a grocery store could be less impactful on neighboring land uses could be appropriate.

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

Yes. Community facilities and streets are available at city standards for serve the proposed land use intensity. A requirement of the PD district is to provide a Traffic Impact Analysis (TIA). The results of the TIA are included in the Impact Analysis section of the staff report and the full TIA is attached.

Future Land Use

Future Land Use designation: Office and Residential Mixed-Use and Community Mixed-Use

The rezoning request is

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

☒ **Inconsistent**

The land uses permitted in Tracts 2 and 3 are inconsistent with the FLUM and inconsistent with Table LU-2, and the land uses permitted in Tract 1 are consistent with the FLUM and inconsistent with LU-2 and the Downtown West Gateway Plan. This renders the request inconsistent with the Future Land Use Map overall. Inconsistency can be addressed with a combination of limiting retail use in Tracts 2 and 3 and reducing height in Tracts 1, 2, and 3

Urban Form

Urban Form designation: Downtown Center, Fixed-Guideway Transit Buffer

The rezoning request is

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

☒ **Inconsistent**

☐ **Other** (no Urban Form designation OR no Urban Form designation, but zoning frontage requested)

Overview: The Urban Form Map locates the subject site within the Downtown Center. This designation recommends an urban approach to frontage. The proposed PD district does not specify a discrete urban frontage among the 7 options in the UDO. The proposed PD district does specify specific build-to requirements for West Street, Cabarrus St, and Dupont Circle for Tracts 1 and 2. No build-to is provided for Tract 3.

Impact:

Tract 1, West Street

The build-to range is 0' to 50' with a requirement that 30% of the length of lots in Tract 1 along West Street have building façade in the build-to. This means that for the roughly 242 length of lot frontage the subject site has along West Street, at least 73' feet of that total length will have building constructed within 50' of the right of way.

Tract 1, Cabarrus Street

The build-to range is 0' to 30' with a requirement that 50% of the length of lots in Tract 1 along Cabarrus Street have building façade in the build-to. This means that for the roughly 260 length of lot frontage the subject site has in Tract 1 along West

Street, at least 130' feet of that total length will have building constructed within 30' of the right of way.

Tract 2, Cabarrus Street

The build-to range is 10' to 50' with a requirement that 30% of the length of lots in Tract 2 along Cabarrus Street have building façade in the build-to. This means that for the roughly 234' length of lot frontage the subject site has in Tract 2 along Cabarrus Street, at least 71' feet of that total length will have building constructed between 10' and 50' of the right of way.

Tract 2, Dupont Circle

The build-to range is 0' to 50' with a requirement that 30% of the length of lots in Tract 2 along Dupont Circle have building façade in the build-to. This means that for the roughly 277' length of lot frontage the subject site has in Tract 2 along Dupont Circle, at least 71' feet of that total length will have building constructed between 0' and 50' of the right of way.

In every case, the proposed build-to standards provide a wider range and lesser percentage than the discrete urban frontages outlined in the UDO.

Aside from build-to standards, the urban frontages outlined in the UDO also regulate additional parking limitations, pedestrian access, and streetscape requirements. Of these, the only standard that is not covered by other specifications in the proposed PD district is pedestrian access. To be fully consistent, pedestrian access to a street-facing entrance should be specified for at least every 50 to 75 feet to further encourage walkability.

Compatibility: As proposed the build-to standards are compatible with the area. While the recommendations of the Urban Form Map would prescribe closer build-to ranges with larger percentages of building required in the range, pushing the buildings farther from the street and requiring less building within the range, the proposed PD district provides for enhanced transition to the surrounding built context while maintaining walkable pedestrian oriented form.

To further enhance compatibility and mitigate inconsistency, pedestrian access to street-facing entrances should be specified.

Compatibility

The proposed rezoning is

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

☒ **Incompatible.**

The proposed rezoning is incompatible with the surrounding area in terms of land use intensity and building height. Retail entitlement on the western side of the subject site can be reduced and building height on the eastern side of the site can be reduced to achieve compatibility.

Public Benefits of the Proposed Rezoning

- Increased land use intensity in transit rich and walkable areas reduces auto dependency which provides a public health benefit by encouraging people to be more physically active.
- More places for people to live, work, shop, and dine where they do not have to rely on cars for transportation creates a public benefit by allowing more people to enjoy a physically active and walkable lifestyle.
- Lowering auto dependency and increasing transit access can reduce the cost of living by reducing the amount of money and time necessary to purchase, maintain, and fuel, and pilot automobiles from place to place. Spending less money on transportation needs allows more money to be spent on other needs. This provides greater access for people with different levels of income by reducing transportation cost

Detriments of the Proposed Rezoning

- Impacts of high intensity retail uses in close proximity to low- and moderate-density residential use can result in negative impacts such as noise, light, and traffic on existing communities.
- Increased land use intensity brings more pedestrian and automobile activity to an area that may currently enjoy low levels of activity generated by an existing low- and moderate-density development pattern.
- While the proposed PD district can result in a walkable mixed-use development, the resulting development will still generate considerable auto traffic attracted by proposed retail, office, and residential use intensities.
- Numerous modifications to UDO standards do not provide public benefit or high-quality design. Quality design is beneficial for creating usable and engaging open space, improving the pedestrian experience, and balancing and mitigating impacts of higher intensity uses on lower intensity uses.

- The general lack of design detail and specificity result in uncertain outcomes for the subject site.

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 performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development.

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.

Policy LU 4.7 Capitalizing on Transit Access

Sites within a half-mile of planned and proposed fixed guideway transit stations should be developed with intense residential and mixed-uses to take full advantage of and support the City and region's investment in transit infrastructure.

Policy LU 4.8 Station Area Land Uses

Complementary mixed-uses, including multifamily residential, offices, retail, civic, and entertainment uses, should be located within transit station areas.

Policy DT 1.15 High Density

Development Highest density development should occur along the axial streets (Hillsborough Street, Fayetteville Street and New Bern Avenue), major streets (as identified by the Street plan), surrounding the squares, and within close proximity to planned transit stations.

- The proposed PD district will bring high intensity land uses to an area of the city with the best access to local and regional transit: Raleigh Union Station. Siting more places for people to live and work near high quality transit will make the most of the regions investment in transit and reduce auto dependency.

Policy UD 2.5 Greenway Access

Safe and clearly marked access points to the City's greenway system should be provided in new and existing mixed-use centers where feasible.

- The proposed PD district specifies that a pedestrian node including a plaza, seating area, public art, greenway signage, bike repair, or bike share station shall be provided near the entrance of the planned Rosengarten Greenway.

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

Policy LU 1.2 Future Land Use and Zoning Consistency

The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.

- The permitted land uses in Tracts 2 and 3 are inconsistent with the FLUM and permitted building height is consistent with Table LU-2. The land uses permitted in Tract 1 are consistent with the FLUM and permitted building height is inconsistent with LU-2. This renders the request inconsistent with the Future Land Use Map for the overall site. This inconsistency can be addressed adjusting commercial retail entitlement in Tracts 2 and 3 and reducing height in Tract 1.

Policy LU 2.1 Placemaking

Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.

Policy UD 5.1 Contextual Design

Proposed development within established neighborhoods should create or enhance a distinctive character that relates well to the surrounding area.

- The intent of the PD district is to provide relief from the development standards of a general or conditional use zoning district to achieve higher quality of project design that could otherwise not be accomplished through the strict application of the Unified Development Ordinance (UDO). This is accomplished by allowing a PD district to relax certain development standards in exchange for higher quality design. The mechanism for modifying code standards should be used to specify clearly how the proposed PD district will incorporate thoughtful placemaking in to the project.

Policy LU 4.5 Connectivity

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

- The proposed PD states that block perimeter standards will be met with the existing streets in the area. This means that the new development will not include new public streets which would otherwise be required. This modification negatively impacts connectivity.
- The proposed PD states that a pedestrian connection will be constructed between Dupont Circle and West Street. While this will improve connectivity through the site, no design, size, location, orientation or any other specification is provided. The plan simply states that a connection will be provided. More specification should be included in the PD.

Policy T 2.9 Curb Cuts

The development of curb cuts along public streets—particularly on major streets—should be minimized to reduce vehicular conflicts, increase pedestrian safety, and improve roadway capacity.

Policy UD 2.2 Multi-Modal Design

Mixed-use developments should accommodate all modes of transportation to the greatest extent possible.

Policy T 2.8 Access Management Strategies

Appropriate access management strategies (i.e. location and spacing of permitted driveways) should be applied based on a roadway's functional characteristics, surrounding land uses, and the roadways users.

Policy T 5.3 Bicycle and Pedestrian Mobility

Maintain and construct safe and convenient pedestrian and bicycle facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts among motor vehicles, bicycles, and pedestrians.

- While the streetscape and urban form of the proposed PD create pedestrian-friendly development, the outstanding issue of site access and alignment with South Saunders Street creates a significant pedestrian safety issue.
- The 3D model on P-7 shows site access along Cabarrus Street offset from South Saunders Street by roughly 100' from centerline to centerline. While the model is non-binding in terms of access alignment of the final site design, and explicitly states that it is for illustrative purposes only and that access shall be determined at the time of permitting, the possibility of this alignment is problematic.
- UDO Section 8.3.5.C.3. Driveways for Mixed Use and Nonresidential Uses states that driveways accessing up to 80-foot wide street rights-of-way must be spaced 200 feet apart centerline to centerline. This ensures that vehicles entering the street from driveways have adequate space in the street to complete turning movements before making additional turning movements to exit the street. The 100' offset does not allow adequate space for one turning movement to be completed before another turning movement to being. Vehicles will need to make two turning movements in a short distance to navigate to and from the site to South Saunders Street.
- The impact of this configuration is that the pedestrian realm and street crossing areas are made less safe by inadequate driveway spacing.
- Specificity of driveway alignment either spread to the full 200' required by the UDO or aligned with South Saunders street should be made to address this inconsistency and safety issue. If alignment to these standards cannot be met, other significant and essential pedestrian safety measures are necessary to mitigate this risk.

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 PD lacks design specificity to satisfy the policy.

<u>Urban Design Guideline</u>	<u>Analysis</u>	<u>Consistency</u>
<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.	While the proposed PD district permits a mix of residential, office, and commercial uses, there is no design details of how they would be arranged in a pedestrian-friendly form. The application indicates that the proposed development anticipates consistency with this guideline.	Inconsistent
<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.	Transition of building height and massing is provided with the build-to standards proposed for most of the site. The permitted 20-story tower on the western edge of the site is not adequately transitioned to the surrounding area.	Inconsistent
<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.	The proposed PD states that block perimeter standards will be met with existing public streets. This means that no new public streets will be constructed through the site.	Inconsistent
<u>Urban Design Guideline</u>	<u>Analysis</u>	<u>Consistency</u>
<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	The proposed PD states that block perimeter standards will be met with existing public streets. This means that no new public streets will be constructed through the site.	Inconsistent

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.		
Guideline #5: 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 subject site is no greater than 660 feet in length.	N/A
Guideline #6: 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.	Proposed build-to and parking standards address this guideline.	Consistent
Urban Design Guideline	Analysis	Consistency
Guideline #7: 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	The proposed build-to ranges all exceed 25 feet.	Inconsistent

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.		
Guideline #8: 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.	Proposed build-to and parking standards address this guideline.	Consistent
Guideline #9: 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.	There are no design details or standards provided for open space or amenity areas. The PD proposed to relax standards for open space dimensional standards and contiguity. This modification is not permitted and should be removed from the application.	Inconsistent
Guideline #10: 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.	There are no design details or standards provided for open space or amenity areas. The PD proposed to relax standards for open space dimensional standards and contiguity. This modification is not permitted and should be removed from the application.	Inconsistent
Guideline #11: 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.	There are no design details or standards provided for open space or amenity areas. The PD proposed to relax standards for open space dimensional standards and contiguity. This modification is not permitted and should be removed from the application.	Inconsistent
Urban Design Guideline	Analysis	Consistency
Guideline #12: A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor “room” that is comfortable to users.	There are no design details or standards provided for open space or amenity areas. The PD proposed to relax standards for open space dimensional standards and	Inconsistent

	contiguity. This modification is not permitted and should be removed from the application.	
Guideline #13: New public spaces should provide seating opportunities.	There are no design details or standards provided for open space or amenity areas. The PD proposed to relax standards for open space dimensional standards and contiguity. This modification is not permitted and should be removed from the application.	Inconsistent
Guideline #14: Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.	Parking is prohibited between public streets and new buildings on the site.	Consistent
Guideline #15: 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.	Parking is prohibited between public streets and new buildings on the site.	Consistent
Guideline #16: 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 details in the proposed PD that provide for materials and finishes of parking structures.	Inconsistent
Guideline #17: 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 Raleigh Union Station.	Consistent
Guideline #18: Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.	While the streetscape standards proposed will provide comfortable pedestrian access, the proposed PD also states that the dimensions of the final streetscape can be altered with no limitation provided.	Inconsistent

Guideline #19: 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 known sensitive environmental areas on the property.	N/A
Guideline #20: 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.	The proposed PD states that block perimeter standards will be met with existing public streets. This means that no new public streets will be constructed through the site.	Inconsistent
Guideline #21: 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.	While the streetscape standards proposed will provide comfortable pedestrian access, the proposed PD also states that the dimensions of the final streetscape can be altered with no limitation provided.	Inconsistent
Guideline #22: 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	While the streetscape standards proposed will provide comfortable pedestrian access, the proposed PD also states that the dimensions of the final streetscape can be altered with no limitation provided. The proposed PD states that block perimeter	Inconsistent

should provide for an appropriate tree canopy, which shadows 22 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.	standards will be met with existing public streets. This means that no new public streets will be constructed through the site.	
Guideline #23: 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.	Proposed build-to and parking standards partially address this guideline though there is no detail of architectural elements of any building.	Inconsistent
Guideline #24: 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 is no specification of building entrance or architectural design to convey prominence of fronting façade.	Inconsistent
Guideline #25: 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.	Proposed build-to, parking, and transparency standards address this guideline.	Consistent
Guideline #26: The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.	While the streetscape standards proposed will provide comfortable pedestrian access, the proposed PD also states that the dimensions of the final streetscape can be altered with no limitation provided.	Inconsistent

Policy DT 1.5 Form Based Zoning Downtown

Encourage the use of Planned Development districts with master plans in downtown to provide more detailed design and form standards for key sites.

- There is not enough detail in the proposed PD to satisfy this policy.

Policy DT 1.11 Downtown Edges

Appropriate transitions in height, scale, and design should be provided between Central Business District land uses and adjacent residential districts.

Policy DT 1.13 Downtown Transition Areas

In areas where the Downtown Element boundaries are located in proximity to established residential neighborhoods, residential densities should taper to be compatible with adjacent development. Non-residential uses with the greatest impacts—such as theaters, concentrated destination nightlife and retail, and sports and entertainment uses—should be directed away from these transition areas. Where existing zoning overlays are mapped, the height guidance in these districts should not be changed outside of an area planning process. See Map DT-3 for transition area locations.

- The subject site is identified as a Downtown Transition Area on Map DT-3. The proposed PD district provides a tapered transition in height and scale toward the existing neighborhood to the west. However, the western edge of the subject site of Tracts 2 and 3 would permit up to 50,000 square feet of retail which could have negative impact on the existing neighborhood.
- While the height guidance in the Downtown West Gateway is not technically a *zoning overlay*, the height guidance of 4 stories on the west side of the subject site was the product of a community generated area planning process. This policy tends to further support that area specific guidance.

Area Plan Policy Guidance

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

Policy AP-DWG 2 Mixed-Use Development

Mixed-use development should be the primary form of development in the area with an emphasis on significant new residential growth and a vertical mix of uses in multi-story buildings.

- The proposed PD district would result in vertical mixed-use development.

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

Policy AP-DWG 1 Zoning Consistency

Map AP-DWG-1 shall be used alongside the Future Land Use Map to evaluate the consistency of all proposed zoning map amendments within the Downtown West Gateway plan boundaries. Where there is a conflict regarding preferred densities, the guidance in the Area Plan shall control.

- The proposed PD district exceeds the preferred density envisioned in the Downtown West Gateway Plan.

Policy AP-DWG 3 Transportation Network Connectivity

Improve the connectivity of the transportation network through additional street connections (both inside and outside of the plan area), pedestrian greenway, bicycle linkages, and bus/rail transit connections especially to the Multi-Modal Transit Center area.

- The proposed PD states that block perimeter standards will be met with the existing streets in the area. This means that the new development will not include new public streets which would otherwise be required. This modification negatively impacts transportation network connectivity.

Policy AP-DWG 15 Building Scale

The area between the railroad and Cabarrus Street east of the Boylan Heights neighborhood should include a mix of residential and office uses scaled to establish a transition to the adjacent single-family historic district. Residential uses should increase adjacent to the historic district and building heights should be reduced.

- The proposed PD district would permit up to 50,000 square feet of retail on the west side of the subject property, in close proximity to the existing neighborhood.

Analysis of Modifications to Standards of Commercial Mixed-Use

Streetscape: Back-of-curb to back-of-curb width, planting strip, and sidewalk width and location may be altered at time of permitting.

- The impact of this modification is unclear due to lack of specificity of how development may occur. Simply stating that these standards may be altered at the time of permitting is impossible to quantify.
- Greater detail of the extent of this modification should be provided to accurately understand its impact.

Building Setbacks: There shall be no minimum building setbacks from S. West Street, W. Cabarrus Street, and Dupont Circle, or any other internal public or private street.

- Building setbacks for external public streets (Cabarrus St, West St, and Dupont Circle) are essentially governed by the following section with build-to standards. The specificity provided for those sections are reasonable.
- The modification for no minimum building setback for internal public or private streets should be considered for more detail.

Build-To Standards:

Tract 1 W. Cabarrus St: 0' to 30' build-to range for 50% of the lot frontage within Tract 1 along W. Cabarrus St; At least 130' of the tract width shall have building façade within the build-to range.

- Under the existing zoning which includes an Urban Limited Frontage (UL), the requirement would be a 0' to 20' build-to for 50% of the lot width along W. Cabarrus St.
- The proposed build-to provides a greater range for building placement, moving it farther from the street by 10'.
- This modification provides a greater transition from low-density residential development to the south while maintaining a pedestrian oriented form.

Tract 1 S. West St: 0' to 50' build-to range for 30% of the lot frontage within Tract 1 along S. West St; At least 73' of the tract width shall have building façade within the build-to range.

- Under the existing zoning which includes an Urban Limited Frontage (UL), the requirement would be a 0' to 20' build-to for 25% of the lot width along S. West St.
- The proposed build-to provides a greater range for building placement, moving it farther from the street by 30' and a greater coverage by 5%.
- This modification provides a significant range. A 50' separation between a building and sidewalk in this urban context is not very pedestrian oriented.

Tract 2 W. Cabarrus St: 10' to 50' build-to range for 30% of the lot frontage within Tract 2 along W. Cabarrus St; At least 71' of the tract width shall have building façade within the build-to range.

- Under the existing zoning which includes an Urban Limited Frontage (UL), the requirement would be a 0' to 20' build-to for 50% of the lot width along W. Cabarrus St.
- The proposed build-to provides a greater range for building placement including a 10' minimum setback.
- This modification provides a greater transition from low-density residential development to the south while maintaining a pedestrian oriented form.

Tract 2 Dupont Cir: 0' to 50' build-to range for 30% of the lot frontage within Tract 2 along Dupont Circle; At least 84' of the tract width shall have building façade within the build-to range.

- Under the existing zoning which includes an Urban Limited Frontage (UL), the requirement would be a 0' to 20' build-to for 25% of the lot width along S. West St.
- The proposed build-to provides a greater range for building placement, moving it farther from the street by 30' and a greater coverage by 5%.
- This modification provides a significant range. A 50' separation between a building and sidewalk in this urban context is not very pedestrian oriented though it does provide a significant transition to the existing low-density residential neighborhood to the west.

Other Build to Modifications

UDO Sec. 1.5.6.C.1.General Requirements shall not apply.

- This modification is illegal and should be removed from the request.

Outdoor Amenity Areas shall be credited towards build-to requirements.

- This is not typically allowed by the UDO.

Parking prohibited between buildings and public right-of-way. This does not apply to on-street parking, drive-through, turnaround, drop-off, or porte-cochere.

- This modification improves the pedestrian realm.

Floor Plate Size: Maximum floor plate size above 12 stories shall be 35,000 square feet.

Building Massing: UDO Section 3.3.3 Building Massing Standards do not apply in Tract 1.

- These sections of the code are intended to provide access to light and air at street level, mitigate wind impacts, and visually reduce the perceived scale of a building to avoid canyon effect.
- Typically, the maximum floor plate size above the 12th story is 25,000 square feet.
- Increasing the maximum floor plate size impacts the effectiveness of this intent.
- The intent of the PD district is to improve design quality. Removing all requirements for building massing does not provide higher design quality.

Building Separation: No building separation required by the UDO shall apply. Building separation shall be governed by the North Carolina Building Code.

- This standard has limited impact. Massing standards in the UDO are covered in the two previous code sections mentioned above.

Ground Floor Elevation: Minimum ground floor elevation requirements shall not apply to any building type in any tract.

- The ground floor elevation for the townhouse and apartment building type is 2'. This standard will not apply. This modification has minimal impact.

Transparency:

Residential: 20% ground floor, 15% upper stories

- Current Code Standard. Townhouse: 20% ground floor, 15% upper story; Apartment: 20% ground floor, 15% upper story
- There is no maximum blank wall area specified, so the code standards remain. Townhouse: 35'; Apartment 35'

Non-Residential: 50% ground floor, 20% upper stories

- Current Code Standard. Mixed Use Building: 50% ground floor, 20% upper story; General Building: 33% ground floor, 20% upper stories
- There is no maximum blank wall area specified, so the code standards remain. Mixed Use Building: 20'; General Building 30'

No transparency requirements for parking structures on Tract 3.

Parking Standards:

Parking Setback: There shall be no parking setback, except for Sec. 1.5.6.C.1.

- This detail is unclear and should be revised.

Parking Standard: Parking shall be provided in accordance with UDO Sec 7.1.3.A. Downtown District (DX-).

- This standard reduced the amount of parking per dwelling unit to no more than 2 spaces per unit.
- No vehicle parking is required for the first 16 dwelling units.
- One parking space per 500 square feet for all non-residential floor area or the base standard ratio, whichever is less.
- No vehicle parking required for the first 10,000 square feet of non-residential use.
- No vehicle parking is required for the following uses up to 30,000 square feet of gross floor area provided when at least 25% of the ground floor of the building is devoted to such uses:
 - Indoor recreation
 - Personal service
 - Restaurant
 - Retail sales
 - Banks
- No combination of the reductions above shall exceed 30,000 exempted square feet of gross floor area.
- No parking is required for an indoor movie theatre
- Parking for overnight lodging requires only one-half of the amount required elsewhere.
- Parking fee in Lieu
 - At the discretion of the Transportation Director, a fee may be paid in lieu of complying with minimum parking requirements
 - This fee is fixed by resolution adopted by City Council
 - Payments collected by this method shall be kept separate from other revenue collected by the city and invested only as allowed by N.C. Gen. Sta. 159-30. Funds can only be used for the purchase of land or for the construction of new parking facilities in the DX- District.

Temporary Parking is permitted.

- Providing parking standards in accordance with DX- zoning at this site is reasonable and a modification that provides public benefit.

Remote Parking: UDO Sec. 7.1.5.B Remote Parking and UDO Sec. 6.4.7.C.2.a-b. shall not apply.

UDO Sec. 7.1.5.B Remote Parking states that parking may be provided on a separate site from which the principal use is located if the remote parking is within 660 feet measured by walking distance. This standard will not apply.

UDO Sec. 6.4.7. Parking

C. Remote Parking Facility

2. Use Standards

- a. The remote parking lot must be located within the specified distance of the principal use served.
- b. The remote parking lot must be located completely within the same contiguous zoning district as the principal use served.
- c. A Type A1 or A2 transition protective yard must be established along any side of the property abutting a residential use.

These standards do not apply.

Structured Parking: UDO Sec. 7.1.6.B.2. Layout shall be modified to allow a maximum of five compact parking spaces adjoining each other in a continuous row. The height of structured parking shall only be measured by total height in feet, not height in stories.

- The UDO standard would otherwise limit the maximum number of compact parking spaces in a row to 2.

Lot Dimensions: Minimum and maximum lot area and width dimensional requirements shall not apply.

- This modification most heavily impacts the lot dimensions for the townhouse and apartment building type.
- The townhouse minimum lot width is 16', removing this minimum has little impact because it is highly unlikely a townhouse lot would be significantly narrower than 16'.
- The minimum lot area for apartments is 10,000 square feet and there is no minimum width in the UDO. Removing this standard has little impact to design quality.

Open Space: UDO Sec. 2.5.3. Configuration of Open Space A. and B. shall not apply.

- This modification is illegal and should be removed.

Outdoor Amenity Area: No outdoor amenity area shall be provided in association with parking structures in Tract 3. Any area meeting the standard of outdoor amenity

area and open space may be counted as both outdoor amenity area and open space. UDO Sec.1.5.3.D Additional Requirements for Urban Plazas shall not apply.

- This modification is illegal and should be removed from the request.

Protective Yards: There shall be no required transitional protective yards or street protective yards in any tract.

- Protective yards are intended to buffer and screen higher intensity uses from lower intensity uses and are required when these uses share a property line.
- Considering the subject site does not share a property line with any low intensity uses, it is unlikely that a protective yard would be required to buffer the subject site from neighboring sites. However, the development may result in high- and low-intensity sites internally that would otherwise trigger the requirement for a protective yard. This modification would benefit from more detail of how it produces a higher quality of design.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	74	This site has an Excellent Transit rating. This means that people living and working in this area are more likely to rely on transit to travel from place to place.
Walk Score	30	81	This site is considered Very Walkable. Most errands can be accomplished on foot. This means that people living and working in this area are more likely to be less auto dependent.

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: The subject site scores very high in terms of walkability and transit. Increased land use intensity in these areas will better leverage the walkable and transit rich nature of the subject site. 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: Residential units in the proposed PD district must be in townhouse, apartment, or mixed-use building types. These housing types are naturally more energy efficient.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds	There is a slight increase in residential entitlement from 498 to 500 permitted units.
Does it include any subsidized units?	No	No subsidized affordable housing units are included in the request.
Does it permit a variety of housing types?	Yes	All 500 units in the proposed PD district must be located within a townhouse, apartment, or mixed-use building. Detached and attached homes are not permitted.
If not a mixed-use district, does it permit smaller lots than the average?*	N/A	N/A
Is it within walking distance of transit?	Yes	The subject site rates very high in terms of walkability and transit access.

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

Summary: The increase for housing units in the proposed PD district is minimal and does not include subsidized units though it does provide for a wide range of housing types within close proximity to transit.

IMPACT ANALYSIS

Historic Resources

There are no historic resources on the subject site.

Impact Identified: None.

Parks and Recreation

The site is adjacent to the Walnut Creek-Rocky Branch Creek-Rosengarten Greenway Corridor. No portion of this site is within 50 feet the waterbody associated with this Greenway Corridor as identified in the Comprehensive Plan, therefore no Greenway Easement dedication is required.

The Rosengarten Greenway project is a planned stream restoration and urban greenway trail enhancement along Rosengarten Aly, designed to connect Dix Park and the Rocky Branch Greenway Trail with Downtown Raleigh. This project will include a redesign and improvements at Lenoir Street Park.

The Rosengarten Greenway Trail along Rosengarten Aly will provide a direct connection to Lenoir St. Park (approximately 400' south).

The Rosengarten Greenway Trail has the potential to be an important pedestrian connection to Dix Park in the future. Additional consideration should be given to this project's relation to Dix Park access along S. Saunders St. Further study of the Dix Park edge conditions and downtown connectivity will continue through the Dix Park Master Plan process and possible future planning efforts. This site should respond to the recommendations provided in those plans, to the extent that it may be impacted.

Design of this site should consider enhancements such as public art as a gesture responding to the adjacent public amenities and anticipated investment in the Rosengarten Trail and stream restoration project.

Nearest existing park access is provided by Lenoir St. Park (0.2 miles) and Nash Square (0.5 miles).

Nearest existing greenway trail access is provided by Rocky Branch Greenway Trail (0.3 miles).

Park access level of service in this area is considered to be above average.

This area is not considered a priority for general park land acquisition, however there is an acute unmet need for certain amenities, such as a publicly accessible dog park, in this area

Impact Identified: The proposed PD district specifies that a pedestrian node including plaza, seating area, public art, greenway signage, bike repair, or bike share station shall be provided near the entrance of the planned Rosengarten Greenway.

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning) (gpd)	Maximum Demand (proposed zoning) (gpd)
Water	1,250	1,689,375	1,680,000
Waste Water	1,250	1,689,375	1,680,000

Impact Identified: None.

The proposed rezoning would reduce approximately 9,375 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains available to the proposed rezoning area.

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 Developed.

Stormwater

Floodplain	FEMA
Drainage Basin	Crabtree
Stormwater Management	UDO 9.2, 9.3
Overlay District	n/a

Impact Identified: There are cases of downstream structural flooding impacts. However, the site is mostly impervious and the drainage basin upstream is Crabtree Creek. Any additional impacts would be negligible.

Transit

The site is located within a growing transit hub with proximity to rail and bus service via Raleigh Union Station. Intercity passenger train service is provided by Amtrak. The Wake Transit Plan includes proposed commuter rail as well. There are nearby bus stops served by GoRaleigh Routes 11, 7, 13, and 21, GoTriangle Routes 300 and 305, and the R-Line. Access to transit will be improved by the West Street Extension. Access to transit would be improved by a public street or pedestrian passage (UDO Section 8.4.8.B) connection between West Street and Dupont Circle.

Impact Identified: None

Transportation

Location

The Z-28-18 site is located in southwest Downtown Raleigh, between West Cabarrus Street and the North Carolina Railroad (NCR). It is located near the Boylan Heights community.

Area Plans

The Z-28-18 site is located within the Downtown West Gateway Area Plan.

Policy AP-DWG 3 of this Area Plan calls for “Transportation Network Connectivity.” It suggests additional street, pedestrian, greenway, bicycle, and transit connections. Policy AP-DWG 5 calls for “broader pedestrian systems.” The plan specifically details the area surrounding the recently constructed Raleigh Union Station and the future Raleigh Union Bus Station, which are providing city and regional services. The plan suggests that this area should develop as a transit hub and downtown destination.

The Downtown West Gateway Area Plan specifically comments on traffic in the Boylan Heights area. Policy AP-DWG 9 says that increases in transit traffic should be discouraged on nearby neighborhood streets.

The Plan also comments on Streetscape Design in Policy AP-DWG 12, in which it indicates that streetscape improvements such as curbing, landscaping, and lighting should be sensitive to the history of the district.

Other Projects in the Area

The Z-28-18 site is located south of Raleigh Union Station. It fronts South West Street, which is planned to be extended under the railroads to connect to portions of South West Street north of the tracks. This project is budgeted in the Capital Improvement Program (CIP) as the “West Street Extension – South.” Redevelopment of this site will require lowering the grade of West Street to align with this project. The West Street Extension project anticipates closing of the existing West Cabarrus Street grade crossing of the NCR.

Existing and Planned Infrastructure

Existing Streets

The subject property has approximately 620 feet of frontage on West Cabarrus Street. In the Raleigh Street Plan, it is specified as a 2-lane undivided avenue along this site’s frontage and as a main street, parallel parking east of West Street. The site is also bordered by Dupont Circle to the west and West Street to the east. West Street is planned as a main street, parallel parking and will be extended northward under the railroad tracks. Dupont Circle is not in the Raleigh Street Plan but is designated main street parallel parking by the master plan, which is consistent with the existing zoning and other context factors for the properties along the street. All three existing streets are all maintained by the City of Raleigh.

Street Network

In accordance with UDO section 8.3.2, the maximum block perimeter for Planned Development Zoning districts is 4,000 feet. The Master Plan proposes a base zoning district of CX-6, CX-7, and CX-20. The block perimeter maximum for Mixed Use districts of 5+ stories is 2500 feet. The block perimeter for Z-28-18 will be approximately 4,650 feet after completion of the West Street Extension.

The site is located adjacent to an urban neighborhood with small blocks; nearby blocks in both Boylan Heights and the Warehouse district are between 1,200 and 1,700 feet in perimeter. As currently proposed, this Planned Development District exempts the site from all block perimeter standards and does not provide any form of public access (vehicle or non-motorized) to match or approximate the surrounding character. The master plan narrative and the master plan both mention the railroad right-of-way as a constraint preventing the meeting of block perimeter standards. The railroad is irrelevant for an east-west oriented street; a public street between Dupont Circle and West Street would result in a block approximately 2000 feet in perimeter, meeting the standard and matching the character of the surrounding areas. This connection would also improve access for land to the west of the site that is currently disconnected from Downtown Raleigh and the warehouse district and would reduce the quantity of traffic passing through the intersection of Boylan and Cabarrus, where the TIA predicts may have an intersection level of service (LOS) of D in both the AM and PM peaks.

Fire code requirements require points additional of emergency vehicle access around the proposed buildings. These emergency accessways can be provided by new public street(s) or should be co-located with pedestrian passages, utility easements, and/or parking garage access driveways to provide integration of the proposed planned development with the surrounding neighborhoods.

Pedestrian Facilities

The mix of uses proposed under this PD provide destinations and amenities to pedestrians in the surrounding neighborhoods and beyond. There are existing sidewalks on West Cabarrus Street near the site. If provided, public pedestrian access and connectivity through the site would support the urban vision for the area as described in the Downtown West Gateway Plan.

The master plan narrative section 6 states that “a pedestrian connection shall be made through the development between Dupont Circle and S. West Street.” This statement does not communicate a dimension standard, route, location, or level of public access and therefore cannot be understood to provide a public benefit. Additionally, the Illustrative 3D Massing Study (plan sheet P-7) indicates a building massing that does not support an appropriate pedestrian connection that provides a public benefit. The only possible location is between the railroad right-of-way and the back side of the parking garage. This would place pedestrians at the least visible and central location of the site and does not provide a path visible from the outside.

The site should provide for public pedestrian travel directly east and west roughly from the curve in Dupont Circle to West Street between the NCRR and Cabarrus Street as well as north and south extending from roughly mid-block along the 630-foot distance between Dupont Circle and West Street. The Unified Development Ordinance standard for a Pedestrian Passage (Section 8.4.8.B) is one standard that provides clear public benefit. If not public streets, these pedestrian passages should be integrated into the internal circulation of the site and should provide a safe, comfortable, and attractive pedestrian environment.

Bicycle Facilities

There are no existing bicycle facilities within the vicinity of the site. In the long-term bikeway plan, bicycle lanes are planned for West Cabarrus Street, and separated bikeways are planned for Boylan Avenue and West Street. There is a planned greenway corridor extending south from Cabarrus Street along Rosengarten Alley, connecting to the Rocky Branch Trail near Western Boulevard.

Bikeshare stations are planned for Raleigh Union Station, north of the site as well as at the intersection of South Saunders Street with West South Street, approximately 920 feet south of the site. Bikeshare station spacing guidelines indicate that an additional station in the vicinity of this PD may be appropriate. Note 5 on sheet P-4 mentions a bikeshare as one possible amenity (out of six, of which only three are required by the PD) near the Cabarrus Street and Rosengarten Alley intersection. This location would not provide as much transportation utility as a station near the intersection of Cabarrus and West Streets.

Access

Access to the subject site may be via any of the surrounding streets. Driveway spacing standards (Unified Development Ordinance Section 8.3.5.C.3) require all access to this site to be at least 200 feet from each other, including public streets. Master Plan sheet p-7 shows vehicle access that violates this standard, increasing intersection conflicts.

TIA Determination

There is an increase in trips generated under the proposed Planned Development compared to the existing zoning.

There have been multiple disabling or fatal crashes in the last three years at the intersections of Dawson and Lenoir Streets and also at Dawson and South Streets. There are no other site context concerns that trigger the requirement for a TIA.

This is a proposed Planned Development zoning district. As such, a traffic study is required for case Z-28-18. The study has been submitted and reviewed. The review is attached to this report.

Z-28-18, MP-2-18 Existing Land Use	Daily	AM	PM
Industrial / Office Use	378	80	63
Z-28-18, MP-2-18 Current Zoning Entitlements	Daily	AM	PM
IX Zoning, Office / Retail Use	6250	466	701
Z-28-18, MP-2-18 Proposed Zoning Maximums	Daily	AM	PM
Planned Development - Mixed Use	6312	542	630
Z-28-18, MP-2-18 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	62	76	-71

Impact Identified:

While Cabarrus at McDowell is anticipated to have an overall LOS A and LOS C in the AM and PM peak times respectively for both the maximum current zoning and projected zoning, they do carry a potential LOS F for eastbound PM Peak approach traffic on Cabarrus in both scenarios. The analysis and modeling did not divert these traffic queues onto other neighboring streets in order to present a worst-case scenario. However, due to the grid nature of the downtown urban environment, it is anticipated that any queueing of cars would be potentially mitigated by taking advantage of other streets. The study analyzed providing separate left and through lanes for delay mitigation despite constructability issues. However, this scenario provided no significant improvement to the approach LOS.

Under the current and proposed zoning, the westbound PM peak approach for Cabarrus Street at Dawson Street is projected to operate at LOS F. The study recommends eliminating on-street parking and restriping eastbound Cabarrus Street at Dawson Street to provide an exclusive right-turn lane with approximately 50 feet of storage. This measure will decrease the control delay at the intersection and increase the level of service to E.

Cabarrus Street at S. Saunders Street is a three-legged intersection such that S. Saunders is one way away from the intersection. Therefore, there is no traffic control on any approach. HCM 2010 methodology does not report delays for minor street left turn movements at intersections without a stop-controlled approach. HCM 2000 was utilized to provide the reported delays.

Cabarrus Street at Boylan Avenue was analyzed when a traffic signal was present. Since that time, the City of Raleigh undertook a project to replace this traffic signal with an All Way Stop Control condition. It is possible that this change in control may reduce the amount of through traffic for Boylan Avenue. Due to the nature of this project, no additional improvements are recommended for this intersection as part of the development.

The intersection of S. Saunders Street at Lake Wheeler Road operates at a LOS F for both the current and proposed zoning on the eastbound PM Peak approach.

No intersection is expected to have an overall LOS F with the proposed zoning. There is no overall intersection nor intersection approach that was studied that worsens to LOS F as a result of the proposed zoning.

Urban Forestry

The subject site will be required to conform to the standards of UDO 9.1 Tree Conservation.

Establishing a build-to for the three streets as exempt the area along these streets from any tree conservation area requirement per UDO 9.1.3.A.2.

Impact Identified: None

Impacts Summary

The main impacts of the proposed PD district are related to transportation infrastructure. To quantify these impacts a Traffic Impact Analysis (TIA) has been conducted and reviewed by City Transportation Planning staff.

Mitigation of Impacts

The TIA identifies specific mitigations in response to increased vehicle trips generated by the proposed PD district. The mitigations in the TIA recommend eliminating on-street parking and restriping eastbound Cabarrus Street at Dawson Street to provide an exclusive right-turn lane with approximately 50 feet of storage. There is no overall intersection nor intersection approach that was studied that worsens to LOS F as a result of the proposed zoning.

CONCLUSION

Overall the requested PD district fails to provide enough detail to justify the extent of proposed modifications to the UDO. A list of outstanding issues and potential mitigations are included at the beginning of the report but are summarized again below:

- Substandard curb cut and site access alignment with S. Saunders Street.
- Streetscape modification has uncertain impact.
- Floor plate size and building massing remove all building massing standards.
- The applicability of the Parking Setback standard is unclear.
- A number of proposed conditions are illegal and should be removed.

These outstanding issues and overall inconsistency can be mitigated with a higher level of design detail as is intended with PD districts.

To be consistent with the policies of the 2030 Comprehensive Plan the PD can specify how the resulting development will incorporate placemaking and higher quality design. This can be accomplished by providing greater detail of open space amenities, pedestrian circulation, pedestrian realm amenities, building articulation, fenestration, or specificity of other architectural elements that improve overall design.

The PD also lacks specificity of vehicular and pedestrian network connectivity which contributes to overall 2030 Comprehensive Plan inconsistency. This can be mitigated by providing design detail of general site circulation or meeting block perimeter standards.

The PD district should address the outstanding issues of pedestrian oriented development and multimodal design by specifying driveway alignment on Cabarrus Street with South Saunders Street. As currently demonstrated by the tract configuration and 3D rendering, the misalignment produces a safety risk for pedestrians in the right-of-way. If alignment cannot be met, other significant and essential pedestrian safety measures are necessary to mitigate this risk.

For consistency with policies concerning downtown transitions areas, the Future Land Use Map, and the Downtown West Gateway plan, a combination of limiting retail use in Tracts 2 and 3 and reducing height in Tracts 1, 2, and 3 should be made. If these changes are impractical for the applicant to consider, greater detail for how the resulting development can otherwise overcome these issues should be provided with high quality design solutions.

Overall, the request can be made more consistent with the 2030 Comprehensive Plan with additional design detail to justify the proposed modifications to the UDO and changes to entitlement. The 2030 Comprehensive Plan would support more intense uses in close proximity to Raleigh Union Station and downtown and inconsistency with the plan can be overcome if the PD district is deployed as intended by providing greater design detail.

CASE TIMELINE

Date	Action	Notes

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	IX-7-UL	DX-3	RX-3	DX-7	IX-3-UL
Additional Overlay	-	-	-	-	-
Future Land Use	Office and Residential Mixed Use & Community Mixed Use	Central Business District	Moderate Density Residential & Community Mixed Use	Community Mixed Use	Office and Residential Mixed Use
Current Land Use	Industrial	Industrial	Low Density Residential	Industrial	Industrial
Urban Form	Downtown	Downtown	Downtown	Downtown	Downtown

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	IX-7-UL	PD
Total Acreage	6.82	6.82
Setbacks:		
Front	5'	0'
Side	5'	0' or 10'
Rear	0' or 6'	0' or 6'
Residential Density:	73	73
Max. # of Residential Units	498	500
Max. Gross Building SF	640k	1M
Max. Gross Office SF	640k	350k
Max. Gross Retail SF	102k	50k
Max. Gross Industrial SF	424k	-
Potential F.A.R	2.16	3.37

*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-28-18 (MP-2-18)

OVERVIEW

If approved as proposed a number of policies would be removed from the plan for the subject site. This means that the specific policy guidance in the list of amendments below would not be applicable to future rezoning request for the subject site. These policies would still apply to the rest of the city.

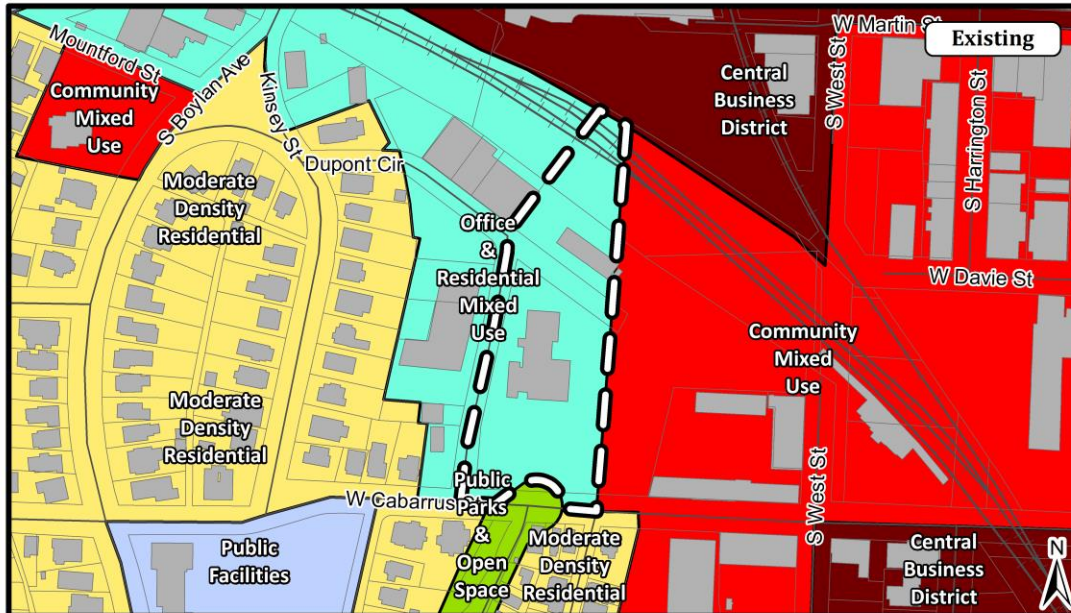
The full impact of policy amendments is reliant on how the applicant addresses inconsistency through revisions to the request.

AMENDED MAPS

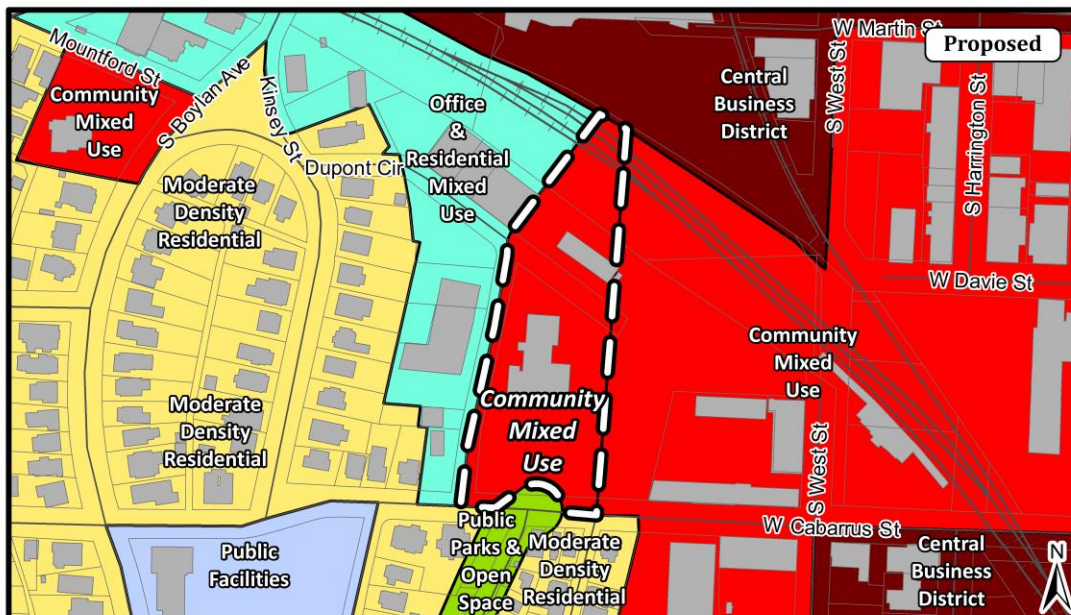
The Future Land Use Map would be amended to change the Office and Residential Mixed Use portion of the site to Community Mixed Use.

Z-28-18: Required Amendment to the Future Land Use Map

Existing Designation: Office & Residential Mixed Use



Proposed Designation: Community Mixed Use



T# 570134 (Rezoning) T# 571158 (Master Plan) MP-2-18

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



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

REZONING REQUEST

☐ General Use ☐ Conditional Use ☒ Master Plan

Existing Zoning Base District **IX** Height **7** Frontage **UL** 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.

**OFFICE
USE ONLY**

Transaction #

Rezoning Case #

If the property has been previously rezoned, provide the rezoning case number:

Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:

Rezoning Pre-Application: 570134

GENERAL INFORMATION

Date **9/28/18**

Date Amended (1)

Date Amended (2)

Property Address **400 S West Street, 518 W Cabarrus Street & 600 W Cabarrus Street**

Property PIN 1703-47-8178, 1703-47-7144 & 1703-47-5257

Deed Reference (book/page) **See attached.**

Nearest Intersection **W Cabarrus Street & N West Street**

Property Size (acres) **6.0 acres**

(For PD Applications Only) Total Units **500 units** Total Square Feet **400,000 SF**

Property Owner/Address

See attached.

Phone

Fax

Email

Project Contact Person/Address

**Michael Birch, Longleaf Law Partners
2235 Gateway Access Point, Suite 201
Raleigh, NC 27607**

Phone **919.645.4317**

Fax

Email **mbirch@longleaflp.com**

Owner/Agent Signature

Email

A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

CONDITIONAL USE DISTRICT ZONING CONDITIONS		
Zoning Case Number		OFFICE USE ONLY Transaction # Rezoning Case #
Date Submitted		
Existing Zoning	Proposed Zoning	
Narrative of Zoning Conditions Offered		
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature _____ Print Name _____

REZONING APPLICATION ADDENDUM #1	
<p align="center">Comprehensive Plan Analysis</p>	<p align="center">OFFICE USE ONLY</p> <p align="center">Transaction #</p> <p align="center">Rezoning Case #</p>
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.</p>	
<p align="center">STATEMENT OF CONSISTENCY</p>	
<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 Future Land Use Map designates the western portion of the site "Office & Residential Mixed Use" and the eastern portion as "Community Mixed Use". The proposed Master Plan proposes a mix of office, commercial and residential uses, with the residential uses generally located on the southern and western portion of the property and the office and commercial uses on the eastern portion of the property, consistent with this guidance.</p>	
<p>2. The Urban Form Map designates the property as within the Downtown Center and within the quarter-mile transit buffer. The Comprehensive Plan recommends the Downtown Center for the most intense growth and suggests that increased building height be located here and within the proximity to Raleigh Union Station. The proposed rezoning allows building height up to 20 stories closest to downtown and Raleigh Union Station, transitioning down to a maximum of 7 stories closer to the neighborhoods, consistent with this policy guidance.</p>	
<p>3. The site is located within the Downtown West Gateway area plan and identified as within the Boylan Transition District. Policy AP-DWG 15 suggests a mix of residential and offices uses that decrease in scale to establish a transition to the adjacent historic district. The proposed rezoning transitions from office to residential and from taller to shorter buildings as the property moves from east (closer to downtown and Raleigh Union Station) to west (closer to the neighborhoods), consistent with this guidance. Although the maximum building height of 20 stories may exceed the recommended height in the Comprehensive Plan and area plan, the limited location of the 20-story height and the limitation of the rest of the property to 7 stories (existing zoning) is reasonable and in the public interest.</p>	
<p>4. The proposed Master Plan is consistent with the following Comprehensive Plan policies: LU 1.2 "FLUM and Zoning Consistency"; LU 2.1 "Placemaking"; LU 2.2 "Compact Development"; LU 4.4 "Reducing VMT Through Mixed Use"; LU 4.6 "Transit-Oriented Development"; LU 4.7 "Capitalizing on Transit Access"; LU 4.8 "Station Area Land Uses"; LU 5.2 "Managing Commercial Development Impacts"; LU 5.4 "Density Transitions"; LU 6.1 "Composition of Mixed Use Centers"; LU 6.3 "Mixed Use and Multi-Modal Transportation"; LU 10.1 "Mixed Use Retail"; and LU 11.4 "Rezoning/Development of Industrial Areas".</p>	
<p align="center">PUBLIC BENEFITS</p>	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>1. The proposed rezoning benefits the public by redeveloping an underutilized industrial property for a vibrant, pedestrian-friendly, mixed-use development that will strengthen and enhance the connection between this area and downtown.</p>	
<p>2. The proposed rezoning benefits the public by locating residents and employment opportunities in close proximity to downtown, Raleigh Union Station and other transit options, thereby reducing reliance on the automobile and supporting the City's investment in transit options.</p>	
<p>3. The proposed rezoning benefits the public by providing wider sidewalks and streetscape along Dupont Circle and W Cabarrus Street to better accommodate the pedestrian experience between the neighborhood and downtown.</p>	
<p>4.</p>	

REZONING APPLICATION ADDENDUM #2	
<p align="center">Impact on Historic Resources</p> <p>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.</p>	<p align="center">OFFICE USE ONLY</p> <p align="center">Transaction #</p> <p align="center">Rezoning Case #</p>
INVENTORY OF HISTORIC RESOURCES	
<p>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.</p> <p>There are no known historic resources on the property to be rezoned.</p>	
PROPOSED MITIGATION	
<p>Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.</p> <p>Not applicable.</p>	

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: N/A

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 development anticipates a mix of residential and commercial uses arranged in a compact and pedestrian friendly form, consistent with this guideline.</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>As shown on the master plan, the taller building height is located along the railroad and N West Street, farthest from the lower density neighborhoods, and the building heights transition to lower height closer to the lower density neighborhoods, consistent with this guideline.</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 property has frontage on three public streets, providing multiple paths for movement, consistent with this guideline.</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>No new streets are anticipated as part of this development.</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>The property's frontage is less than 660 feet along each adjacent public street, 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 build-to guidelines and other master plan standards facilitate development consistent with this guideline.</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 build-to guidelines, parking standards and other master plan provisions, which locate buildings closer to the street with parking behind buildings, are consistent with this guideline.</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 build-to guidelines, parking standards and other master plan provisions, which locate buildings closer to the street with parking behind buildings, are consistent with this guideline.</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 and outdoor amenity area will be provided in accordance with the master plan, consistent with this guideline.</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 and outdoor amenity area will be provided in accordance with the master plan, consistent with this guideline.</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 space and outdoor amenity area will be provided in accordance with the master plan, consistent with this guideline.</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 space and outdoor amenity area will be provided in accordance with the master plan, consistent with this guideline.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response:</p> <p>Open space and outdoor amenity area will be provided in accordance with the master plan, consistent with this guideline.</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>The build-to standards and parking standards require parking to be located behind buildings, consistent with this guideline.</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>The build-to standards and parking standards require parking to be located behind buildings, consistent with this guideline.</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>It is anticipated that a parking structure will be consistent 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 taller buildings and more intensive land uses and densities are all within walking distance to Raleigh Union Station, 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 development will provide a wide streetscape along the project's frontage, which will facilitate comfortable pedestrian access from the site to nearby transit stops and Raleigh Union Station.</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 known sensitive environmental areas 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>No new streets are anticipated as part of this development.</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>The master plan anticipates 14-foot wide streetscapes along the property's frontage on each public street, 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>No new streets are anticipated as part of this development, but the master plan provides that a 14-foot wide streetscape will be provided along adjacent public streets, consistent with this guideline.</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>The build-to standards, streetscape width and building height location facilitates development consistent with this guideline.</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>Building entrances will be located along the adjacent public streets, consistent with this guideline.</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>The master plan standards, including the build-to standards and transparency standards, facilitate development consistent with this guideline.</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 master plan provides for 14-foot wide streetscapes along each public street adjacent to the development, consistent with this guideline.</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. Rezoning application review fee (see Fee Schedule for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	/		
3. Completed application; Include electronic version via cd or flash drive	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
4. Two sets of stamped envelopes addressed to all property owners within 500 feet of property to be rezoned	<input checked="" type="checkbox"/>	<input type="checkbox"/>	/		
5. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>	/		
6. Neighborhood Meeting notice and report	<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"/>			/
9. Completed and signed zoning conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>			/
10. Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	/		
11. Completed Response to the Urban Design Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	/		
12. For applications filed by a third party, proof of actual notice to the property owner	<input type="checkbox"/>	<input checked="" type="checkbox"/>			/
13. Master Plan (for properties requesting Planned Development or Campus District)	<input checked="" type="checkbox"/>	<input 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; Include electronic version via cd or flash drive	<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"/>			

W CABARRUS STREET MIXED USE MASTER PLAN

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 W. Cabarrus Street Mixed Use development (the Project). This project concerns the 6.0 acres located on the north side of W Cabarrus Street between N West Street and Dupont Circle, bounded by the railroad on the north. The property is located within the downtown area, immediately across the railroad tracks from Raleigh Union Station and east of the Boylan Heights neighborhood. The Master Plan proposes a mixed-use development consisting of residential, office and commercial land uses with building heights that transition from the tallest building at the railroad and N West Street to shorter buildings on the southern and western portion of property, closer to the lower density 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 on three sides and a railroad corridor on the other. 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 the City's most urban area 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.

3. COMPREHENSIVE PLAN CONFORMANCE

The Future Land Use Map identifies the property as split between Office & Residential Mixed Use on the western portion of the property and Community Mixed Use on the eastern portion of the property. Office & Residential Mixed Use encourages a mix of residential and office land uses, and acknowledges that taller buildings may be appropriate for larger developments located along major corridors. Community Mixed Use encourages larger pedestrian-oriented mixed-use developments, and acknowledges that taller buildings may be appropriate when located in transit-oriented areas. Additionally, the property is located in the Downtown West Gateway area plan boundaries, and identified as within the Boylan Transition District, which encourages a mix of office and residential land uses (with residential land uses closer to the existing neighborhoods) and that building heights transition from taller buildings closer to downtown to the shorter buildings closer to the neighborhoods. The Project is consistent with this policy guidance given the proposed office and residential land uses, and with the office land use and taller buildings concentrated closer to downtown and transitioning to residential land uses and shorter buildings closer to the neighborhoods.

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 street and the building, and by providing wider sidewalks and streetscapes along the street.

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 building farthest from the lower density neighborhoods, and situating the residential land uses and shorter buildings along Dupont Circle and W Cabarrus Street, closer to the lower density neighborhoods. The Project anticipates providing a mix of non-residential uses, including in an office building as well as some non-residential uses on the ground floor. The Master Plan also provides for wider sidewalks and streetscapes that will facilitate pedestrian movement around the site, providing a more safe and comfortable link to downtown from the Project and surrounding residential neighborhoods. The build-to standards and parking standards ensure that buildings will front along the streets and parking will be located behind buildings, creating a more pedestrian-friendly environment.

6. BLOCK PERIMETER

The block perimeter standards shall be satisfied for the development per the Master Plan based upon the existing public street network and the railroad right-of-way, taking into account the surrounding built environment and the proposed extension of S. West Street by the City.

7. 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 land uses permitted in the CX district shall be permitted on the property, except as otherwise may be prohibited by 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. Commercial (not retail) – 350,000 SF, which can be located in Townhouse, Apartment, Mixed-Use, General, and Civic building types
 - ii. Commercial (retail) – 50,000 SF, which can be located in Townhouse, Apartment, Mixed-Use, General, and Civic building types
 - iii. Residential Dwelling Units – 500 units, which can be located in Apartment, Mixed-Use and Civic building types

C. Tract 1 Maximum Development Intensity.

- i. Uses & Density – 350,000 SF Commercial (not retail), 50,000 SF Commercial (retail), 500 dwelling units
- ii. Building Height – 20 stories; 250 feet
- iii. Building Types – Townhouse, Apartment Building, General Building, Mixed Use Building, Civic Building, Open Lot

D. Tract 2 Maximum Development Intensity.

- i. Uses & Density – 500 dwelling units; 100,000 SF Commercial (not retail), 50,000 SF Commercial (retail)
- ii. Building Height – 7 stories; 90 feet
- iii. Building Types – Townhouse, Apartment Building, General Building, Mixed Use Building, Civic Building, Open Lot

E. Tract 3 Maximum Development Intensity.

- i. Uses & Density – 500 dwelling units; 200,000 SF Commercial (not retail), 50,000 SF Commercial (retail)
- ii. Building Height – 7 stories; 90 feet
- iii. Building Types – Townhouse, Apartment Building, General Building, Mixed Use Building, Civic Building, Open Lot

8. MODIFICATIONS

A. Dupont Circle Street Section – No right-of-way dedication shall be required along Dupont Circle. A 14-foot wide streetscape will be provided along Dupont Circle.

B. Building Setbacks – There shall be no minimum building setback from N. West Street, W. Cabarrus Street, Dupont Circle, any internal public or private street, or the rail road right-of-way.

C. Building Build-To Standards

- i. N. West Street – Build-to range of between 0'-50', with a minimum building coverage of 30%
- ii. W. Cabarrus Street – Build-to range of between 0'-30', with a minimum building coverage of 60%, excluding that area subject to any utility easement.
- iii. Dupont Circle – Build-to range of between 0'-50', with a minimum building coverage of 30%; however, no build-to standards shall apply to Tract 3
- iv. No building shall be required to comply with UDO section 1.5.6.C.1.
- v. There shall be no parking between the building and the public right-of-way, but this prohibition shall not apply to on-street parking and any drive-through, turnaround, drop-off or porte-cochere features.

- D. Floor Plate Size – The maximum floor plate size above 12 stories shall be 35,000 square feet.
- E. Building Massing – The building massing standards shall not apply to buildings in Tract 1.
- F. Building Separation – Building separation shall be governed by the North Carolina Building Code.
- G. Ground Floor Elevation – The minimum ground floor elevation requirement shall not apply to any building type in any tract.
- H. Transparency – Those portions of a building with a residential use shall provide twenty percent (20%) transparency on the ground floor and fifteen percent (15%) transparency on upper stories. Those portions of a building with a nonresidential use shall provide a fifty percent (50%) transparency on the ground floor and twenty percent (20%) transparency on upper stories. The transparency standards shall not apply to the parking structure located on Tract 3.
- I. Parking Standards
 - i. Parking Setback – No parking setback shall apply to any tract, except as required by above modification in Section 8.c.v.
 - ii. Parking Standard – Parking shall be provided in accordance with UDO section 7.1.3.A.
 - iii. Temporary Parking – Parking may be provided on any portion of the property as a temporary use in order to serve uses within the development, including portions of the development not on the same lot or tract as the use being served.
 - iv. Remote Parking – The development may include remote parking, but such remote parking shall not be subject to the requirements of UDO section 7.1.5.B.
 - v. Structured Parking – The standards in UDO section 7.1.6.B.2. shall not apply to compact parking spaces provided within structured parking facilities within the development.
- J. Lot Dimensions – The minimum and maximum lot area and dimension requirements applicable to any building type shall not apply.
- K. Open Space – The standards of UDO sections 2.5.3.A. and 2.5.3.B. shall not apply.
- L. Outdoor Amenity Area – There shall be no outdoor amenity area requirement associated with the parking structure on Tract 3. Any area meeting the standard of

outdoor amenity area and open space may be counted as both outdoor amenity and open space. The outdoor amenity area shall not be required to comply with the urban plaza standards in UDO section 1.5.3.

M. Protective Yards – There shall be no required transitional protective yards or street protective yards in any tract.

9. ADDITIONAL DEVELOPMENT STANDARDS

- A. The following principal uses as listed in UDO section 6.1.4 shall be prohibited:
- i. Adult establishment
 - ii. Detention center, jail, prison

Property Owner Information

1. 400 S West Street; PIN 1703-47-8178
Book 8440, Page 1968
Tract 2, Book of Maps 1999, Page 2218

Clancy Properties, LLC
c/o Clancy & Theys Construction Co.
PO Box 27608
Raleigh, NC 27611

2. 518 W Cabarrus Street; PIN 1703-47-7144
Book 8440, Page 1968
Tract 1, Book of Maps 1999, Page 2218

Clancy Properties, LLC
c/o Clancy & Theys Construction Co.
PO Box 27608
Raleigh, NC 27611

3. 600 W Cabarrus Street; PIN 1703-47-5257
Book 16261, Page 1201

3119 Associates, LLC
516 W Cabarrus Street
Raleigh, NC 27603

DOWNTOWN DESIGN GUIDELINES

1. Fayetteville Street should be free of service elements including loading docks, mechanical equipment, and driveways.

Not applicable.

2. Loading or services entrances should be embedded within the block where possible. If embedding the loading dock is not possible, the loading dock should be located to the other side or rear of a building. The width should be minimized and doors or gates should shield the loading docks from view. Roll-down gates should be decorative if facing the public realm.

The proposed development includes a private drive aisle West Cabarrus Street, which can be used to shield service vehicles from public view.

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

The development anticipates a roof garden on the parking deck roof and adjacent to office building off S West Street. Street trees will be provided in accordance with the UDO.

4. Mechanical equipment, satellite or microwave dishes, elevator penthouses, and other FG utilitarian equipment should be screened from view by a structure that complements the design of the building through the use of similar materials, colors, finishes, and architectural details. View from the buildings above should also be considered when designing rooftop mechanical equipment.

The proposed development will be consistent with this guideline.

5. The widths of all curb cuts at parking deck entrances should be minimized. Design techniques should be used (such as lane splits within the deck to encourage consolidated single exit or entrance lanes at the street side, and/or columns between lanes to reduce the perceived size of the openings), while maintaining adequate ingress and egress capacity to provide efficient operations and meet air quality conformity.

Curb cuts shall be designed to provide pedestrians greater walkability while providing appropriate scale necessary to comply with this guideline.

6. Building entries should be emphasized with architectural features, changes in roofline, different massing, or unique materials.

The proposed development will employ unique architectural features to draw attention to each building's main entry.

7. The primary pedestrian building entrances should be located along the store front. For buildings that front on three streets, the primary pedestrian entrances should be located on the axial street or the corner if the building is located at an intersection.

Ground-level retail entrances will be located primarily along West Cabarrus Street.

8. Building entries should be at grade.

The minimum ground elevation requirement shall not apply to any building type in any tract. Building entries will be located along the street level to provide pedestrians ease of access.

9. The level of architectural detail should be most intense at street level, within view of pedestrians on the sidewalk.

The development will use architectural effects to draw pedestrians into the ground-floor retail located along the rights-of-way.

10. The use of solid roll-down security gates is encouraged.

The proposed development does not contemplate solid roll-down security gates.

11. Facades should be broken into distinct 20-30 foot modules or bays from side to side to prevent a monolithic edge to the street.

The proposed development will include facades that break up the streetwall and offer visual breaks.

12. Large unarticulated walls are discouraged, and should have a window or functional public access at least every 10 feet.

The Master Plan will modify transparency requirements while providing sufficient windows and entrances to prevent a monolithic building wall.

13. The articulation of the façade should be designed to appear more vertical than horizontal.

The proposed development shall be consistent with this guideline.

14. Entries that provide access to a building's upper floors should be located along a street to promote street life. They should be designed as separate entries, and distinguished from ground level spaces with different architectural details, materials, colors, lighting, signage and/or paving so that it is clear which entries are public and which are private.

The proposed development shall be consistent with this guideline.

15. Recessed entries are encouraged. They should be no wider than one-third of the width of the storefront or 20 feet, whichever is less. Recessed entries should be a minimum of 4 feet deep, except where necessary to meet fire code.

The proposed development will be consistent with this guideline.

16. A minimum of $\frac{2}{3}$ of the first story façade should be windows. Of the total amount of glass on the first floor façade, a minimum of 85% must be transparent. Tinted or reflective glass is discouraged. First story windows should be located a maximum of three (3) feet above the adjacent sidewalk.

The Master Plan Narrative modifies the UDO transparency requirements depending on the type of use located within each building.

17. Windows should be used to display products and services and maximize visibility into storefronts. Windows should not be obscured with elements that prevent pedestrians from seeing inside.

The proposed development will utilize windows to attract pedestrians to the ground-level retail.

18. The first story floor-to-floor height of any new building on Fayetteville Street should be a minimum of twenty (20) feet.

Not applicable.

19. If ceilings must be lowered below the height of ground level windows, provide an interior, full-height, three (3) foot minimum deep space immediately adjacent to the window before the drop in the ceiling.

The proposed development shall be consistent with this guideline.

20. The use of deep awnings and canopies on the first story is recommended to help mitigate wind, reduce glare, and shade ground level spaces.

The proposed development shall be consistent with this guideline.

21. Arcades, colonnades, and galleries are discouraged within the public right-of-way.

The proposed development does not contemplate building features within the public right-of-way.

22. Stairs and stoops in the public right-of-way are discouraged along Fayetteville Street in order to make entries more accessible.

Not applicable.

23. An outdoor ground plane that abuts or is adjacent to the public right-of-way should be paved with terrazzo, concrete pavers, concrete, stone, brick, tile or another high quality hardscape material. The paving design and materials should complement the building or storefront architecture.

The proposed development shall be consistent with this guideline.

24. In larger courtyard style spaces visible from the public right-of-way, use groundcovers, shrubs, and flowers to accent and fill blank areas with interest. Minimize the use of bare mulch and rocks. Areas of bare earth are discouraged.

The proposed development will incorporate appropriate landscaping features into its community amenity space.

25. Walls of buildings should parallel the orientation of the street grid.

The proposed development will be consistent with this guideline.

26. Towers or high rise buildings should have three zones: a streetwall or base zone, a tower transition zone, and a tower top zone. Cornices should be considered to separate base zone from tower transition zone.

The proposed development shall be consistent with this guideline.

27. Distance between towers on different blocks should be a minimum of 100 feet to ensure access to light and air.

The proposed development will provide appropriate space buildings to allow light and air into the center of the site.

28. Public art, performance facilities and/or civic monuments should be an integral part of any building plan.

The proposed community amenity space provides the opportunity to showcase various artworks.

29. Fences, railings and walls are discouraged except to screen surface parking lots and unimproved lots, to protect pedestrians from grade changes, and to delineate a private courtyard. Fences are preferred over walls except where designed to hold grade.

The proposed development will be consistent with this guideline.

30. Fences should be a minimum of 36 inches and a maximum of 42 inches tall and a minimum of 70 percent open. Railings should be 42 inches tall. Solid walls should be a minimum of 18 inches and a maximum of 32 inches tall.

The proposed development will be consistent with this guideline.

31. Fences, railings and walls should be designed to complement the adjacent architecture through the use of similar materials, colors, finishes and architectural details.

The proposed development will be consistent with this guideline.

32. Designs should be contextual to FG adjacent buildings, including their cornice lines and horizontal banding.

The proposed development is not adjacent to any FG buildings.

33. Innovative design and unusual lighting to the exterior of the building is important to emphasize the monumentality of government buildings.

Not applicable.

34. The principal building entrance should be easily identified by building features and landscape elements; additional public entrances should be provided at every street face.

The proposed develop will utilize architectural features to accentuate principal building entrances. Ground-level retail along West Cabarrus will offer multiple public entrances.

35. Building materials should be of stone, brick or similar durable, high quality materials. Building form, articulation and materials should respect and be sympathetic to the major governmental and institutional buildings in the area.

The proposed development will incorporate high-quality and durable materials.

36. Preferred materials (other than glass) include metal, brick, stone, concrete, plaster, and wood trim; discouraged materials include vinyl siding, pressed wood siding, and exterior insulated finishing systems (EIFS).

The proposed development anticipates a primary mix of glass and metal materials. EIFS is not contemplated.

37. Materials covering original architectural features of historic or architecturally significant buildings are discouraged.

The proposed development will be consistent with this guideline.

38. A minimum of 35% of each upper story should be windows.

The Master Plan modifies the minimum upper-story transparency standard to twenty percent (20%).

39. Building corners that face an intersection should strive for a distinctive form and high level of articulation.

The proposed development will be consistent with this guideline.

40. Buildings may step back further at intersections in order to articulate the corners.

The development does not anticipate a building at any intersection that would require a deeper setback.

41. Buildings downtown and in Pedestrian Business Overlays should have setbacks and articulated facades to mitigate wind effects and increase light and air. Buildings should step back 10 to 15 feet at the 60-foot point above the ground a wide street and 15 feet on a narrow street. A wide street is 75 feet in width or more.

Not applicable; no Pedestrian Business Overlay on the Property.

42. Flat roof buildings should have decorative parapets with elements such as detailed cornices, corbeling, applied medallions, or other similar architectural treatments.

The proposed development anticipates flat roof buildings, and the development shall be consistent with this guideline.

43. Signage should be compatible in scale, style and composition with the building or storefront design as a whole.

The proposed development will be consistent with this guideline.

44. Diverse graphic solutions are encouraged to help create the sense of uniqueness and discovery found in an urban, mixed-use environment.

The proposed development anticipates multiple ground-level retail uses that will attract customers from within the development and the nearby Boylan Heights neighborhood. Unique sign solution will further this initiative.

45. All mechanical and electrical mechanisms should be concealed.

The proposed development will be consistent with this guideline.

46. Signs should not obscure a building's important architectural features, particularly in the case of historic buildings.

The proposed development will be consistent with this guideline.

47. Signs should be constructed with durable materials and quality manufacturing.

The proposed development would consist of high-quality building materials to provide an attractive mixed-use site for residents, neighbors and visitors.

48. Sign bands above transom and on awnings are preferred signage locations.

The proposed development's signage will be consistent with this guideline.

49. Only the business name, street address, building name and logo should be on an awning or canopy. The lettering should not exceed 40 percent of the awning area.

The proposed development's signage will be consistent with this guideline.

50. Illuminated signs should avoid the colors red, yellow, and green when adjacent to a signal controlled vehicular intersection.

The proposed development's signage will be consistent with this guideline.

51. Allowed sign types: channel letter signs, silhouette signs (reverse channel), individualized letter signs, projecting signs, canopy/marquee signs, logo signs, awning signs and interior window signs.

The proposed development's signage will be consistent with this guideline.

52. Discouraged sign types: signs constructed on paper, cardboard, Styrofoam-type materials, formed plastic, injected molded plastic, or other such materials that do not provide a sense of permanence or quality; signs attached with suction cups or tape; signs constructed of luminous vacuum-formed plastic letter; signs with smoke-emitting components. Changeable copy signs are prohibited.

The proposed development's signage will be consistent with this guideline.

Pre-Application Conference

(this form must be provided at the time of formal submittal)



**DEVELOPMENT
SERVICES
DEPARTMENT**

Development Services Customer Service Center | 1 Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2495 | efax 919-996-1831
Litchford Satellite Office | 8320 - 130 Litchford Road | Raleigh, NC 27601 | 919-996-4200

PROCESS TYPE

- ☐ Board of Adjustment
- ☐ Comprehensive Plan Amendment
- ☒ Rezoning
- ☐ Site Review*
- ☐ Subdivision
- ☐ Subdivision (Exempt)
- ☐ Text Change

* Optional conference

GENERAL INFORMATION

Date Submitted 9/13/18

Applicant(s) Name Michael Birch, Longleaf Law Partners

Applicant's Mailing Address 2235 Gateway Access Point, Suite 201, Raleigh, NC 27607

Phone 919.645.4317

Email mbirch@longleaflp.com

Property PIN # 1703-47-8178, 1703-47-7144, 1703-47-5257

Site Address / Location 400 S West St, 518 W Cabarrus St, 600 W Cabarrus St

Current Zoning IX-7-UL

Additional Information (if needed) :

Proposed rezoning to PD.

OFFICE USE ONLY

Transaction # : 570134

Date of Pre-Application Conference : 9/21/18

Staff Signature

W CABARRUS STREET MIXED USE MASTER PLAN

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 W. Cabarrus Street Mixed Use development (the Project). This project concerns the 6.0 acres located on the north side of W Cabarrus Street between S West Street and Dupont Circle, bounded by the railroad on the north. The property is located within the downtown area, immediately across the railroad tracks from Raleigh Union Station and east of the Boylan Heights neighborhood. The Master Plan proposes a mixed-use development consisting of residential, office and commercial land uses with building heights that transition from the tallest building at the railroad and S West Street to shorter buildings on the southern and western portion of property, closer to the lower density 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 on three sides and a railroad corridor on the other. 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 the City's most urban area 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.

3. COMPREHENSIVE PLAN CONFORMANCE

The Future Land Use Map identifies the property as split between Office & Residential Mixed Use on the western portion of the property and Community Mixed Use on the eastern portion of the property. Office & Residential Mixed Use encourages a mix of residential and office land uses, and acknowledges that taller buildings may be appropriate for larger developments located along major corridors. Community Mixed Use encourages larger pedestrian-oriented mixed-use developments, and acknowledges that taller buildings may be appropriate when located in transit-oriented areas. Additionally, the property is located in the Downtown West Gateway area plan boundaries, and identified as within the Boylan Transition District, which encourages a mix of office and residential land uses (with residential land uses closer to the existing neighborhoods) and that building heights transition from taller buildings closer to downtown to the shorter buildings closer to the neighborhoods. The Project is consistent with this policy guidance given the proposed office and residential land uses, and with the office land use and taller buildings concentrated closer to downtown and transitioning to residential land uses and shorter buildings closer to the neighborhoods.

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 street and the building, and by providing wider sidewalks and streetscapes along the street.

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 building farthest from the lower density neighborhoods, and situating the residential land uses and shorter buildings along Dupont Circle and W Cabarrus Street, closer to the lower density neighborhoods. The Project anticipates providing a mix of non-residential uses, including in an office building as well as some non-residential uses on the ground floor. The Master Plan also provides for wider sidewalks and streetscapes that will facilitate pedestrian movement around the site, providing a more safe and comfortable link to downtown from the Project and surrounding residential neighborhoods. The build-to standards and parking standards ensure that buildings will front along the streets and parking will be located behind buildings, creating a more pedestrian-friendly environment.

6. BLOCK PERIMETER

Block perimeter standards shall be satisfied for the development per the Master Plan based upon the existing public street network. This is also in consideration of the constraints posed by the surrounding built environment, railroad right-of-way and the proposed S. West Street extension project by the City of Raleigh. Pedestrian connectivity will be provided internally within the development amongst the various Tracts with connectivity out to the existing public streets and associated streetscapes. Additionally, a pedestrian connection shall be made through the development between Dupont Circle and S. West Street.

7. 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 land uses permitted in the CX district shall be permitted on the property in accordance with the Allowed Principal Use Table, except as prohibited by Section 9.A. 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. Commercial – 400,000 SF (up to 50,000 SF may be Commercial retail), which can be located in Townhouse, Apartment, Mixed-Use, General, and Civic building types
 - ii. Residential Dwelling Units – 500 units, which can be located in Townhouse, Apartment, and Mixed-Use building types
- C. Tract 1 Maximum Development Intensity.
- i. Uses & Density – 400,000 SF Commercial (up to 50,000 SF may be Commercial retail), 500 dwelling units
 - ii. Building Height – 20 stories; 250 feet / 7 stories; 100 feet (see plan sheet P-2)
 - iii. Building Types – Townhouse, Apartment Building, General Building, Mixed Use Building, Civic Building, Open Lot
- D. Tract 2 Maximum Development Intensity.
- i. Uses & Density – 500 dwelling units; 100,000 SF Commercial, 50,000 SF Commercial retail
 - ii. Building Height – 6 stories; 90 feet / 5 stories; 75 feet (see plan sheet P-2)
 - iii. Building Types – Townhouse, Apartment Building, General Building, Mixed Use Building, Civic Building, Open Lot
- E. Tract 3 Maximum Development Intensity.
- i. Uses & Density – 500 dwelling units; 200,000 SF Commercial, 50,000 SF Commercial retail
 - ii. Building Height – 7 stories; 100 feet (see plan sheet P-2)
 - iii. Building Types – Townhouse, Apartment Building, General Building, Mixed Use Building, Civic Building, Open Lot
- F. General Notes.
- i. Within each tract, a Townhouse, Apartment or Mixed-Use building type can have all, none or a portion of the amount of permitted residential dwelling units.
 - ii. For the purposes of this Section 7 of the Master Plan, the following definitions shall apply:
 1. “Commercial” shall mean those uses within the Public & Institutional, Commercial, and Industrial use categories listed in UDO Article 6, except for “Commercial retail” uses.
 2. “Commercial retail” shall mean those Personal Service, Restaurant, and Retail Sales uses as listed in UDO Article 6.
 3. The uses permitted on the Property are governed by Section 7.A. and Section 9.A. of this Master Plan, and the development intensities set forth above are not intended to prohibit any use not expressly prohibited by Section 7.A. and Section 9.A. of this Master Plan.

8. MODIFICATIONS

- A. Streetscape – Due to the existing natural gas utility easement located at the intersection of Dupont Circle and W. Cabarrus Street, the ultimate street sections of Dupont Circle and W. Cabarrus Street may differ from the applicable street type standards. Modifications may include different back-to-back curb width, planting strip and sidewalk width and location. The final street section will be coordinated with City of Raleigh at time of permitting.
- B. Building Setbacks – Unless otherwise noted in Section C or on Plan Sheet P-2, there shall be no minimum building setback from S. West Street, W. Cabarrus Street, Dupont Circle, any internal public or private street, or the rail road right-of-way.
- C. Building Build-To Standards
 - i. Tract 1 along W Cabarrus St
 - 0'-30' build-to range
 - Minimum 50% lot frontage within Tract 1 along W Cabarrus St
 - At least 130' of the tract width shall have building façade constructed within the build-to range
 - ii. Tract 1 along S West St
 - 0'-50' build-to range
 - Minimum 30% lot frontage within Tract 1 along S West St
 - At least 73' of the tract width shall have building façade constructed within the build-to range
 - iii. Tract 2 along W Cabarrus St
 - 10'-50' build-to range
 - Minimum 30% lot frontage within Tract 2 along W Cabarrus St
 - At least 71' of the tract width shall have building façade constructed within the build-to range
 - iv. Tract 2 along Dupont Cir
 - 0'-50' build-to range
 - Minimum 30% lot frontage within Tract 2 along Dupont Cir
 - At least 84' of the tract width shall have building façade constructed within the build-to range
 - v. The corner lot build-to standard in UDO section 1.5.6.C.1. shall not apply.
 - vi. Outdoor Amenity Areas shall be credited towards build-to requirements.
 - vii. There shall be no parking between the building and the public right-of-way, but this prohibition shall not apply to on-street parking and any drive-through, turnaround, drop-off or porte-cochere features.

- D. Floor Plate Size – The maximum floor plate size above 12 stories shall be 35,000 square feet.
- E. Building Massing – The building massing standards shall not apply to buildings in Tract 1.
- F. 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.
- G. Ground Floor Elevation – The minimum ground floor elevation requirement shall not apply to any building type in any tract.
- H. Transparency – As applied to those portions of a building with a residential use where transparency is required by the UDO, the transparency standard shall be twenty percent (20%) transparency on the ground floor and fifteen percent (15%) transparency on upper stories. As applied to those portions of a building with a nonresidential use where transparency is required by the UDO, the transparency standard shall be fifty percent (50%) transparency on the ground floor and twenty percent (20%) transparency on upper stories. The transparency standards shall not apply to the parking structure located on Tract 3.
- I. Parking Standards
 - i. Parking Setback – No parking setback shall apply to any tract, except as required by above modification in Section 8.c.v.
 - ii. Parking Standard – Parking shall be provided in accordance with UDO section 7.1.3.A. Additionally, the owner may take advantage of parking administrative alternates and vehicle parking reductions permitted by the UDO.
 - iii. Temporary Parking – Parking may be provided on any portion of the property as a temporary use in order to serve uses within the development, including portions of the development not on the same lot or tract as the use being served.
 - iv. Remote Parking – The development may utilize remote parking, but such remote parking shall not be subject to the requirements of UDO sections 7.1.5.B and 6.4.7.C.2.a-b.
 - v. 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 five 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. In structured parking facilities, the number of

parking levels proposed shall not be regulated by the maximum number of stories allowed within a Tract(s). The height of structured parking shall only be measured by the total height in feet.

- J. Lot Dimensions – The minimum and maximum lot area and width dimension requirements applicable to any building type shall not apply.
- K. Open Space – The standards of UDO sections 2.5.3.A. and 2.5.3.B. shall not apply.
- L. Outdoor Amenity Area – There shall be no outdoor amenity area requirement associated with the parking structure on Tract 3. Any area meeting the standard of outdoor amenity area and open space may be counted as both outdoor amenity and open space. The outdoor amenity area shall not be required to comply with the urban plaza standards in UDO section 1.5.3.
- M. Protective Yards – There shall be no required transitional protective yards or street protective yards in any tract.

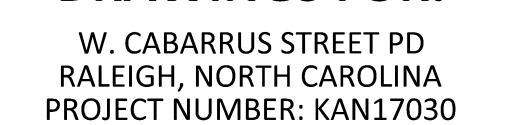
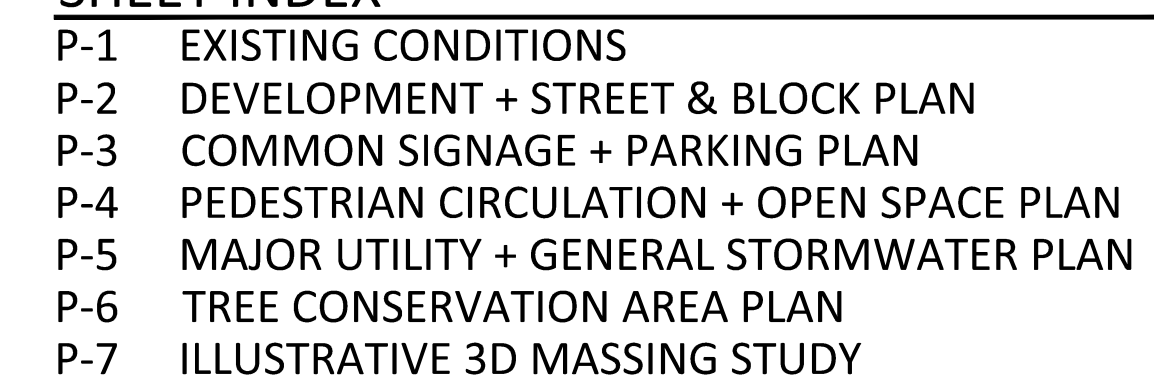
9. ADDITIONAL DEVELOPMENT STANDARDS

- A. The following principal uses as listed in UDO section 6.1.4 shall be prohibited:
 - i. Adult establishment
 - ii. Detention center, jail, prison

W. CABARRUS STREET
RALEIGH, NORTH CAROLINA

REZONING CASE #Z-28-18 (TRANSACTION #570134)
MASTER PLAN CASE #MP-2-18 (TRANSACTION #571158)
PROJECT NUMBER: KAN-17030

DATE: MAY 22, 2019



X:\Projects\KAD\KAD\KAD\17030\Land\Water - Construction\Current Drawings\KAD\17030-XCL.dwg, 5/22/2019 11:04:09 AM, Kumpam, Michael



LEGEND

⊙	EXISTING IRON PIPE
⊙	SANITARY SEWER MANHOLE
⊙	WATER VALVE
⊙	WATER METER
⊙	FIRE HYDRANT
⊙	TELEPHONE PEDESTAL
⊙	LIGHT POLE
⊙	POWER POLE
⊙	CURB INLET
—SD—	STORM DRAIN PIPE
—OU—	OVERHEAD UTILITY LINES
—W—	WATER LINE
—SS—	SANITARY SEWER LINE
—T—	TELEPHONE LINE
—X—	FENCE LINE

ADJACENT PROPERTY OWNERS

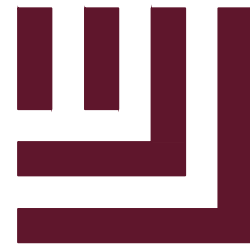
1. CITY OF RALEIGH UNION STATION 510 W MARTIN ST, RALEIGH NC PIN: 1703476922 LAND USE: RAILROAD ZONING: DX-3	26. 522 S HARRINGTON, LLC 522 S HARRINGTON ST, RALEIGH NC PIN: 1703560645, 1703560597, 1703560527 LAND USE: SINGLE FAMILY ZONING: DX-5-UL	51. MAGSAM, TEGAN KAIL MCDOWGLE, MICHAEL DAVID 508 S SAUNDERS ST, RALEIGH NC PIN: 1703464800 LAND USE: SINGLE FAMILY ZONING: RX-3	76. DURHAM, JAMES M 410 KINSEY ST, RALEIGH NC PIN: 1703378201 LAND USE: SINGLE FAMILY ZONING: R-10	101. JOHNSTON LEE FAMILY PROPERTIES S, LLC 422 DUPONT CIR, RALEIGH NC PIN: 1703472102, 1703471260 LAND USE: COMMERCIAL ZONING: IX-3-UL
2. RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY 200 S WEST ST, RALEIGH NC PIN: 1703488450 LAND USE: WAREHOUSE ZONING: DX-12-SH	27. 658 MAYWOOD AVE LLC 513 S WEST ST, RALEIGH NC PIN: 1703560831 LAND USE: WAREHOUSE/VACANT ZONING: DX-5-UL	52. SAVIC, DUSAN SAVIC, GORDANA 508 S SAUNDERS ST, RALEIGH NC PIN: 1703463797 LAND USE: SINGLE FAMILY ZONING: RX-3	77. MOTSINGER, DAVID L 408 KINSEY ST, RALEIGH NC PIN: 1703378201 LAND USE: SINGLE FAMILY ZONING: R-10	102. BAYSIX PROPERTIES LLC 414 DUPONT CIR, RALEIGH NC PIN: 1703472205 LAND USE: COMMERCIAL ZONING: IX-3-UL
3. RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY 210 S WEST ST, RALEIGH NC PIN: 1703488450 LAND USE: WAREHOUSE ZONING: DX-12-SH	28. FAIRWEATHER PROPERTIES LLC 505 S WEST ST, RALEIGH NC PIN: 1703560831 LAND USE: INDUSTRIAL WAREHOUSE ZONING: DX-5-UL	53. HOFFMAN, WILLIAM CAIN MARCACCIO, NICCOLO ALEXANDER 512 S SAUNDERS ST, RALEIGH NC PIN: 1703463797 LAND USE: SINGLE FAMILY ZONING: RX-3	78. BRYAN, CHASE 406 KINSEY ST, RALEIGH NC PIN: 1703378201 LAND USE: SINGLE FAMILY ZONING: R-10	103. JTH HOLDINGS LLC MCW HOLDINGS LLC 302 DUPONT CIR, RALEIGH NC PIN: 1703472205 LAND USE: VACANT ZONING: IX-3-UL
4. CITY OF RALEIGH 0 W MARTIN ST, RALEIGH NC PIN: 1703488450 LAND USE: RALEIGH UNION STATION PLAZA ZONING: DX-12-SH	29. CABARRUS WEST PROPERTY LLC 518 S WEST ST, RALEIGH NC PIN: 1703467736, 1703466858 LAND USE: INDUSTRIAL WAREHOUSE ZONING: IX-4-UL	54. WEBSTER, CLIFFORD WAYNE JR 514 S SAUNDERS ST, RALEIGH NC PIN: 1703463559 LAND USE: SINGLE FAMILY ZONING: RX-3	79. JONES, PEGGY JO CALDWELL 408 KINSEY ST, RALEIGH NC PIN: 1703378430 LAND USE: SINGLE FAMILY ZONING: R-10	104. JTH HOLDINGS LLC MCW HOLDINGS LLC 324 DUPONT CIR, RALEIGH NC PIN: 1703472205, 1703472668, 1703472722 LAND USE: COMMERCIAL ZONING: IX-3-UL
5. THE DILLON MIXED USE DEVELOPMENT CONDOMINIUM OWNER 403 W HARGETT ST, RALEIGH NC PIN: 1703581210 LAND USE: LUXURY APARTMENTS ZONING: DX-20-SH-CU	30. SILVERPLATE PROPERTIES, LLC 502 W LENOIR ST, RALEIGH NC PIN: 1703468600 LAND USE: SINGLE FAMILY ZONING: IX-4-UL	55. TUORTO, MEGAN M TUORTO, PAUL J 513 ROSENGARTEN AVE, RALEIGH NC PIN: 1703462770 LAND USE: SINGLE FAMILY ZONING: RX-3	80. OAKLEY, KARLA M PETTY, NANCY E 402 KINSEY ST, RALEIGH NC PIN: 1703378455 LAND USE: SINGLE FAMILY ZONING: R-10	105. FONVILLE VENTURES II LLC 300 DUPONT CIR, RALEIGH NC PIN: 1703471757 LAND USE: VACANT ZONING: DX-3
6. 409 WEST MARTIN LANDLORD LLC 409 W MARTIN ST, RALEIGH NC PIN: 1703570880, 1703570766 LAND USE: WAREHOUSE ZONING: DX-5-SH	31. LEA, ALMA LUCILLE TRUSTEE ALMA LUCILLE LEA REVOCABLE TRUST 516 W LENOIR ST, RALEIGH NC PIN: 1703464760 LAND USE: SINGLE FAMILY ZONING: IX-4-UL	56. LOPES, PAULO S LOPES, JOSEPHINA SILVA 515 ROSENGARTEN AVE, RALEIGH NC PIN: 1703462794 LAND USE: SINGLE FAMILY ZONING: RX-3	81. CORBIN, DENNIS E CORBIN, BRENDA S 400 KINSEY ST, RALEIGH NC PIN: 1703378553 LAND USE: SINGLE FAMILY ZONING: R-10	
7. CENTER LINE PROPERTIES LLC 310 S HARRINGTON ST, RALEIGH NC PIN: 1703571786 LAND USE: COMMERCIAL ZONING: DX-5-SH	32. LEA, ALMA LUCILLE TRUSTEE ALMA LUCILLE LEA REVOCABLE TRUST 516 W LENOIR ST, RALEIGH NC PIN: 1703464760 LAND USE: SINGLE FAMILY ZONING: IX-4-UL	57. SMITH, MARY HELEN SMITH, JEFFREY E 509 ROSENGARTEN AVE, RALEIGH NC PIN: 1703463717 LAND USE: SINGLE FAMILY ZONING: RX-3	82. PHILLIPS, ROBERT D PHILLIPS, KATHY S 106 DUPONT CIR, RALEIGH NC PIN: 1703379605 LAND USE: SINGLE FAMILY ZONING: R-10	
8. COZART, OTHO C COZART, JULIA V 318 S HARRINGTON ST, RALEIGH NC PIN: 1703571674 LAND USE: WAREHOUSE ZONING: DX-5-SH	33. HONEA, MORRIS E 520 W LENOIR ST, RALEIGH NC PIN: 1703463692 LAND USE: SINGLE FAMILY ZONING: RX-3	58. LILLEY, JOSEPH M LILLEY, BROOKER R 507 ROSENGARTEN AVE, RALEIGH NC PIN: 1703463692 LAND USE: SINGLE FAMILY ZONING: RX-3	83. MARSHALL, HENRY F HEIRS 104 DUPONT CIR, RALEIGH NC PIN: 1703378663 LAND USE: SINGLE FAMILY ZONING: R-10	
9. COZART, OTHO C COZART, JULIA V 320 S HARRINGTON ST, RALEIGH NC PIN: 1703571674 LAND USE: WAREHOUSE ZONING: DX-5-SH	34. HONEA, MORRIS E 522 W LENOIR ST, RALEIGH NC PIN: 1703463692 LAND USE: SINGLE FAMILY ZONING: RX-3	59. IRELAND, DOMINO RAY IRELAND, DEBRA LYNN 505 ROSENGARTEN AVE, RALEIGH NC PIN: 1703463845 LAND USE: SINGLE FAMILY ZONING: RX-3	84. MENCONI, DAVID L MENCONI, LEIGH W 102 DUPONT CIR, RALEIGH NC PIN: 1703378616 LAND USE: SINGLE FAMILY ZONING: R-10	
10. RALEIGH WAREHOUSE DIST HOLDINGS LLC 324 S HARRINGTON ST, RALEIGH NC PIN: 1703571576 LAND USE: COMMERCIAL ZONING: DX-5-SH	35. HONEA, MORRIS E 524 W LENOIR ST, RALEIGH NC PIN: 1703463692 LAND USE: SINGLE FAMILY ZONING: RX-3	60. HOPE, LUCY R 503 ROSENGARTEN AVE, RALEIGH NC PIN: 1703463869 LAND USE: SINGLE FAMILY ZONING: RX-3	85. FONVILLE VENTURES II LLC 301 KINSEY ST, RALEIGH NC PIN: 1703378938 LAND USE: COMMERCIAL ZONING: DX-3	
11. RALEIGH WAREHOUSE DIST HOLDINGS LLC 406 W DAVIE ST, RALEIGH NC PIN: 1703570692, 1703570622 LAND USE: COMMERCIAL ZONING: DX-5-SH	36. HONEA, MORRIS E 526 W LENOIR ST, RALEIGH NC PIN: 1703464672 LAND USE: SINGLE FAMILY ZONING: RX-3	61. GREEN, M H JR 518 S SAUNDERS ST, RALEIGH NC PIN: 1703463692 LAND USE: SINGLE FAMILY ZONING: RX-3	86. FONVILLE VENTURES II LLC 301 KINSEY ST, RALEIGH NC PIN: 1703470813 LAND USE: COMMERCIAL ZONING: DX-3	
12. RALEIGH WAREHOUSE DIST HOLDINGS LLC 333 S WEST ST, RALEIGH NC PIN: 1703570622 LAND USE: COMMERCIAL ZONING: DX-5-SH	37. CARPENTER, CHARLES GRAVES, KYLIE 515 S SAUNDERS ST, RALEIGH NC PIN: 1703464672 LAND USE: SINGLE FAMILY ZONING: RX-3	62. BAILEY, C ANTHONY 520 S SAUNDERS ST, RALEIGH NC PIN: 1703463692 LAND USE: SINGLE FAMILY ZONING: RX-3	87. BRENNAN, JADE K 305 KINSEY ST, RALEIGH NC PIN: 1703470735 LAND USE: SINGLE FAMILY ZONING: R-10	
13. HARRINGTON STREET LLC 317 S HARRINGTON ST, RALEIGH NC PIN: 1703573608 LAND USE: WAREHOUSE ZONING: DX-5-SH	38. ROBERTS, DEAN EVANS, CATHERINE 513 S SAUNDERS ST, RALEIGH NC PIN: 1703464782 LAND USE: SINGLE FAMILY ZONING: RX-3	63. MALONE, SEAN 606 W LENOIR ST, RALEIGH NC PIN: 1703462599 LAND USE: SINGLE FAMILY ZONING: RX-3	88. STEPHENS, ELIZABETH S POWERS, JAMES N 307 KINSEY ST, RALEIGH NC PIN: 1703470664 LAND USE: SINGLE FAMILY ZONING: R-10	
14. HARRINGTON STREET LLC 330 W DAVIE ST, RALEIGH NC PIN: 1703573507 LAND USE: INDUSTRIAL ZONING: DX-5-SH	39. BRYAN, HANNAH 511 S SAUNDERS ST, RALEIGH NC PIN: 1703464795 LAND USE: SINGLE FAMILY ZONING: RX-3	64. CITY OF RALEIGH 624 W LENOIR ST, RALEIGH NC PIN: 1703462832, 1703461672 LAND USE: CITY PARK ZONING: RX-3	89. PUGH, ELIZABETH YVONNE 313 KINSEY ST, RALEIGH NC PIN: 1703470579 LAND USE: SINGLE FAMILY ZONING: R-10	
15. EMPIRE HJ PROPERTIES LLC 328 W DAVIE ST, RALEIGH NC PIN: 1703573589 LAND USE: COMMERCIAL ZONING: DX-5-SH	40. HOUSE HOLDER, WILLIAM NATHANIEL 509 S SAUNDERS ST, RALEIGH NC PIN: 1703465708 LAND USE: SINGLE FAMILY ZONING: RX-3	65. OAK CITY PARTNERS LLC 630 W LENOIR ST, RALEIGH NC PIN: 1703461603 LAND USE: SINGLE FAMILY ZONING: RX-3	90. WARD, DONNA GREEN 315 KINSEY ST, RALEIGH NC PIN: 1703470573 LAND USE: SINGLE FAMILY ZONING: R-10	
16. NC RAILROAD INC 327 W DAVIE ST, RALEIGH NC PIN: 1703573207 LAND USE: COMMERCIAL (MULTI-TENANT) ZONING: DX-4-SH	41. MEYER, DANIEL F MEYER, AMANDA B 507 S SAUNDERS ST, RALEIGH NC PIN: 1703465812 LAND USE: SINGLE FAMILY ZONING: RX-3	66. THOMAS, SARAH E 634 W LENOIR ST, RALEIGH NC PIN: 1703460664 LAND USE: SINGLE FAMILY ZONING: RX-3	91. RITZMAN, ROSEMARY L 401 KINSEY ST, RALEIGH NC PIN: 1703470477 LAND USE: SINGLE FAMILY ZONING: R-10	
17. NC RAILROAD COMPANY 0 W DAVIE ST, RALEIGH NC PIN: 1703479371, 1703570424, 1703570356, 1703570284 LAND USE: NCRR CO CORRIDOR ZONING: DX-4-SH, DX-7-UL	42. THOMAS, JONATHAN M 505 S SAUNDERS ST, RALEIGH NC PIN: 1703465826 LAND USE: SINGLE FAMILY ZONING: RX-3	67. GREENE, SARA J 634 W LENOIR ST, RALEIGH NC PIN: 1703460664 LAND USE: SINGLE FAMILY ZONING: RX-3	92. MEYER, PAUL A REGISTER, CARON E 403 KINSEY ST, RALEIGH NC PIN: 1703470451 LAND USE: SINGLE FAMILY ZONING: R-10	
18. NC RAILROAD COMPANY 320 W CABARRUS ST, RALEIGH NC PIN: 1703570390 LAND USE: NCRR CO CORRIDOR ZONING: DX-4-SH, DX-7-UL	43. GREEN, M H JR 315 KINSEY ST, RALEIGH NC PIN: 1703465932 LAND USE: SINGLE FAMILY ZONING: RX-3	68. MEERS, TRISHA SUZANNE 519 FLORENCE ST, RALEIGH NC PIN: 1703461711 LAND USE: SINGLE FAMILY ZONING: R-10	93. SENIOR, MARK T SENIOR, MARY LYNN 405 KINSEY ST, RALEIGH NC PIN: 1703470386 LAND USE: SINGLE FAMILY ZONING: R-10	
19. NC RAILROAD COMPANY 320 W CABARRUS ST, RALEIGH NC PIN: 1703572039, 1703572085, 1703563654, 1703563674 LAND USE: NCRR CO CORRIDOR DX-4-SH, DX-7-UL	44. BOYLAN CONDOMINIUMS 505 FLORENCE ST, RALEIGH NC 27601 PIN: 1703461995 LAND USE: MULTI-FAMILY ZONING: RX-3-CU	69. MANNHEIM, WILLIAM D 515 FLORENCE ST, RALEIGH NC PIN: 1703461725 LAND USE: SINGLE FAMILY ZONING: R-10	94. TODD, CHRISTOPHER A C 407 KINSEY ST, RALEIGH NC PIN: 1703470229 LAND USE: SINGLE FAMILY ZONING: R-10	
20. DUKE ENERGY PROGRESS INC 331 W CABARRUS ST, RALEIGH NC PIN: 1703562950 LAND USE: PROPOSED ROW ACQUISITION ZONING: DX-5	45. BOYLAN CONDOMINIUMS 505 FLORENCE ST, RALEIGH NC PIN: 1703461995 LAND USE: MULTI-FAMILY ZONING: RX-3	70. WOOLMER-DETERS, NICHOLAS C WOOLMER-DETERS, KATHARINE B 513 FLORENCE ST, RALEIGH NC PIN: 1703461719 LAND USE: SINGLE FAMILY ZONING: R-10	95. SPAIN, JOHN JESSE 411 KINSEY ST, RALEIGH NC PIN: 1703470107 LAND USE: SINGLE FAMILY ZONING: R-10	
21. DUKE ENERGY PROGRESS INC 523 S HARRINGTON ST, RALEIGH NC PIN: 1703563723 LAND USE: ENERGY DISTRIBUTION ZONING: DX-5	46. LEHNHART, TERESA 607 W CABARRUS ST, RALEIGH NC PIN: 1703461995 LAND USE: MULTI-FAMILY ZONING: RX-3	71. KIRBY, LEE M KIRBY, JOYCE B 511 FLORENCE ST, RALEIGH NC PIN: 1703461844 LAND USE: SINGLE FAMILY ZONING: R-10	96. SPAIN, JOHN JESSE 411 KINSEY ST, RALEIGH NC PIN: 1703470107 LAND USE: SINGLE FAMILY ZONING: R-10	
22. URBAN MINISTRIES OF WAKE CITY INC 401 W CABARRUS ST, RALEIGH NC PIN: 1703460984 LAND USE: COMMERCIAL NON-PROFIT ZONING: DX-5-UL	47. GUDATT, MATTHEW 603 W CABARRUS ST, RALEIGH NC PIN: 1703464924 LAND USE: SINGLE FAMILY ZONING: RX-3	72. NEDWIDKE, MICHAEL A SEIFERHELD, SHERI A 509 FLORENCE ST, RALEIGH NC PIN: 1703461810 LAND USE: SINGLE FAMILY ZONING: R-10	97. HALE, ROBERT HOOD JR 413 KINSEY ST, RALEIGH NC PIN: 1703379161 LAND USE: SINGLE FAMILY ZONING: R-10	
23. COMMUNITY ALTERNATIVES FOR SUPPORTIVE ABODES CORP 510 S HARRINGTON ST, RALEIGH NC PIN: 1703561827 LAND USE: COMMERCIAL NON-PROFIT DX-5-UL	48. VANSPIROCK, DAVID E 601 W CABARRUS ST, RALEIGH NC PIN: 1703464955 LAND USE: SINGLE FAMILY ZONING: RX-3	73. WAKE COUNTY BOARD OF EDUCATION 501 S BOYLAN AVE, RALEIGH NC PIN: 1703568830 LAND USE: ELEMENTARY SCHOOL ZONING: R-10	98. STATION, MATTHEW D STATION SIMMONS, JENNIFER C 620 W CABARRUS ST, RALEIGH NC PIN: 1703470183 LAND USE: SINGLE FAMILY ZONING: R-10	
514 S HARRINGTON STREET LLC 514 S HARRINGTON ST, RALEIGH NC PIN: 1703561708 LAND USE: WAREHOUSE ZONING: DX-5-UL	49. WYNIA, ERIN LEIGH 504 S SAUNDERS ST, RALEIGH NC PIN: 1703464827 LAND USE: SINGLE FAMILY ZONING: RX-3	74. DENNIE, JEFFREY A 728 W CABARRUS ST, RALEIGH NC PIN: 1703377087 LAND USE: SINGLE FAMILY ZONING: R-10	99. STATION, MATTHEW D STATION SIMMONS, JENNIFER C 620 W CABARRUS ST, RALEIGH NC PIN: 1703470183 LAND USE: SINGLE FAMILY ZONING: R-10	
25. MUTATION, LLC 520 S HARRINGTON ST, RALEIGH NC PIN: 1703561702 LAND USE: COMMERCIAL ZONING: DX-5-UL	50. LYNCH, ANNA WILLIAMSON, JERRY 505 S SAUNDERS ST, RALEIGH NC PIN: 1703464813 LAND USE: SINGLE FAMILY ZONING: RX-3	75. ROBINSON, HAROLD LEE ROBINSON, LAURA MICHELLE 412 KINSEY ST, RALEIGH NC PIN: 1703371095 LAND USE: SINGLE FAMILY ZONING: R-10	100. GREEN, M H JR 618 W CABARRUS ST, RALEIGH NC PIN: 1703471142 LAND USE: SINGLE FAMILY ZONING: R-10	

TREE LEGEND

⊙	OAK
⊙	CALIPER INCH SIZE OF TREE
⊙	TYPE OF TREE
⊙	D FOR DOUBLE, T FOR TRIPLE

GENERAL NOTES

1. EXISTING ZONING: IX-7-UL
2. FUTURE LAND USE DESIGNATION: OFFICE & RESIDENTIAL MIXED USE, AND COMMUNITY MIXED-USE.
3. A FINAL JURISDICTIONAL DETERMINATION OF ANY ENVIRONMENTAL FEATURES PRESENT ON SITE WILL BE PROVIDED AT TIME OF PERMITTING.
4. SOME SITE UTILITIES MAY BE RETAINED UPON REDEVELOPMENT OF THE SUBJECT PROPERTY. THIS WILL BE DETERMINED AT THE TIME OF PERMITTING AND IN CONJUNCTION WITH THE CITY OF RALEIGH AND OTHER UTILITY PROVIDERS.



McAdams

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2905 Meridian Parkway
Durham, NC 27713

phone 919. 361. 5000
fax 919. 361. 2269
license number: C-0293
contact: Brian Purdy, RLA
Purdy@mcadamsc.com

CLIENT

KANE REALTY CORPORATION
4321 LASSITER AT NORTH HILLS AVE SUITE 250
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W. CABARRUS STREET PD PLANNED DEVELOPMENT RALEIGH, NORTH CAROLINA

REVISIONS

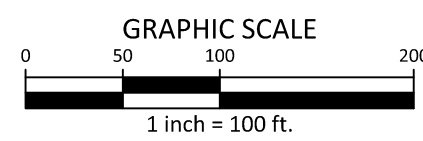
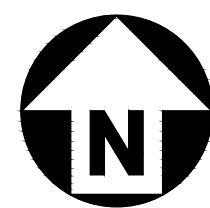
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PLAN INFORMATION

PROJECT NO. KAN-17030
FILENAME KAN17030-XC1
CHECKED BY BOP
DRAWN BY CMV
SCALE 1"=100'
DATE 09.28.2018
SHEET

EXISTING CONDITIONS

P-1



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

X:\Projects\WV\WV\17030\Land Master - Construction\Current Drawings\MAN 17030-Master-091.dwg, 5/22/2019 11:17:01 AM, Vmperin, Michael



SITE DATA

TOTAL SITE AREA:	±5.8 AC
TRACT 1:	±2.5 AC*
TRACT 2:	±1.7 AC*
TRACT 3:	±1.6 AC*

*SUBJECT TO CHANGE - FINAL SIZE AND EXTENT OF TRACTS TO BE DETERMINED AT TIME OF PERMITTING.

BASE DISTRICT + PERMITTED USES

THE BASE DISTRICT FOR THIS PLANNED DEVELOPMENT DISTRICT SHALL BE THE COMMERCIAL MIXED USE (CX) DISTRICT. ALL PRINCIPAL AND ACCESSORY LAND USES PERMITTED IN THE CX DISTRICT SHALL BE PERMITTED ON THE PROPERTY IN ACCORDANCE WITH THE ALLOWED PRINCIPAL USE TABLE, EXCEPT ADULT ESTABLISHMENT, DETENTION CENTER, JAILS AND PRISON FACILITIES.

MAX USES, INTENSITIES, HEIGHT AND BUILDING TYPES

OVERALL MAXIMUM DEVELOPMENT INTENSITY:
THE TOTAL AMOUNT OF DEVELOPMENT ON THE PROPERTY SHALL NOT EXCEED THE INTENSITIES FOR EACH USE AS SET FORTH BELOW:

- COMMERCIAL - 400,000 SF (UP TO 50,000 SF MAY BE COMMERCIAL RETAIL), WHICH CAN BE LOCATED IN TOWNHOUSE, APARTMENT, MIXED-USE, GENERAL, AND CIVIC BUILDING TYPES
- RESIDENTIAL DWELLING UNITS - 500 UNITS, WHICH CAN BE LOCATED IN TOWNHOUSE, APARTMENT, AND MIXED-USE BUILDING TYPES

TRACT 1 MAXIMUM DEVELOPMENT INTENSITY:

- USES & DENSITY - 400,000 SF COMMERCIAL (UP TO 50,000 SF MAY BE COMMERCIAL RETAIL)
- 500 DWELLING UNITS
- BUILDING HEIGHT - 20 STORIES; 250 FEET / 7 STORIES; 100 FEET (SEE PLAN SHEET P-2)
- BUILDING TYPES - TOWNHOUSE, APARTMENT BUILDING, GENERAL BUILDING, MIXED USE BUILDING, CIVIC BUILDING, OPEN LOT

TRACT 2 MAXIMUM DEVELOPMENT INTENSITY:

- USES & DENSITY - 500 DWELLING UNITS; 100,000 SF COMMERCIAL; 50,000 SF COMMERCIAL RETAIL
- BUILDING HEIGHT - 6 STORIES; 90 FEET / 5 STORIES; 75 FEET (SEE PLAN SHEET P-2)
- BUILDING TYPES - TOWNHOUSE, APARTMENT BUILDING, GENERAL BUILDING, MIXED USE BUILDING, CIVIC BUILDING, OPEN LOT

TRACT 3 MAXIMUM DEVELOPMENT INTENSITY:

- USES & DENSITY - 500 DWELLING UNITS; 200,000 SF COMMERCIAL; 50,000 SF COMMERCIAL RETAIL
- BUILDING HEIGHT - 7 STORIES; 100 FEET (SEE PLAN SHEET P-2)
- BUILDING TYPES - TOWNHOUSE, APARTMENT BUILDING, GENERAL BUILDING, MIXED USE BUILDING, CIVIC BUILDING, OPEN LOT

GENERAL NOTES:

WITHIN EACH TRACT, A TOWNHOUSE, APARTMENT OR MIXED-USE BUILDING TYPE CAN HAVE ALL, NONE OR A PORTION OF THE AMOUNT OF PERMITTED RESIDENTIAL DWELLING UNITS.

FOR THE PURPOSES OF THIS PLANNED DEVELOPMENT, THE FOLLOWING DEFINITIONS SHALL APPLY:

- "COMMERCIAL" SHALL MEAN THOSE USES WITHIN THE PUBLIC & INSTITUTIONAL, COMMERCIAL, AND INDUSTRIAL USE CATEGORIES LISTED IN UDO ARTICLE 6, EXCEPT FOR "COMMERCIAL RETAIL" USES
- "COMMERCIAL RETAIL" SHALL MEAN THOSE PERSONAL SERVICE, RESTAURANT, AND RETAIL SALES USES AS LISTED IN UDO ARTICLE 6.
- THE USES PERMITTED ON THE PROPERTY ARE GOVERNED BY SECTION 7.A. AND SECTION 9.A. OF THIS MASTER PLAN, AND THE DEVELOPMENT INTENSITIES SET FORTH ABOVE ARE NOT INTENDED TO PROHIBIT ANY USE NOT EXPRESSLY PROHIBITED BY SECTION 7.A. AND SECTION 9.A. OF THIS MASTER PLAN.

THE NOTED OVERALL DEVELOPMENT INTENSITIES ALLOWED GOVERNS THE ENTIRE DEVELOPMENT. TRACTS MAY BE DEVELOPED TO THE FULL INTENSITIES NOTED, HOWEVER, THE OVERALL DEVELOPMENT INTENSITIES MAY NOT BE EXCEEDED. FINAL INTENSITIES WITHIN TRACTS WILL BE DETERMINED AT TIME OF PERMITTING. INTENSITIES CAN BE TRANSFERRED BETWEEN TRACTS AND ANY SUB-TRACTS (AS MAY BE CREATED) AS LONG AS THE OVERALL DEVELOPMENT INTENSITIES ARE NOT EXCEEDED.

IN STRUCTURED PARKING FACILITIES, THE NUMBER OF PARKING LEVELS PROPOSED SHALL NOT BE REGULATED BY THE MAXIMUM NUMBER OF STORIES ALLOWED WITHIN A TRACT(S). THE HEIGHT OF STRUCTURED PARKING SHALL ONLY BE MEASURED BY THE TOTAL HEIGHT IN FEET. UDO SECTION 3.4.2.B.1 SHALL NOT BE APPLICABLE.

GENERALIZED BUILDING AND PARKING AREAS SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE, FINAL LOCATIONS AND EXTENT ARE TO BE DETERMINED AT THE TIME OF PERMITTING.

GENERAL NOTES

- TRACT AND LOT SIZES AND THEIR CONFIGURATIONS ARE SUBJECT TO CHANGE IN ACCORDANCE WITH THE MASTER PLAN.
- THE MINIMUM AND MAXIMUM LOT AREA AND WIDTH DIMENSION REQUIREMENTS FOUND IN SECTION 3.2 APPLICABLE TO ANY BUILDING TYPE SHALL NOT APPLY.
- EXCEPT AS OTHERWISE NOTED, ALL MINIMUM BUILDING SETBACKS SHALL BE 0 FEET FOR ALL TRACTS OR LOTS WITHIN THE DEVELOPMENT.
- THE EXTENTS OF THE EASEMENT FOR THE "GAS FARM AREA" SHALL BE EXCLUDED FROM BUILD-TO CALCULATIONS AS SHOWN ON THE PLANS.
- BUILD-TO STANDARDS SHALL BE MEASURED IN ACCORDANCE WITH UDO SECTION 1.5.6 BUILD-TO, EXCEPT AS OTHERWISE NOTED.
- DUE TO UNIQUE SITE CHARACTERISTICS, NO BUILDING SHALL BE REQUIRED TO COMPLY WITH UDO SECTION 1.5.6.C.1 (CORNER LOT BUILD-TO).
- THE BUILD-TO STANDARDS CAN BE MET ON A LOT-BY-LOT BASIS. THESE BUILD-TO STANDARDS SHALL CONTROL OVER ANY BUILDING TYPE BUILD-TO STANDARDS, REGARDLESS OF BUILDING TYPE. BUILD-TO AREAS ARE NOT REQUIRED TO FIRST BE SATISFIED PRIOR TO BUILDINGS BEING CONSTRUCTED ELSEWHERE ON THE TRACTS/LOTS.
- THE MAXIMUM FLOOR PLATE SIZE ABOVE 12 STORIES SHALL BE 35,000 SF.
- THE BUILDING MASSING STANDARDS SHALL NOT APPLY TO BUILDINGS IN TRACT 1.
- BUILDING SEPARATION SHALL BE GOVERNED BY THE NORTH CAROLINA BUILDING CODE.
- THE MINIMUM GROUND FLOOR ELEVATION REQUIREMENT SHALL NOT APPLY TO THE TOWNHOME OR APARTMENT BUILDING TYPE.
- TRANSPARENCY - AS APPLIED TO THOSE PORTIONS OF A BUILDING WITH A RESIDENTIAL USE WHERE TRANSPARENCY IS REQUIRED BY THE UDO, THE TRANSPARENCY STANDARD SHALL BE TWENTY PERCENT (20%) TRANSPARENCY ON THE GROUND FLOOR AND FIFTEEN PERCENT (15%) TRANSPARENCY ON UPPER STORIES. AS APPLIED TO THOSE PORTIONS OF A BUILDING WITH A NONRESIDENTIAL USE WHERE TRANSPARENCY IS REQUIRED BY THE UDO, THE TRANSPARENCY STANDARD SHALL BE FIFTY PERCENT (50%) TRANSPARENCY ON THE GROUND FLOOR AND TWENTY PERCENT (20%) TRANSPARENCY ON UPPER STORIES. THE TRANSPARENCY STANDARDS SHALL NOT APPLY TO THE PARKING STRUCTURE LOCATED ON TRACT 3.
- THERE SHALL BE NO REQUIRED TRANSITIONAL PROTECTIVE YARDS OR STREET PROTECTIVE YARDS IN ANY TRACT.
- THE SUBJECT PROPERTY IS CURRENTLY BEING EVALUATED FOR ANY HAZARDOUS CONDITIONS.
- A PROPERTY OWNER'S ASSOCIATION MAY BE ESTABLISHED.

LEGEND

---	PROPERTY LINE
- - -	RIGHT-OF-WAY LINE
- - -	EASEMENT LINE
■	FUTURE ROAD EXTENSION (BY CITY OF RALEIGH)
●	PROPOSED STREETSCAPE MINIMUM 14' WIDTH (FINAL DESIGN AT TIME OF ADMINISTRATIVE SITE REVIEW)

PHASING

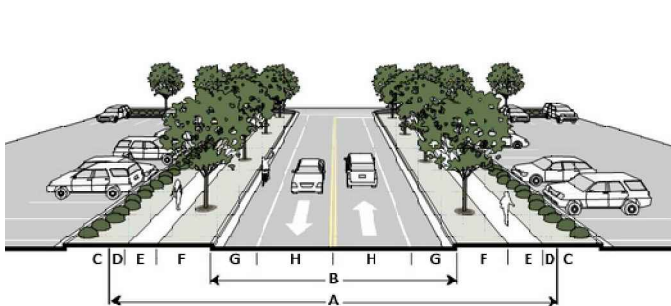
- THE INITIAL PHASE OF DEVELOPMENT MAY EITHER BE WITHIN TRACT 1, TRACT 2, OR TRACT 3 OR A COMBINATION OF THOSE. AT LEAST TWO BUILDING TYPES (WHICH MAY INCLUDE THE "OPEN LOT" BUILDING TYPE) SHALL BE INCLUDED IN THE FIRST PHASE OF DEVELOPMENT. IN THE CASE A SINGLE STRUCTURE IS PROPOSED, A MIXED-USE BUILDING SHALL BE PROVIDED.
- PROJECT PHASING IS SUBJECT TO CHANGE AND MAY BE BY ENTIRE TRACT OR BY PORTIONS OF ANY TRACT. PHASING MAY FOLLOW EXISTING OR PROPOSED PROPERTY LINES / RIGHTS-OF-WAY. PHASING IS NOT REQUIRED TO BE SEQUENTIAL. FINAL PROJECT PHASING WILL BE DETERMINED AT TIME OF PERMITTING.

STREETS / SIDEWALKS / STREET TREES

- VEHICULAR ACCESS SHALL BE PERMITTED ALONG ALL STREETS. PROPER SPACING SHALL BE MAINTAINED AS PER CITY OF RALEIGH STANDARDS. FINAL LOCATIONS AND EXTENT ARE TO BE DETERMINED AT THE TIME OF PERMITTING.
- FOR CITY OF RALEIGH MAINTAINED ROADS, A MINIMUM OF A 14' WIDE STREETSCAPE SHALL BE PROVIDED FROM BACK OF CURB ADJACENT TO THE EXISTING PUBLIC STREETS. WITHIN THE STREETSCAPE, THERE SHALL BE A MINIMUM OF AN 8' WIDE SIDEWALK. PLANTING AREAS MAY EITHER BE IMPLEMENTED USING TREE GRATES, A MINIMUM 6' WIDE TREE LAWN A COMBINATION OF THE TWO OR LARGE OUTDOOR PLANTERS. STREET TREES SHALL BE PROVIDED AT AN AVERAGE RATE OF 1 PER 40' O.C. MODIFICATIONS TO THESE STANDARDS MAY BE GRANTED BY THE DEVELOPMENT SERVICES DIRECTOR (OR THEIR DESIGNEE).
- DUE TO UNIQUE SITE CHARACTERISTICS, STREET TREES MAY BE LOCATED CLOSER THAN 40' O.C. ON AVERAGE. IF STREET TREES ARE REQUIRED TO BE PLANTED BEHIND THE PUBLIC SIDEWALK, A C2 YARD SHALL NOT BE REQUIRED.
- DUE TO THE LOCATION OF THE GAS EASEMENT AND DEPTH OF UTILITIES AT THE INTERSECTION OF W CABARRUS ST AND DUPONT CIR, THE TYPICAL S UTILITY PLACEMENT EASEMENT WILL NOT BE REQUIRED ALONG W CABARRUS ST. COORDINATE WITH CITY OF RALEIGH AT TIME OF INITIAL PERMITTING.
- BLOCK PERIMETER STANDARDS SHALL BE SATISFIED FOR THE DEVELOPMENT PER THE MASTER PLAN BASED UPON THE EXISTING PUBLIC STREET NETWORK. THIS IS ALSO IN CONSIDERATION OF THE CONSTRAINTS POSED BY THE SURROUNDING BUILT ENVIRONMENT; RAILROAD RIGHT-OF-WAY AND THE PROPOSED S WEST STREET EXTENSION PROJECT BY THE CITY OF RALEIGH. PEDESTRIAN CONNECTIVITY WILL BE PROVIDED INTERNALLY WITHIN THE DEVELOPMENT AMONGST THE VARIOUS TRACTS WITH CONNECTIVITY OUT TO THE EXISTING PUBLIC STREETS AND ASSOCIATED STREETSCAPES. ADDITIONALLY, A PEDESTRIAN CONNECTION SHALL BE MADE THROUGH THE DEVELOPMENT BETWEEN DUPONT CR AND S WEST ST.
- DUE TO THE EXISTING GAS FARM EASEMENT, THE DUPONT CR ULTIMATE STREET SECTION MAY DIFFER FROM THE TYPICAL MAIN STREET PARALLEL ROAD SECTION AT THE INTERSECTION OF DUPONT CR AND W CABARRUS ST. MODIFICATIONS MAY INCLUDE DIFFERING BACK-TO-BACK CURB WIDTH, PLANTING STRIP, RIGHT-OF-WAY WIDTH AND SIDEWALK WIDTHS AND LOCATION. FINAL STREET SECTION TO BE COORDINATED WITH CITY OF RALEIGH AT THE TIME OF PERMITTING.
- IN ORDER TO FACILITATE THE PLANNED CONNECTION INTO DOWNTOWN UNDERNEATH THE EXISTING RAILROAD RIGHT-OF-WAY, A MODIFIED STREET SECTION FOR S WEST STREET MAY BE PROPOSED. THE MAIN STREET ROAD SECTION IS SUBJECT TO CHANGE AND SHALL BE COORDINATED WITH CITY OF RALEIGH AT TIME OF PERMITTING.

STREET SECTIONS

Avenue 2-Lane, Undivided



Width	
A Right-of-way width	64'
B Back-of-curb to back-of-curb	36'
Streetscape	
C Utility placement, easement (min)	5'
D Maintenance strip (min)	2'
E Sidewalk (min)	6'
F Planting area (min)	6'
Travelway	
G Bike lane	7'
H Travel lane	11'
I Travel lane	11'
General	
Walkway type	Sidewalk
Planting type	Tree lawn
Tree spacing	40' o.c. avg.

W CABARRUS ST

AVENUE 2-LANE, UNDIVIDED

(64' PUBLIC R/W)

Main Street, Parallel Parking



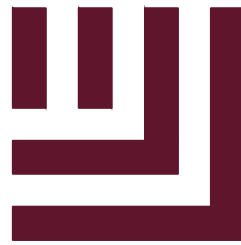
Width	
A Right-of-way width	73'
B Back-of-curb to back-of-curb	41'
Streetscape	
C Sidewalk (min)	10'
D Planting area (min)	6'
Travelway	
E Parallel parking lane	8.5'
F Travel lane	12'
General	
Walkway type	Sidewalk
Planting type	Tree grate
Tree spacing	40' o.c. avg.
Parking type	Parallel

S WEST ST & DUPONT CIR

MAIN STREET, PARALLEL PARKING

(73' PUBLIC R/W)

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION



McADAMS

The John R. McAdams Company, Inc.
2905 Meridian Parkway
Durham, NC 27713

phone 919. 361. 5000

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contact: Brian Purdy, RLA

Purdy@mcadamsco.com

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4321 LASSITER AT NORTH HILLS AVE SUITE 250

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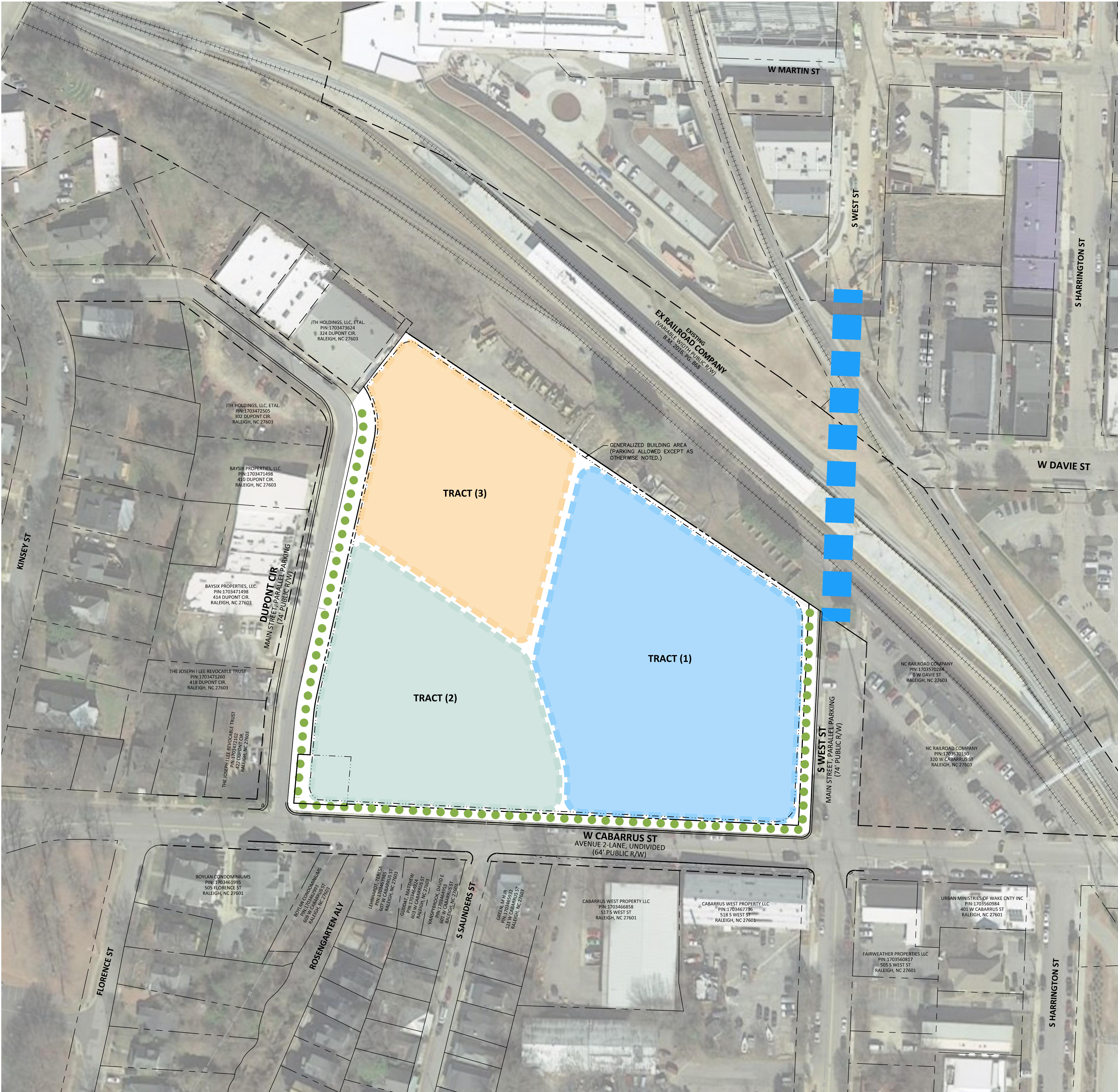
PROJECT NO.	KAN-17030
FILENAME	KAN17030-S1
CHECKED BY	BOP
DRAWN BY	CMV
SCALE	1"=60'
DATE	09.28.2018

SHEET

DEVELOPMENT PLAN +
STREET & BLOCK PLAN

P-2

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LEGEND

PROPERTY LINE
RIGHT-OF-WAY LINE
EASEMENT LINE

FUTURE ROAD EXTENSION
(BY CITY OF RALEIGH)

PROPOSED STREETSCAPE
(FINAL DESIGN AT TIME OF ADMINISTRATIVE SITE REVIEW)

SIGNAGE NOTES

1. DEVELOPMENT SIGNAGE SHALL BE IMPLEMENTED IN A UNIFORM AND HARMONIOUS MANNER THROUGHOUT THE DEVELOPMENT. SIGNAGE SHALL BE SUBSTANTIALLY CONSISTENT IN FONT STYLE(S), COLOR, AND MATERIALS. ALL SIGNAGE SHALL CONFORM TO UDO SECTION 4.7.3. AND THE STANDARDS NOTED BELOW.

2. PER UDO SECTION 4.7.3.B, UP TO 75 SQUARE FEET OF GROUND SIGNAGE PER 200 FEET OF STREET FRONTAGE IS ALLOWED ALONG S. WEST ST, W. CABARRUS ST, AND DUPONT CIRCLE.

3. IN ADDITION TO THE REQUIREMENTS OF UDO SECTION 7.3 SIGNS, ITEMS NOT SPECIFIED HEREIN, NOR ADDRESSED IN THE UDO (SUCH AS COLORS AND TYPE SCRIPT), THE MASTER DEVELOPER SHALL SUBMIT SUPPLEMENTAL STANDARDS FOR THE COMMON SIGNAGE PLAN AT THE TIME OF ANY INITIAL SIGNAGE PERMITTING. ALL SUBSEQUENT SIGNAGE PERMITTING SHALL THEN FOLLOW THE UPDATED STANDARDS. THE MASTER DEVELOPER SHALL BE PERMITTED TO MODIFY THE ESTABLISHED STANDARDS SO LONG AS THEY ARE IN GENERAL CONFORMANCE TO UDO REGULATIONS.

4. THE FOLLOWING SIGNAGE TYPES SHALL BE ALLOWED WITHIN EACH OF THE TRACTS OF THE MASTER PLAN:

- WALL SIGNS
- PROJECTING SIGNS
- AWNING, GALLERY, MARQUEE SIGNS
- WINDOW SIGNS
- LOW PROFILE SIGNS
- MEDIUM PROFILE SIGNS
- HIGH PROFILE GROUND SIGNS
- TRACT IDENTIFICATION SIGNS
- A-FRAME SIGNS
- OFF-PREMISE SIGNS
- SPECIAL SIGN TYPES

PARKING NOTES

1. BOTH SURFACE AND STRUCTURED PARKING ARE ALLOWED WITHIN THE TRACTS OF THE DEVELOPMENT.

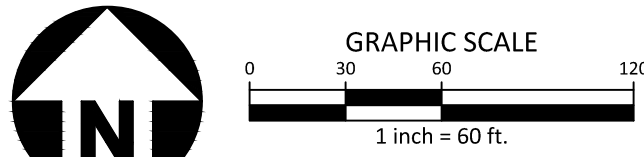
2. PARKING SETBACKS- NO PARKING SETBACK SHALL APPLY TO ANY TRACT. HOWEVER, THERE SHALL BE NO PARKING BETWEEN THE BUILDING AND THE PUBLIC RIGHT-OF-WAY, BUT THIS PROHIBITION SHALL NOT APPLY TO ON-STREET PARKING AND ANY DRIVE-THROUGH, TURNAROUND, DROP-OFF OR PORTE-COCHERE FEATURES.

3. PARKING STANDARD - PARKING SHALL BE PROVIDED IN ACCORDANCE WITH UDO SECTION 7.1.3.A. ADDITIONALLY, THE OWNER MAY TAKE ADVANTAGE OF PARKING ADMINISTRATIVE ALTERNATES AND VEHICLE PARKING REDUCTIONS PERMITTED BY THE UDO.

4. TEMPORARY PARKING- PARKING MAY BE PROVIDED ON ANY PORTION OF THE PROPERTY AS A TEMPORARY USE IN ORDER TO SERVE USES WITHIN THE DEVELOPMENT, INCLUDING PORTIONS OF THE DEVELOPMENT NOT ON THE SAME LOT AS THE USE BEING SERVED.

5. REMOTE PARKING- THE DEVELOPMENT MAY UTILIZE REMOTE PARKING, SUCH REMOTE PARKING SHALL NOT BE SUBJECT TO THE REQUIREMENTS OF UDO SECTION 7.1.5.B AND 6.4.7.C.2.A-B.

6. STRUCTURED PARKING- THE STANDARD IN UDO SECTION 7.1.6.B.2. SHALL BE ADJUSTED TO MODIFY THE LIMITATION THAT NO MORE THAN TWO COMPACT PARKING SPACES MAY ABUT EACH OTHER. INSTEAD, THE LIMIT SHALL BE A MAXIMUM OF FIVE 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.



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DRAWN BY	CMV
SCALE	1"=60'
DATE	09.28.2018

SHEET

**COMMON SIGNAGE +
PARKING PLAN**

P-3



urdy@mcadamsco.com

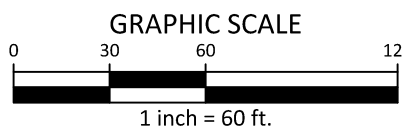
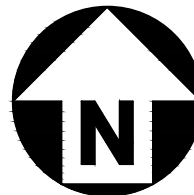
KANE REALTY CORPORATION
4321 LASSITER AT NORTH HILLS AVE SUITE 250
RALEIGH, NC 27609



NO.	DATE	
1	12. 19. 2018	RESPONSE TO CITY OF RALEIGH COMMENT
2	03. 19. 2019	RESPONSE TO CITY OF RALEIGH COMMENT
3	05. 22. 2019	RESPONSE TO CITY OF RALEIGH COMMENT

PROJECT NO.	KAN-17030
FILENAME	KAN17030-PC1
CHECKED BY	BOP
DRAWN BY	CMV
SCALE	1"=60'
DATE	09.28.2018

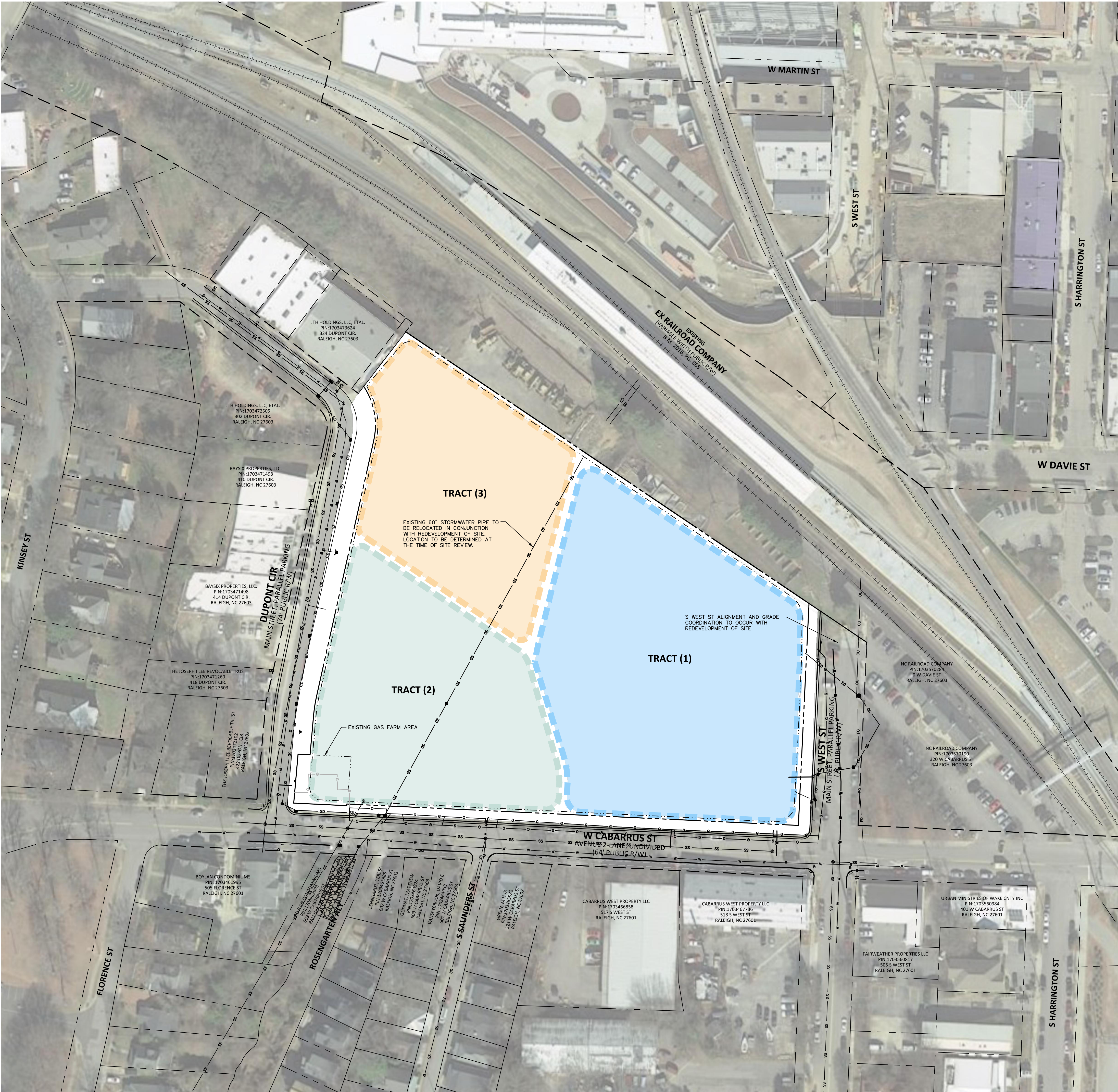
P-4



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

X:\Projects\KAN\KAN-17030\Land\Master - Construction\Current Drawings\KAN17030-Master-PC1.dwg, 5/22/2019 11:21:18 AM, Vampran, Michael

X:\Projects\KAN\KAN-17030\Land Master - Construction\Current Drawings\KAN-17030-Master-01.dwg, 5/22/2019 11:22:07 AM, Vampran, Michael



LEGEND	
	PROPERTY LINE
	RIGHT-OF-WAY LINE
	EASEMENT LINE
	EXISTING WATER LINE
	EXISTING SEWER LINE
	EXISTING STORM DRAIN LINE

STORMWATER NOTES

1. STORMWATER MANAGEMENT CONTROLS WILL BE PROVIDED TO MEET BOTH CITY OF RALEIGH STANDARDS (UDO SEC. 9.2.2.B & E) AND STATE OF NORTH CAROLINA STANDARDS.
2. STORMWATER MANAGEMENT CONTROLS MAY EITHER BE IMPLEMENTED ABOVE GROUND OR BELOW GROUND OR A COMBINATION OF THE TWO. THEY MAY BE PROVIDED ON AN INDIVIDUAL TRACT OR LOT BASIS OR MAY BE PROVIDED AS A SHARED FACILITY AMONG VARIOUS TRACTS OR LOTS. THE LOCATION(S) OF THESE WILL BE DETERMINED AT THE TIME OF SITE REVIEW.
3. THE DEVELOPMENT WILL BE RESPONSIBLE FOR ALL RIGHT-OF-WAY IMPROVEMENTS WITH REGARDS TO STORMWATER COMPLIANCE. THIS WILL BE DEMONSTRATED AT THE TIME OF SITE REVIEW.



McAdams
The John R. McAdams Company, Inc.
2905 Meridian Parkway
Durham, NC 27713

phone 919. 361. 5000
fax 919. 361. 2269
license number: C-0293
contact: Brian Purdy, RLA
Purdy@mcadamsco.com

CLIENT
KANE REALTY CORPORATION
4321 LASSITER AT NORTH HILLS AVE SUITE 250
RALEIGH, NC 27609



W. CABARRUS STREET PD
PLANNED DEVELOPMENT
RALEIGH, NORTH CAROLINA

REVISIONS

NO.	DATE	
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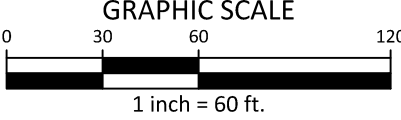
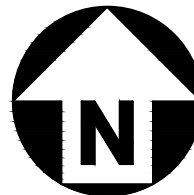
PLAN INFORMATION

PROJECT NO.	KAN-17030
FILENAME	KAN17030-U1
CHECKED BY	BOP
DRAWN BY	CMV
SCALE	1"=60'
DATE	09.28.2018

SHEET

MAJOR UTILITY +
GENERAL STORMWATER PLAN

P-5



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION



phone 919. 361. 5000
fax 919. 361. 5000

license number: C-0293

Contact: Brian Purdy, RLP
b.purdy@mcadamsco.com

CLIENT

KANE REALTY CORPORATION
4321 LASSITER AT NORTH HILLS AVE SUITE 250
RALEIGH, NC 27609

KANE
REALTY CORPORATION

**W. CABARRUS STREET PD
PLANNED DEVELOPMENT
RALEIGH, NORTH CAROLINA**

RALEIGH, NORTH CAROLINA

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PLAN INFORMATION

PROJECT NO.	KAN-17030
FILENAME	KAN17030-TC
CHECKED BY	BOP
DRAWN BY	CMV
SCALE	1"=60'
DATE	09.28.2018


SHEET

TREE CONSERVATION AREA PLAN

P-6



LEGEND

 PROPERTY LINE
 RIGHT-OF-WAY LINE
 EASEMENT LINE
 TREE CONSERVATION SEARCH AREA

TREE LEGEND

(SIZE IN INCHES)

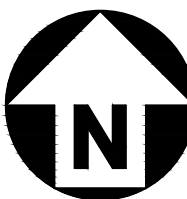


TREE CONSERVATION CALCULATIONS


SITE AREA: +/– 5.8 AC
REQUIRED TCA: 0.58 AC (10%)

TREE CONSERVATION NOTES

1. TREE CONSERVATION WILL BE PROVIDED TO MEET CITY OF RALEIGH STANDARDS PER UDO ARTICLE 9.1.
2. DETAILED TREE CONSERVATION PLANS SHALL BE SUBMITTED DURING ADMINISTRATIVE SITE REVIEW OR AT INITIAL TIME OF PERMITTING , WHICHEVER IS TO COME FIRST, TO DETERMINE IF ELIGIBLE PRIMARY, SECONDARY TREE CONSERVATION AREAS OR QUALIFYING INDIVIDUAL TREES EXIST ON-SITE.
3. ALL TREES GREATER THAN 10" DBH SHALL BE INVENTORIED AT TIME OF ADMINISTRATIVE SITE PLAN OR AT INITIAL TIME OF PERMITTING , WHICHEVER IS TO COME FIRST, TO DETERMINE ELIGIBILITY FOR CONSERVATION.

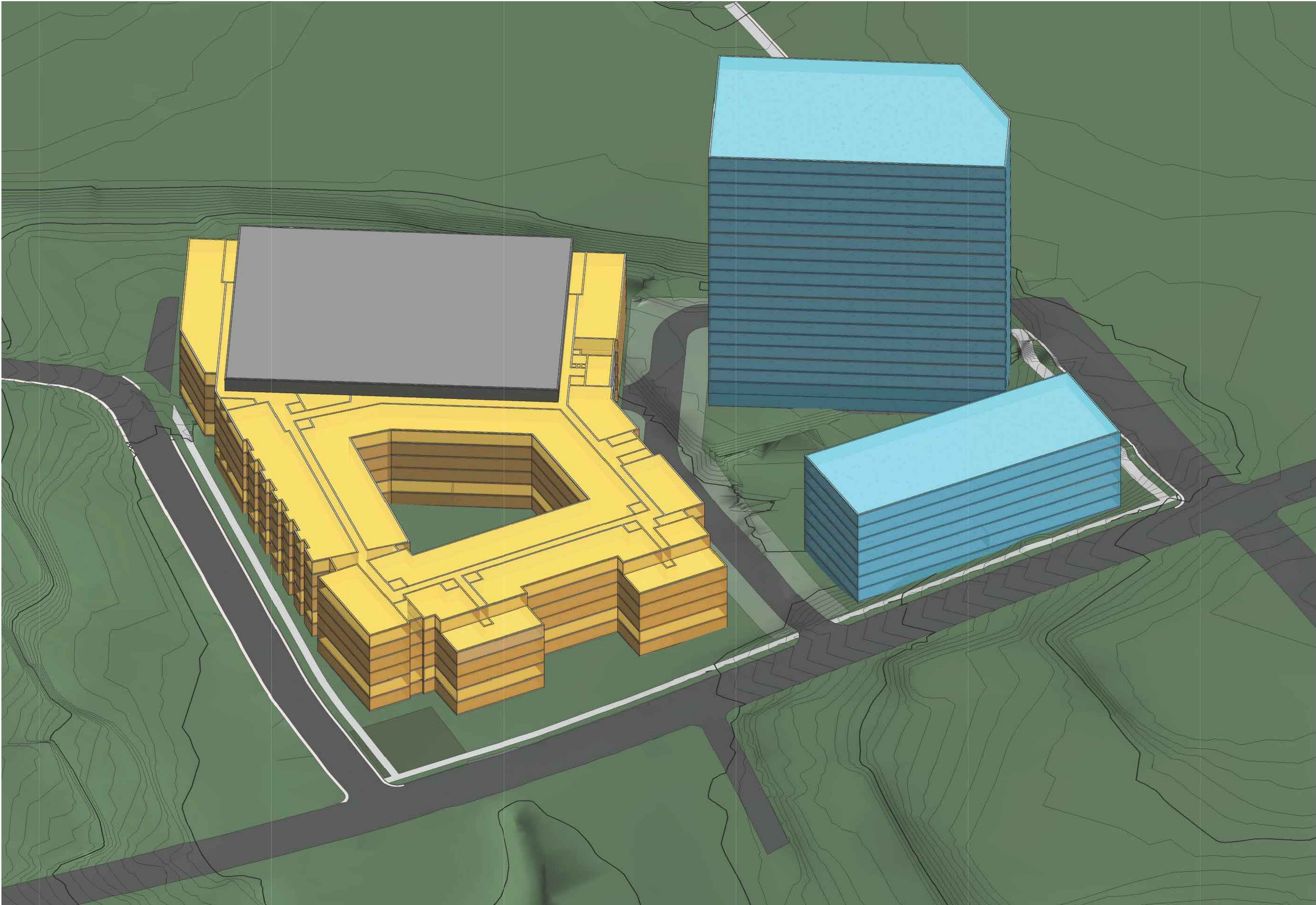


GRAPHIC SCALE



1 inch = 60 ft.

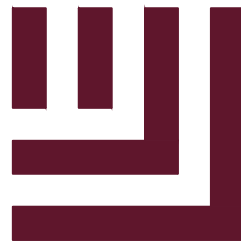
PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION



NOTES

1.THE IMAGE SHOWN IS FOR ILLUSTRATIVE PURPOSES ONLY AND IS NOT TO SERVE AS A REGULATORY DRAWING AND IS SUBJECT TO CHANGE.

2.VEHICULAR ACCESS SHALL BE PERMITTED ALONG ALL STREETS. SITE ACCESS LOCATIONS AND EXTENT ARE TO BE DETERMINED AT THE TIME OF PERMITTING.



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W. CABARRUS STREET PD
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PLAN INFORMATION

PROJECT NO.	KAN-17030
FILENAME	KAN17030-MS1
CHECKED BY	BOP
DRAWN BY	CMV
SCALE	-
DATE	09.28.2018

SHEET

**ILLUSTRATIVE 3D
MASSING STUDY**

P-7



Raleigh

MEMO

TO: Bynum Walter, AICP, Comprehensive Planning Supervisor

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

DEPARTMENT: Transportation

DATE: August 19, 2019

SUBJECT: Traffic Impact Analysis Review

Z-28-18

Cabarrus and West

We have reviewed the Traffic Impact Analysis (TIA) prepared by Kimley-Horn and Associates for the proposed rezoning Z-28-18, referred to in the TIA as the Cabarrus and West site. 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

Site Location: Warehouse District, bounded by Cabarrus Street to the south, railroad right-of-way to the north, Dupont Circle to the west, and West Street to the east.

Address: 516 W Cabarrus St,

Property Pin: 1703475257; 1703477144; 1703478178

Current Zoning: IX-7-UL

Proposed Zoning: PD

Existing Land Use: 710 Warehousing
820 General Office Building

Existing Allowable Land Use: 710 General Office Building (425,926 SF)
820 Shopping Center (69,337 SF)

Proposed Allowable Land Use: 221 Multifamily Housing (Mid-Rise, 500 units)
710 General Office Building (350,000 SF)
820 Shopping Center (50,000 SF)

Build-out Year: 2023

As scoped with City Staff, Kimley-Horn studied existing and proposed conditions under the year 2019. Existing traffic conditions in this area operate at an acceptable level of service. There is a City of Raleigh Capital Improvement Project programmed to allow the extension of West Street between Martin Street and Cabarrus Street. This will provide a critical connection to Raleigh Union Station. Currently, this project is not scheduled.

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)

Recommendations

The analysis performed by Kimley-Horn illustrates the differences in vehicular and multimodal impacts between the studied scenarios. The intersection vehicular capacity, measured in level of service (LOS), for the proposed zoning scenarios are approximately the same or improved as compared to current zoning scenario for each of the studied intersections with the exception of Boylan Avenue and Cabarrus Street. This acceptable increase of intersection delay is due to the City of Raleigh's project to remove the traffic signal and install an All Way Stop Control.

Additional analysis and discussion are anticipated at the Administrative Site Review (ASR) stage of development to understand how the actual proposed development compares to the existing situation and to determine the access point configurations and any other infrastructure requirements.

The multimodal analysis performed shows the rezoning does not significantly impact multimodal level of service for the surrounding intersections and street segments. The project plans to provide improvements in the form of a bicycle lane on westbound Cabarrus Street and a minimum of 8 feet sidewalk along the property frontages on Cabarrus Street, West Street, and Dupont Circle.

Study Area & Analysis Scenarios

The following intersections were studied as part of this TIA:

- | | |
|---|----------------------|
| 1. Cabarrus Street at Boylan Avenue | (Signalized) |
| 2. Cabarrus Street at Dupont Circle | (Unsignalized, TWSC) |
| 3. Cabarrus Street at S. Saunders Street | (Unsignalized, TWSC) |
| 4. Cabarrus Street at West Street | (Unsignalized, TWSC) |
| 5. Cabarrus Street at Dawson Street | (Signalized) |
| 6. Cabarrus Street at McDowell Street | (Signalized) |
| 7. Lenoir Street at S. Saunders Street | (Signalized) |
| 8. Lenoir Street at West Street | (Signalized) |
| 9. South Street at S. Saunders Street | (Signalized) |
| 10. South Street at West Street | (Unsignalized, TWSC) |
| 11. Hargett Street at Boylan Avenue* | (Signalized) |
| 12. Western Boulevard at Boylan Avenue* | (Unsignalized, TWSC) |
| 13. S. Saunders Street at Lake Wheeler Road | (Signalized) |

TWSC = Two Way Stop Control

**Evaluated for study. Site traffic less than 5% and therefore not included.*

Trip Generation

Kimley-Horn made the following assumptions as agreed to by City Staff:

- 10th Edition ITE Trip Generation Manual – Land Use Codes as listed in Tables 1-3
- A 1% growth rate will be applied to the study year 2023
- Internal Capture will be applied to the trip generation potential of the site, but no pass-by reduction will be applied to retail uses.
- A 15% multi-modal capture (bike/ped/transit) will be applied to both the current and proposed zoning conditions due to the proximity of Raleigh Union Station, downtown Raleigh, and multiple bus routes.
- Trips from the existing land uses will be subtracted from the trip generation of the current and proposed zoning scenarios.

Table 1: Existing Land Use Trip Generation

Land Use	ITE Code	Intensity	Daily Traffic (vpd)	AM			PM		
				In	Out	Total	In	Out	Total
Warehousing	150	20,195sf	78	22	6	28	8	22	30
General Office Building	710	27,091sf	300	45	7	52	5	28	32
Total Trips			378	67	13	80	13	50	42

Table 2: Existing Zoning Maximum Trip Generation

Land Use	ITE Code	Intensity	Daily Traffic (vpd)	AM			PM		
				In	Out	Total	In	Out	Total
General Office Building	710	425,926 SF	4,308	367	60	427	72	379	451
Shopping Center	820	69,337 SF	4,688	115	71	186	199	215	414
Total Trips:			8,996	482	131	613	271	594	865
Internal Capture:			-1,664	-32	-32	-64	-20	-20	-40
15% Multimodal Reduction:			-1,102	-68	-15	-83	-38	-86	-124
Existing Land Use Reduction:			-378	-67	-13	-80	-13	-50	-63
Total New Primary Trips:			5,852	315	71	386	200	438	638

Table 3: Proposed Zoning Maximum Trip Generation

Land Use	ITE Code	Intensity	Daily Traffic (vpd)	AM			PM		
				In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	221	500 Units	2,724	43	123	166	127	81	208
General Office Building	710	350,000 SF	3,578	305	50	355	60	314	374
Shopping Center	820	50,000 SF	3,752	110	67	177	156	169	325
Total Trips:			10,054	458	240	698	343	564	907
Internal Capture:			-2,628	-30	-30	-60	-83	-83	-166
15% Multimodal Reduction:			-1,114	-64	-32	-96	-39	-72	-111
Existing Land Use Reduction:			-378	-67	-13	-80	-13	-50	-63
Total New Primary Trips:			5,934	297	165	462	208	359	567
Proposed Zoning Trips vs. Existing Zoning Trips			82	-18	94	76	8	-79	-71

There is an increase in the number of AM peak trips and a decrease in the number of PM peak trips in the Proposed Zoning scenario as compared to the Existing Zoning. Overall, the Proposed Zoning scenario would generate a slight increase in the daily traffic volume as compared to the maximum buildout under the current zoning.

Site Traffic Distribution

Trips generated by the proposed development were distributed based on a review of surrounding land uses and existing traffic patterns.

- 30% to/from the north via Dawson Street/McDowell Street
- 25% to/from the south via Dawson Street/McDowell Street
- 15% to/from the south via S. Saunders Street
- 15% to/from the west via Western Boulevard
- 10% to/from the north via Boylan Avenue
- 5% to/from the south on Lake Wheeler Road

Results and Impacts

Level of Service (LOS) results for the studied intersections are summarized below in Table 4.

Table 4: Level of Service Results

Intersect.	Appr.	Existing (2018)		Current Zoning (2023)		Proposed Zoning (2023)	
		AM	PM	AM	PM	AM	PM
Cabarrus & McDowell (Signal)	Overall	A (5.9)	A (7.5)	A (8.5)	C (27.3)	A (8.7)	C (21.5)
	EB	D	D	D	F	D	F
	WB	C	D	C	D	C	D
	NB	A	A	A	A	A	A
Cabarrus & Dawson (Signal)	Overall	A (4.3)	A (9.1)	A (5.8)	D (46.3)	A (6.3)	C (31.4)
	EB	C	C	C	E	C	D
	WB	B	D	B	F	B	F
	SB	A	A	A	A	A	A
Cabarrus & West (TWSC)	Overall	NA	NA	NA	NA	NA	NA
	NB	A	A	B	B	B	B
	SB	A	A	B	C	B	B
	EBL	A	A	A	A	A	A
	WBL	A	A	A	A	A	A
Cabarrus & S. Saunders (No Control)	Overall	NA	NA	NA	NA	NA	NA
	WBL	A	A	A	A	A	A
Cabarrus & Dupont Circle (OWSC)	Overall	NA	NA	NA	NA	NA	NA
	SB	A	A	A	A	A	A
	EBL	A	A	A	A	A	A
Cabarrus & Boylan (Signal*)	Overall	A (7.0)	A (7.6)	C (24.1)	D (33.0)	D (25.4)	D (31.0)
	EB	B	C	A	B	A	B
	WB	B	B	A	B	A	B
	NB	A	A	D	C	D	D
	SB	A	A	B	E	B	E
Lenoir & West (Signal)	Overall	A (7.3)	A (9.9)	A (8.6)	B (12.4)	A (8.6)	B (11.9)
	EB	A	A	A	A	A	A
	WB	A	A	A	A	A	A
	NB	B	C	B	C	B	C
	SB	C	C	C	C	C	C
Lenoir & S. Saunders (Signal)	Overall	B (12.5)	A (8.9)	B (13.2)	B (11.1)	B (13.3)	B (10.8)
	EB	A	A	A	A	A	A
	WB	B	B	B	B	B	B
	NB	B	A	B	A	B	A
	SB	B	B	B	C	B	C
South & West (OWSC)	Overall	NA	NA	NA	NA	NA	NA
	SB	B	B	B	B	B	B
	EBL	A	A	A	A	A	A
South & S. Saunders (Signal)	Overall	B (10.6)	B (12.8)	B (10.9)	B (14.4)	B (11.0)	B (14.3)
	EB	B	A	B	A	B	A
	WB	C	C	C	D	C	D
	NB	A	A	A	A	A	A
	SB	A	C	A	B	A	B
S. Saunders & Lake Wheeler (Signal)	Overall	B (17.3)	B (11.0)	C (23.1)	B (12.0)	C (23.0)	B (11.9)
	EB	B	B	C	B	C	B
	NB	C	B	C	B	C	B
	SB	A	A	A	A	A	A
Cabarrus & Site Drive (OWSC)	Overall	NA	NA	NA	NA	NA	NA
	SB	NA	NA	A	B	B	B
	EBL	NA	NA	A	A	A	A

The results generate the following conclusions concerning the rezoning:

- While Cabarrus at McDowell is anticipated to have an overall LOS A and LOS C in the AM and PM peak times respectively for both the maximum current zoning and projected zoning, they do carry a potential LOS F for eastbound PM Peak approach traffic on Cabarrus in both scenarios. The analysis and modeling did not divert these traffic queues onto other neighboring streets in order to present a worst-case scenario. However, due to the grid nature of the downtown urban environment, it is anticipated that any queueing of cars would be potentially mitigated by taking advantage of other streets. The study analyzed providing separate left and through lanes for delay mitigation despite constructability issues. However, this scenario provided no significant improvement to the approach LOS.
- Under the current and proposed zoning, the westbound PM peak approach for Cabarrus Street at Dawson Street is projected to operate at LOS F. The study recommends eliminating on-street parking and restriping eastbound Cabarrus Street at Dawson Street to provide an exclusive right-turn lane with approximately 50 feet of storage. This measure will decrease the control delay at the intersection and increase the level of service to E.
- Cabarrus Street at S. Saunders Street is a three-legged intersection such that S. Saunders is one way away from the intersection. Therefore, there is no traffic control on any approach. HCM 2010 methodology does not report delays for minor street left turn movements at intersections without a stop-controlled approach. HCM 2000 was utilized to provide the reported delays.
- Cabarrus Street at Boylan Avenue was analyzed when a traffic signal was present. Since that time, the City of Raleigh undertook a project to replace this traffic signal with an All Way Stop Control condition. It is possible that this change in control may reduce the amount of through traffic for Boylan Avenue. Due to the nature of this project, no additional improvements are recommended for this intersection as part of the development.
- The intersection of S. Saunders Street at Lake Wheeler Road operates at a LOS F for both the current and proposed zoning on the eastbound PM Peak approach.
- No intersection is expected to have an overall LOS F with the proposed zoning. There is no overall intersection nor intersection approach that was studied that worsens to LOS F as a result of the proposed zoning.

Pending the extent and layout of the actual proposed development as compared to the existing condition, additional analysis and proposal of mitigation may be required.

Multi Modal Analysis

Kimley Horn performed Multi Modal analysis using ArtPlan 2012. Kimley Horn used Synchro for Pedestrian Crosswalk LOS at the signalized intersections. Refer to the Multimodal Analysis Addendum for the existing, background, and proposed Multimodal Level of Service (MMLoS) results for the study area.

These results show no significant impact to multimodal level of service in the surrounding area under the proposed conditions except for Dupont Circle. However, the proposed zoning condition results are comparable to the current zoning condition.

Crash Analysis

Kimley Horn has provided analysis of the crash data for the study area. Refer to their TIA for the number and types of crashed recorded for the study area.

Based on the crash data analysis, there is no reason to expect that traffic associated with the development will increase crash rates at the study intersections.

Conclusions

City Staff agrees with the analysis performed in the TIA for Cabarrus and West Development (Z-28-18) prepared by Kimley Horn.

City Staff makes no further recommendation at this time.

EJL / bc