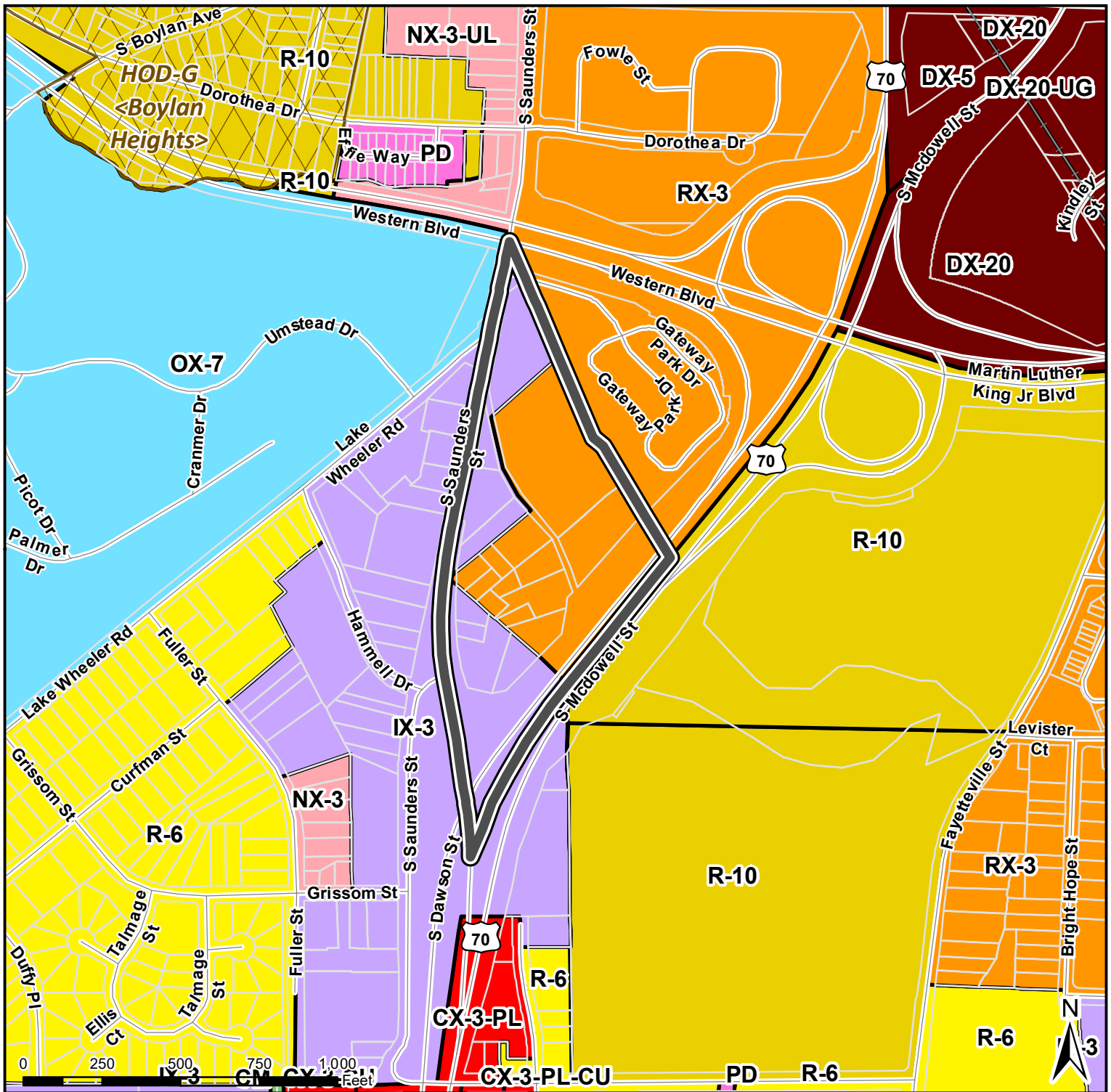
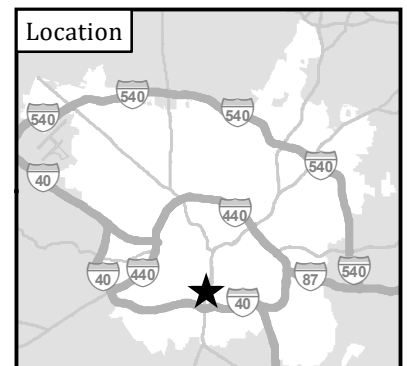


Existing Zoning

Z-32-2018



Property	Multiple Properties (S Saunders St PD)
Size	9.15 acres
Existing Zoning	RX-3 & IX-3
Requested Zoning	PD





Raleigh

MEMO

TO: Ruffin L. Hall, City Manager

FROM: Ken Bowers AICP, Director; Sara Ellis, Planner II

DEPARTMENT: City Planning

DATE: November 18, 2019

SUBJECT: City Council agenda item for December 3, 2019 – Z-32-18

On November 6, 2019, City Council authorized the public hearing for the following item:

Z-32-18 Various parcels along S. Saunders, approximately 9.15 acres located directly south of Western Boulevard bordered by S. Saunders Street to the west, S. Dawson Street to the east and the intersection of those roads to the south. Located along [S. Saunders Street](#).

Current zoning: Residential Mixed Use-3 and Industrial Mixed Use-3 (RX-3 and IX-3).

Requested zoning: Planned Development (PD).

The request is **inconsistent** with the 2030 Comprehensive Plan.

The request is **consistent** with the Future Land Use Map.

The **Planning Commission** recommends **denial** in a vote of 6 to 3.

The **Southwest CAC** recommends approval in a vote of 17 to 1 (02/11/19).

Attached are the Planning Commission Certified Recommendation (including Staff Report and Traffic Study Worksheet), the Zoning Conditions, the Petition for Rezoning, and the Neighborhood Meeting Report.

Additional note:

Urban Form

Urban Form designation: Main Street

Zoning frontage requested: None

The rezoning request is:

- ☒ **Consistent** with the Urban Form Map.
- ☐ **Inconsistent** with the Urban Form Map
- ☐ **Other (No urban form guidance)**

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)



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 11953

CASE INFORMATION: Z-32-18 S. SAUNDERS STREET PD

Location	Multiple parcels located directly south of Western Boulevard bordered by S. Saunders Street to the west, S. Dawson Street to the east and the intersection of those roads to the south. Address: Various, please see attachment. PINs: Various, please see attachment. iMaps , Google Maps , Directions from City Hall
Current Zoning	RX-3 & IX-3
Requested Zoning	PD
Area of Request	9.15 acres
Corporate Limits	The site is located within Raleigh's Corporate City Limits.
Property Owner	Various, please see attachment.
Applicant	Corey Mason Five Horizons Development/ Merge Capital
Citizens Advisory Council (CAC)	Southwest CAC, Meets the second Monday of each month. Community Relations Analyst Luis Oliveri, luis.olivierirobert@raleighnc.gov , 919.996.5714
PC Recommendation Deadline	Wednesday, November 20, 2019

Proposed Modification of Standards

1. Article 3.2.5.a. A3 General Building. Amenity area will be provided that is equal to 10% of the Pod [tract of land] rather than based on individual building.

Existing code requirement: Outdoor amenity area min – 10% in an IX zoning district.

2. Article 3.2.5.B Building Structure Setbacks. Setbacks are 0' on all sides; except for along Dawson Street, the building setback shall equal the width of the tree conservation area plus a minimum of an additional five feet.

Existing code requirement: Setbacks in IX zoning districts are 5' from the primary, side and alley and 0 or 6' from the side and rear lot lines.

3. Article 3.2.5.c Parking Setbacks. Setbacks for parking areas within a structure or building are 0' on all sides, except for along Dawson Street, the parking setback shall equal the width of the tree conservation area plus a minimum of an additional five feet. This modification does not apply to surface parking areas.

Existing code requirements: The minimum parking setback from the primary and side streets is 10', the minimum setback from the side and rear lot lines is 0' or 3' and 5' from an alley.

4. Article 3.2.5. F Transparency. Ground story transparency shall not be required on those building elevations fronting along Dawson Street in Pod C.

Existing code requirements: Transparency requirements are 20% for ground and upper stories of the building with a 50' blank wall area.

5. Article 3.2.6.a Mixed Use Building. Amenity area will be provided that is equal to 10% of the Pod [tract of land] rather than based on individual building.
Existing code requirement: Outdoor amenity area is 10% of the lot per the building.

6. Article 3.2.6.b Building Structure Setbacks. Setbacks are 0' on all sides, except for along Dawson Street, the building setback shall equal the width of the tree conservation area plus a minimum of an additional five feet.

Existing code requirements: Building setbacks are 5' from the primary, side streets and alley and 0' or 6' from the side and rear lot lines.

7. Article 3.2.6.c Parking Setbacks. Setbacks for parking areas within a structure or building are 0' on all sides, except for along Dawson Street, the building setback shall equal the width of the tree conservation area plus a minimum of an additional five feet. This modification does not apply to surface parking areas.

Existing code requirements: Parking setbacks are 10' from the primary and side streets, and 0' or 3' from the side and rear lot lines.

8. Article 3.2.6.e Floor Heights. Ground story height, floor to floor (min) – 11'.

Existing code requirements: The minimum ground story height, floor to floor is 13'.

9. Article 3.2.6.f Transparency. Ground story transparency shall not be required on those building elevations fronting along Dawson Street in Pod C. The ground level transparency standard shall be 33%, except for those sides of buildings fronting along S Saunders, in which case the ground level transparency standard is 50%.

Existing code requirements: The minimum ground floor transparency is 50%.

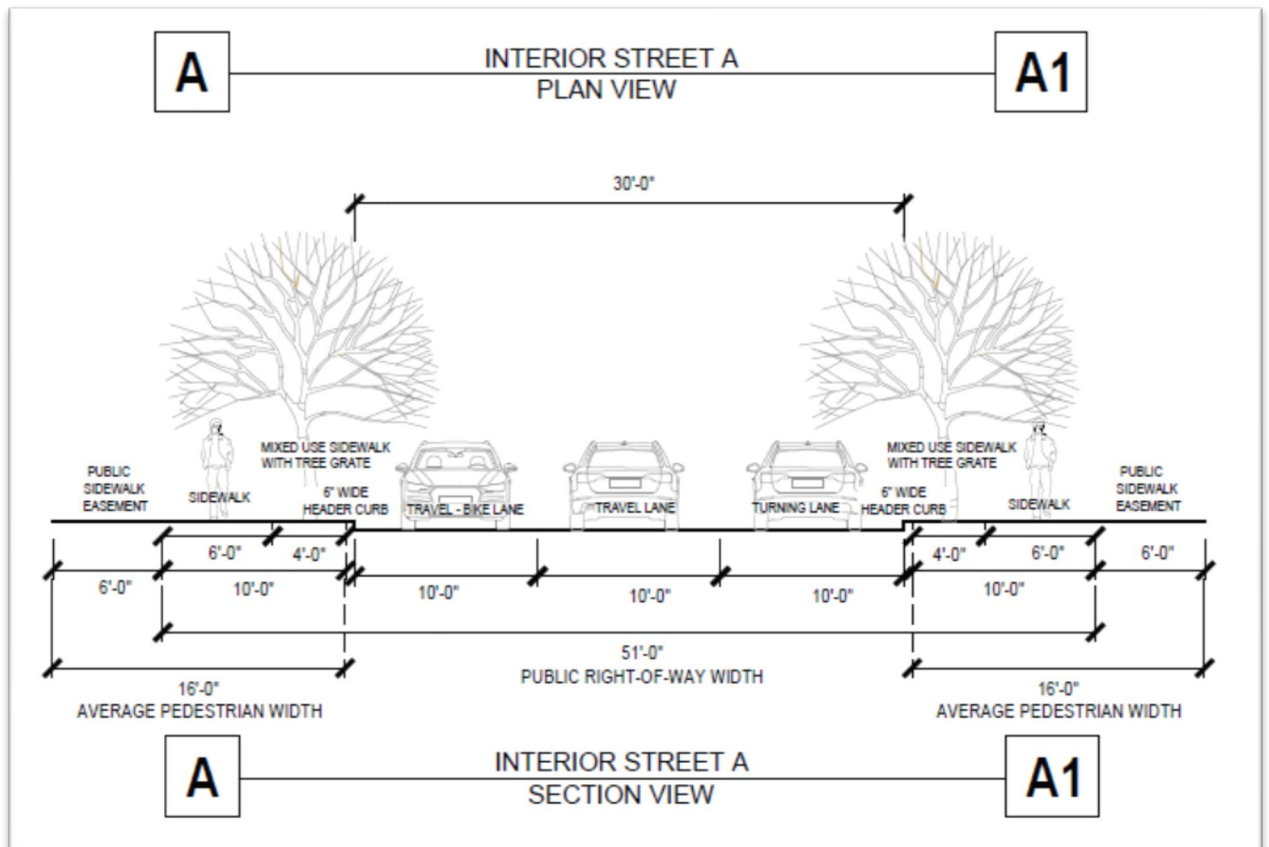
12. Article 7.1 Parking	
<u>Code Requirement</u>	
<i>Multi Unit Living: 0-1 bedroom = 1 space per unit + 1 space per 10 units for visitors</i>	A minimum of one parking space is required per dwelling unit. No vehicle parking is required for the first 16 dwelling units.
<i>Multi Unit Living: 2 bedrooms = 2 spaces per unit + 1 space per 10 units for visitors</i>	
<i>Multi Unit Living: 3 bedrooms = 3 spaces per unit + 1 space per 10 units for visitors</i>	
<i>Multi Unit Living: 4 bedrooms = 4 spaces per unit + 1 space per 10 units for visitors</i>	
<i>Multi Unit Living: 5 + bedrooms = 4.5 spaces per unit + 1 space per 10 units for visitors</i>	
<i>One parking space per 500 square feet is required for all nonresidential gross floor area or the minimum number of parking spaces set forth in Sec. 7.1.2.C whichever is less.</i>	One parking space per 500 square feet is required for all nonresidential gross floor area or the minimum number of parking spaces set forth in Sec. 7.1.3.C, whichever is less.
7.1.2.C Required Parking Calculations	
Code Standard	Code Modification
	No vehicle parking is required for the first 10,000 square feet of gross floor.
<i>See below for code requirements per use.</i>	No vehicle parking is required for the following uses and use categories 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; and banks. No combination of the above shall exceed 30,000 exempted square feet of gross floor area.
<i>1 space per 300 SF of gross floor area</i>	Indoor Recreation
<i>1 space per 400 SF of gross floor area</i>	Personal Service
<i>1 space per 300 SF of gross floor area, or 1 space per 5 seats, whichever is greater</i>	Restaurant
<i>1 space per 300 SF of gross floor area plus 1 space for every 600 square feet of outdoor display area</i>	Retail Sales
<i>1 space per 5 seats</i>	No parking is required for an indoor movie theater.
<i>1 space per room or bedroom</i>	Parking for overnight lodging requires only one half of the amount specified in Sec 7.1.2 Required Parking.

An applicant may request shared parking to meet the minimum vehicle parking requirements for mixed use projects or for multiple uses that are located near one another and which have different peak parking demands or operating hours.

The applicant shall be permitted to pursue parking reductions pursuant to UDO Section 7.1.5 at Administrative Site Review.

13. Article 8.4 Streets. Alternate street sections are allowed as shown on Sheet PD-03 and as shown below.

Proposed Streetscape*:



**The application includes an "A" and "B" interior street view, only the A is being shown in this report because they are identical. The full streetscape is included in the report backup.*

(Code requirement shown on next page)

Code Requirement:

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

Existing code requirements: The existing code requirement is for Main Street, Parallel Parking. Which specifies a right-of-way width of 73', a back-of-curb to back of curb width of 41', a streetscape area of 10', a planting area of 6', parallel parking lane of 8.5' and a travel lane of 12'.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Regional Mixed Use and Public Parks & Open Space
Urban Form	Main Street Designation (S. Saunders Street)
Consistent Policies	<ol style="list-style-type: none"> 1. Policy LU 1.2 Future Land Use Map and Zoning Consistency 2. Policy LU 2.2. Compact Development 3. Policy LU 8.1 Housing Variety 4. Policy LU 11.4 Rezoning/Development of Industrial Areas 5. Policy UD 2.3 Activating the Street 6. Policy UD 3.9 Parking Lot Design 7. Policy AP-SG 5 Improve Greenway Trail Connections 8. Policy AP-SG 8 Main Street Character of S. Saunders
Inconsistent Policies	<ol style="list-style-type: none"> 1. Policy LU 2.6 Zoning and Infrastructure Impacts. 2. Policy LU 5.1 Reinforcing the Urban Pattern 3. Policy LU 5.2 Managing Commercial Development Impacts 4. Policy LU 11.3 Commercial Uses in Industrial Areas 5. Policy T 2.5 Multi-modal Grids 6. Policy T 2.10 Level of Service 7. Policy T 2.11 Lane Additions 8. Policy T 2.5 Multi-modal Grids. 9. Policy T 2.10 Level of Service 10. Policy T 2.11 Lane Additions 11. Policy UD 1.2 Architectural Features 12. Policy UD 1.3 Creating Attractive Facades 13. Policy UD 1.6 City Gateways 14. Policy UD 3.1 Gateway Corridor Design Quality 15. Policy UD 7.3 Design Guidelines 16. Policy AP-SG 3 Improve Connectivity 17. Policy AP-SG 7 Preserving the Historic Character 18. Policy AP-SG 9 Redevelopment between Old S. Saunders and S. Dawson Streets

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
10/3/18, 8 Attendees 10/9/18, 1 Attendee	01/14/2019 02/11/2019 17 (Y) – 1 (N)	08/22/19, 9/26/2019, 10/08/2019, 10/22/2019	11/06/2019

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	Denial of the request is in the public interest because the request does not provide sufficient detail about the design of the future project, and is inconsistent overall with the Comprehensive Plan.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	N/A
Recommendation	Deny. City Council may now schedule this proposal for Public Hearing or refer it to committee for further study and discussion.
Motion and Vote	Motion: Geary Second: Novak

	<p>In Favor: Geary, Jeffreys, Lampman, McIntosh, Novak and Winters</p> <p>Opposed: Hicks, Mann, Tomasulo</p>
Reason for Opposed Vote(s)	Concerns about the inconsistency of the case with relevant plan policies and lack of design specificity.

ATTACHMENTS

1. Staff report
2. Rezoning Application
3. Planned Development Narrative
4. Application Plan Sheets

Planning Director Date

Planning Commission Chair Date

Staff Coordinator:

Sara Ellis: (919) 996-2234; Sara.Ellis@raleighnc.gov

AGENDA ITEM (E) 2: Z-32-18 – S Saunders PD

The site is various parcels located directly south of Western Boulevard bordered by S. Saunders Street to the west, S. Dawson Street to the east and the intersection of those roads to the south. Approximately 9.15 acres are requested by Corey Mason of Merge Capital to be rezoned from IX-3 and RX-3 to PD.

This is a request to rezone from RX-3 and IX-3 to PD.

Planner Ellis gave a brief overview of the case.

Michael Birch representing the applicant gave a brief overview of the case regarding the purpose of the internal street. He explained why there was no dedicated bike lane and why the lane was shared.

Graham Smith also representing the applicant spoke regarding how the lane would work and how cars and bike would share space.

There was discussion regarding parking and transit.

Mr. Geary is looking for more design specificity and cannot support at this time.

Ms. McIntosh has concerns regarding the cases inconsistency with the Comp Plan and will not support the case at this time.

Mr. Novak and Ms. Jeffreys both have concerns.

The motion to approve the case failed.

Mr. Geary made a motion to deny approval of the case. Mr. Novak seconded the motion. The vote was not unanimous 6-3. Opposed was Hicks, Mann and Tomasulo.



ZONING STAFF REPORT – CASE Z-32-18

General Use District

OVERVIEW

The proposal seeks to rezone approximately 9.15 acres located between S. Saunders and S. Dawson Streets, directly southwest of the Western Boulevard/Martin Luther King Jr. Blvd interchange. The request is to rezone 19 parcels from Residential Mixed Use-3 (RX-3) and Industrial Mixed Use-3 (IX-3) to Planned Development (PD). The PD is a customized general use zoning district that is approved along with a Planned Development Master Plan. In a PD zoning district the applicant chooses a base zoning district and height that provide regulation where the PD does not specify a code modification. This request is for a base district of Industrial Mixed Use with a height limit of 20 stories in “Pod A & C” and an 18 story height limit in “Pod B”. The applicant made this request to construct a mixed-use development that includes retail, housing, office/industrial hotel and open space uses. This is a general use rezoning case, however as a Planned Development includes several modifications to the UDO.

The site is a triangular shaped piece of land bordered to the east and west by two main arterial roadways that provide direct access into and out of Downtown Raleigh to the east and west. Rocky Branch Creek and greenway border the site to the north. Dawson Street to the east of the site is a controlled access highway (a road section designed for high traffic speeds that operates similar to a highway with no at grade crossings or pedestrian paths and leaves the flow of traffic unhindered) leaving the only access to the site on S. Saunders Street to the west and from the Rocky Branch Greenway to the north. The presence of the creek and the greenway will require a 50’ stream buffer on both sides of the creek that cannot be developed. The northwestern corner of the site provides direct greenway access to Dorthea Dix Park crossing S. Saunders Street. Dorthea Dix Park is a 308-acre park that recently underwent a planning process to adopt a master plan that when implemented will mark a large-scale public investment for the area.

The site comprises 19 individual parcels, ranging in size and shape that will be recombined prior to the site’s redevelopment per the site configuration set out in the PD plan documents. Currently about one third of the site is developed, containing a mixture of industrial and residential uses, that range from automotive repair, an architecture firm with fabrication capabilities and detached residential dwellings. The undeveloped portions of the site are heavily wooded on the eastern edge, where the topography becomes significant and slopes upward towards S. Dawson Street.

The site’s only immediate neighboring property is the Gateway Park Apartment Complex to the north, which is separated from the site by the Rocky Branch Creek and greenway. Along S. Saunders Street, west of the site are several warehouse and commercial buildings

containing various industrial and automotive repair uses that comprise the general character of the area along the corridor. The site forms a triangular shape due to the Y intersection of S. Saunders and S. Dawson Streets.

Directly west of the S. Saunders and S. Dawson Street intersection is the eastern terminus of Hammell Drive, which has a planned extension per the Raleigh Street Plan (Map T-1) through the right-of-way just south of the site. The planned extension of Hammell Drive is a recommendation from the Southern Gateway Corridor Study completed in 2017 that recommended reconfiguration of S. Saunders/Dawson-McDowell to enhance the overall connectivity in the area. Modification of the intersection between S. Saunders and the Dawson-McDowell Connector as well as the construction of the Hammell Drive extension are potential opportunities for a Public-Private-Partnership to implement elements of the Southern Gateway Corridor Study in conjunction with this redevelopment. While the final design of the public-private-partnership will ultimately be the decision of City Council, and require coordination with NCDOT, it could take the form of the City and private development sharing the cost to complete the realignment. Realignment of the intersection may allow for the abandonment of excess right-of way (ROW) at the southwestern edge, which may add to the site's area.

A study is in the beginning phases to study access to Dix Park, which includes the intersection of Lake Wheeler at South Saunders Street located adjacent to the study area. This study will explore alternative design concepts that may realign portions of Lake Wheeler Road to create a gateway access point into Dix Park. This study is still in the scoping phase and may evolve as it progresses.

The Street Plan (Map T-1) also identifies a realignment of South Saunders Street at its intersection with Lake Wheeler Road to improve safety and traffic flow. This realignment is reflected in the Planned Development (PD) documents and has been a coordinated effort with the Raleigh Department of Transportation. The development of this site will advance this realignment, and is a code requirement regardless of the type of development or rezoning to occur at the site.

The subject site contains two Future Land Use Map Designations: Regional Mixed Use which comprises the majority of the site and Public Parks & Open Space which covers the area surrounding the Rocky Branch Creek and adjacent greenway north of the site. The FLUM designation decreases in intensity to the west of the site, adjacent to Dix Park where it becomes High Density Residential. The properties to the north, east (with the exception of Mt. Hope Cemetery which has a Public Parks & Open Space FLUM designation) and south of the site share the Regional Mixed Used FLUM designation. The site's nearest neighbors to the east are separated by S. Dawson and S. McDowell Streets, but include Mt. Hope Cemetery and Washington Elementary School. The FLUM designation in the area generally does not correspond to the built environment and indicates that a higher intensity of commercial and residential development may be appropriate for the area in the future.

As the proposal is for a mixed-use zoning designation, guidance from Table LU-2 Recommended Height Designations also applies. The IX zoning district would generally be considered appropriate under the Business & Commercial Services FLUM designation, and

thus derive height recommendations from this table; however Table LU-2 does not provide guidance for height in the Business & Commercial Services FLUM designation.

The Regional Mixed Use FLUM Designation portion of the site is located in what LU-2 defines as a “General” height category; which is a location that is not within a core transit area nor within an area within 150 feet of low to moderate density residential. The General height recommendation for Regional Mixed Use is a maximum of seven stories, the request is for 20 stories which is inconsistent with guidance from table LU-2.

The site is located within the Southern Gateway Corridor Study, which includes guidance for the area bordered by W. South Street to the north, Lake Wheeler Road and the railroad tracks to the west, Hammond Road to the east and Tryon Road to the south. The study provides guidance to improve connectivity and appearance along the Raleigh’s southern gateway into downtown. The Southern Gateway Study is broken up into four “focus areas” one of which includes the subject site along with a number of transportation improvements that are reflected in the street plan (Map T-1). The site is located within the plan’s “Old Saunders” focus area; which includes policies that suggest development should take design cues from the existing warehouse and adjacent historic districts to preserve the existing character of the area.

The Southern Gateway Study identified the portion of S. Saunders Street bordering the site and continuing to Prospect Avenue as an appropriate area for the “Main Street” designation. This differs from the currently adopted version of the Urban Form Map because Map UD-1 was not amended to include this change in policy guidance, however policy guidance suggests that adopted Small Area Plan policy should be considered for the evaluation of a rezoning case. The Main Street streetscape type is a designation on the Urban Form Map (UD-1) that indicates an urban frontage is recommended. An urban frontage creates a walkable, pedestrian friendly environment that has buildings located close to the street with pedestrian entrances and retail or active uses on the ground floor and parking is generally located behind the building.

The proposal was amended on October 10, 2019 to require active ground floor uses be required on the ground floor of structured parking, located between the parking structure and the public sidewalk along S. Saunders Street. The amendments also require upper stories of structured parking located at the perimeter of the building must have architectural and vegetative screens to hide parking vehicles and shield lighting.

The proposed zoning requests an increase in the current entitlement in height, density and setbacks; the current zoning allows for a maximum of three stories whereas the proposed zoning would permit up to 20 stories. If an increase in height were permitted, this would also increase the permitted density by allowing more total units on the same physical footprint, permitting additional vertical density. The proposal would also eliminate all setbacks, which in RX and IX zoning are 5’ from the primary and side streets and 6’ from side and alleys. The proposed rezoning would change the minimum setbacks to 0’ on all sides. The rezoning would have the same impact on parking setbacks; current zoning requires a 10’ setback for parking from primary and side streets, the proposal would reduce the minimum to 0’. The allowed uses would be more restricted than what is permitted today and would no

longer allow: car washes; vehicle repair; gas station; freight and service facility; trailer storage and drop off lot; bus barn; trucking operation; truck or motor freight terminal facility; pawn shops; and adult establishments.

The site is located in a North Carolina Opportunity Zone, which is an area designated by the State to provide tax incentives that encourage investment capital in low income areas that result in capital gains for the investor should the area grow economically.

The site is also located within an Economic Development Target Area, as noted on Map ED-1 in the 2030 Comprehensive Plan. Economic Development Areas are defined as census block groups in which 40% or more of the block group is zoned for nonresidential uses; and that are considered "high poverty" block groups; or census block groups in which 40% or more of the block group are zoned for industrial use; or deemed appropriate by City Council.

Update for the November 6, 2019 City Council Meeting

The applicant submitted revisions to the narrative and plan drawing portions of the application.

Changes to the S. Saunders PD rezoning application narrative:

- **The internal streetscape is 16" in width, with a 6' sidewalk, a 4' tree planting area and a 6' public sidewalk easement.**

These changes addressed urban design guideline #23; proper height to street width ratio.

Update for October 22, 2019 Planning Commission Meeting

The applicant submitted revisions to the narrative portion of the application

Changes to the S. Saunders PD rezoning application narrative:

- **A minimum of 5% of the residential units will be no larger than 550 square feet.**
- **Ground floor active uses between a parking structure and the sidewalk along S Saunders Street for the entire length of S Saunders will be required.**
- **Each building along S Saunders Street shall provide at least one building entrance from S Saunders Street, and when a building has a length greater than 150 feet along S Saunders, then a second entrance is required. These entrances must comply with UDO sec. 1.5.8.**
- **There shall be a difference of at least 2 stories in height between the tallest building at shortest building within each Pod.**
- **A minimum of 30 feet of separation between portions of buildings greater than 7 stories in height will be required within the same Pod.**
- **Ground floor transparency of at least 50% will be required along S Saunders Street.**

These changes are reflected throughout the staff report and addressed policy inconsistencies related to the urban form designation along S. Saunders Street, the case is now consistent with the urban form designation and Policy UD 2.3 Activating the Street. The case is also now consistent with the *Growing Successful Neighborhoods and Communities* vision theme for the same reasons it gained consistency with the aforementioned items.

However the case remains inconsistent overall as it seeks relief from code requirements such as minimum sidewalk and tree planting width that seek to provide a more pedestrian friendly environment; the entitlement requested will result in significant queuing on the site's internal streets and traffic impacts to the larger area that are more impactful than policy would recommend; and the lack of codifiable design elements that are recommended for a Planned Development and site located in a gateway location.

Update for September 26, 2019 Committee of the Whole

The following update was provided in part to standardize the staff report evaluation for Planned Development rezoning applications, and in part to provide an update on changes to the case.

Changes to the S. Saunders PD rezoning application narrative:

- **The revised PD narrative removes the modifications to the building massing standards – both setback and floor plate size.**
- **The revised PD narrative adds a requirement for at least one bicycle repair station in each of Pods A, B & C.**
- **The revised PD narrative adds a requirement that at least 51% of the linear footage of the interior streets shall provide for a streetscape at least 16 feet in width, with that portion of the streetscape located beyond 10' 6" to be located on private property but in a public access easement.**

These changes are reflected throughout the following pages of the staff report, and while they address a portion of the policy issues relating to the relaxation of code required design elements, the rezoning request lacks justification or codification of high-quality design elements that are recommended by the relevant Comprehensive Plan policies for a planned development rezoning application. The revisions to the rezoning application are a move in the right direction towards greater consistency with policy, however the case is still inconsistent overall with the 2030 Comprehensive Plan.

The following revision to the staff report provides the code required elements for a PD from UDO Article 4.7.5 General Design Principles.

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, including a minimum of 5% of units will be no larger than 550 square feet.

B. Uses are compact and well-integrated, rather than widely separated and buffered.

- The proposed PD specifies the maximum square footage for office/industrial uses, retail, lodging and residential units but there is no detail as to how the uses will be well-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 offices 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 a terminated vista, 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.

- The case was revised on October 16, 2019 to resolve the outstanding issue of the plan sheets and the narrative not matching with regards to the streetscape. The proposed sidewalk is wider than the code requirement of 10' and proposes a minimum 16' sidewalk. The PD also provides a sidewalk connection to the code required greenway easement access that connects to the larger greenway network, providing opportunities for pedestrian and bicycle access.

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.

- Bicycle circulation did not receive any specific accommodations on the proposed interior streets of the site, but bicycle repair stations will be provided within each "pod".

H. Building facades spatially delineate the streets and civic spaces, and mask parking lots.

- There is no detail provided as to how the building facades will delineate the streets and civic spaces, nor how they will mask parking lots.

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 include open space as a significant element of the design, the open space area fronts along the Rocky Branch Creek and includes a code required public access easement that will allow for a greenway trail to pass through the site.

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.

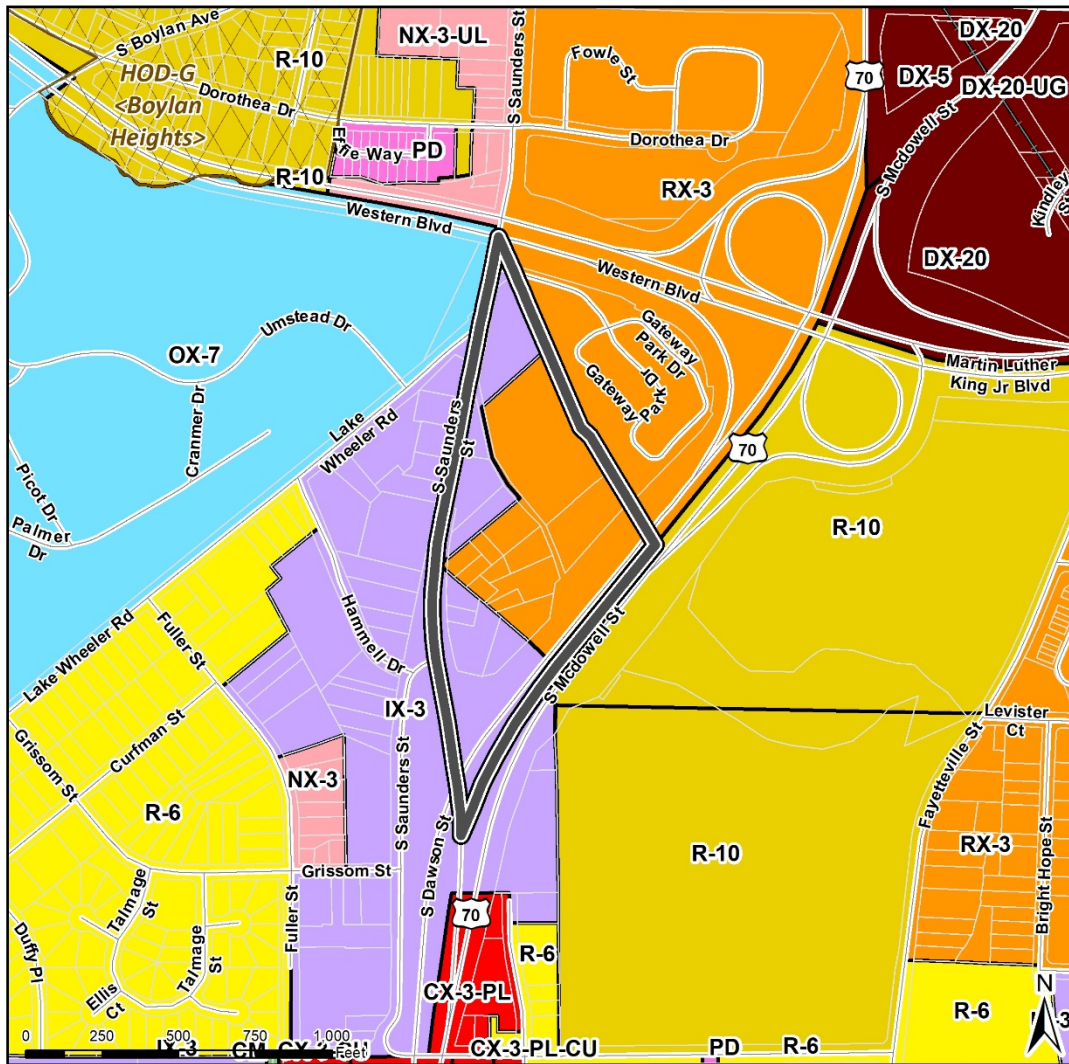
OUTSTANDING ISSUES

Outstanding Issues	<ol style="list-style-type: none"> 1. The case is inconsistent overall with the 2030 Comprehensive Plan. 2. The request will result in three intersections that will be below the Level of Service standards set forth in the Comprehensive Plan. 3. The request will result in design standards that are 	Suggested Mitigation	<ol style="list-style-type: none"> 1. Work with staff to mitigate the impacts the request will have on the area in regard to traffic, reduction in code required design standards and site access. 2. Reduce the entitlement of the development to a level that is appropriate for the capacity of the streets.
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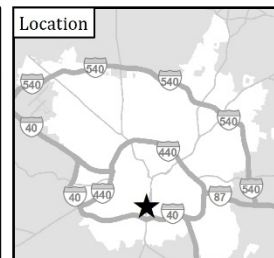
	lower than the current code requirements and may result in excessive shadow, lack of walkability and a perceived “canyon effect” on the site.		3. Provide codifiable design elements in the PD that meet the intent of the code and relevant policies.
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Existing Zoning	Z-32-2018
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Existing Zoning	Z-32-2018
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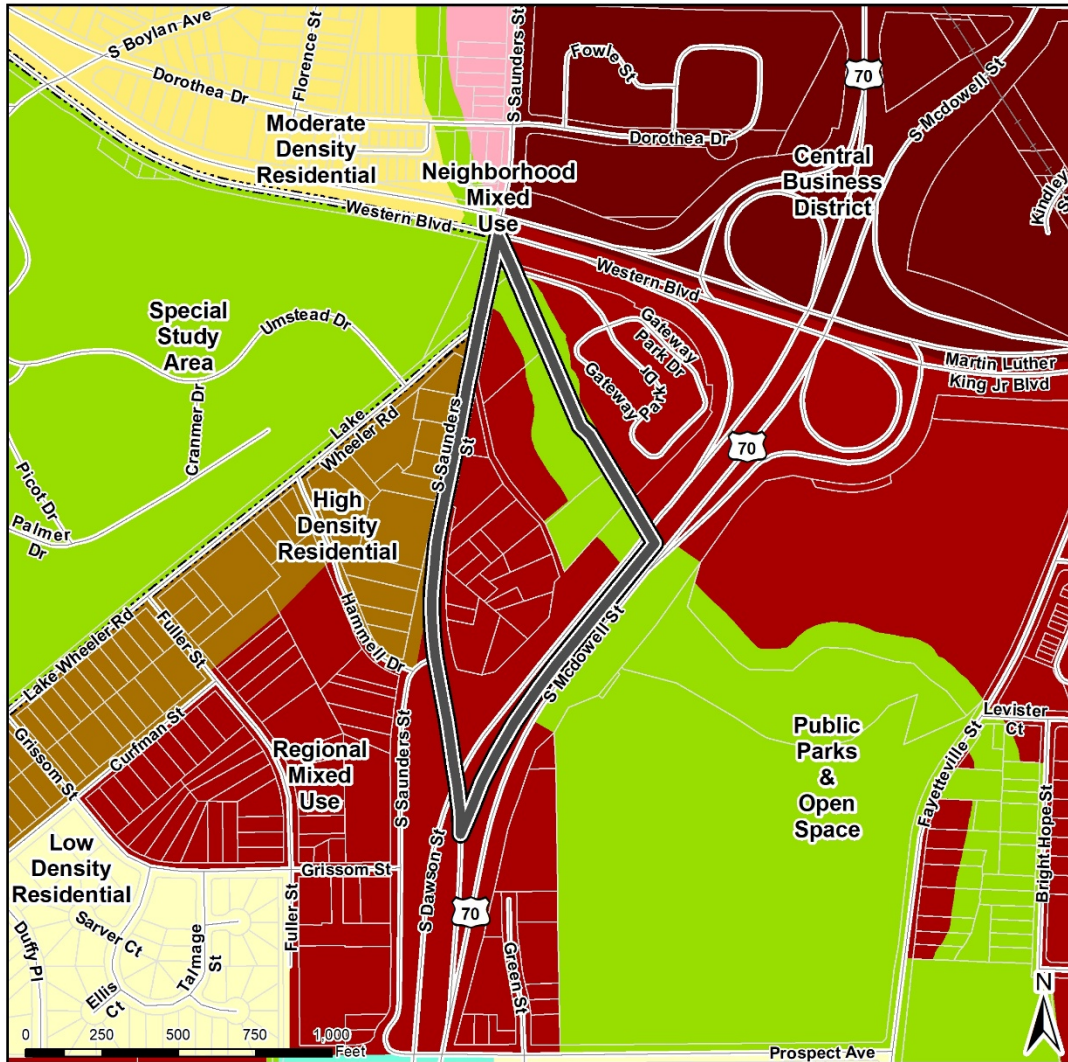
Property	Multiple Properties (S Saunders St PD)
Size	9.15 acres
Existing Zoning	RX-3 & IX-3
Requested Zoning	PD



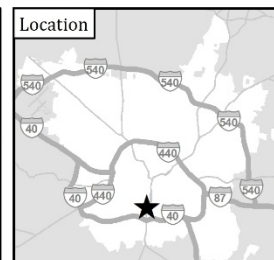
Map by Raleigh Department of City Planning (reckhowh): 10/12/2018

Future Land Use

Z-32-2018



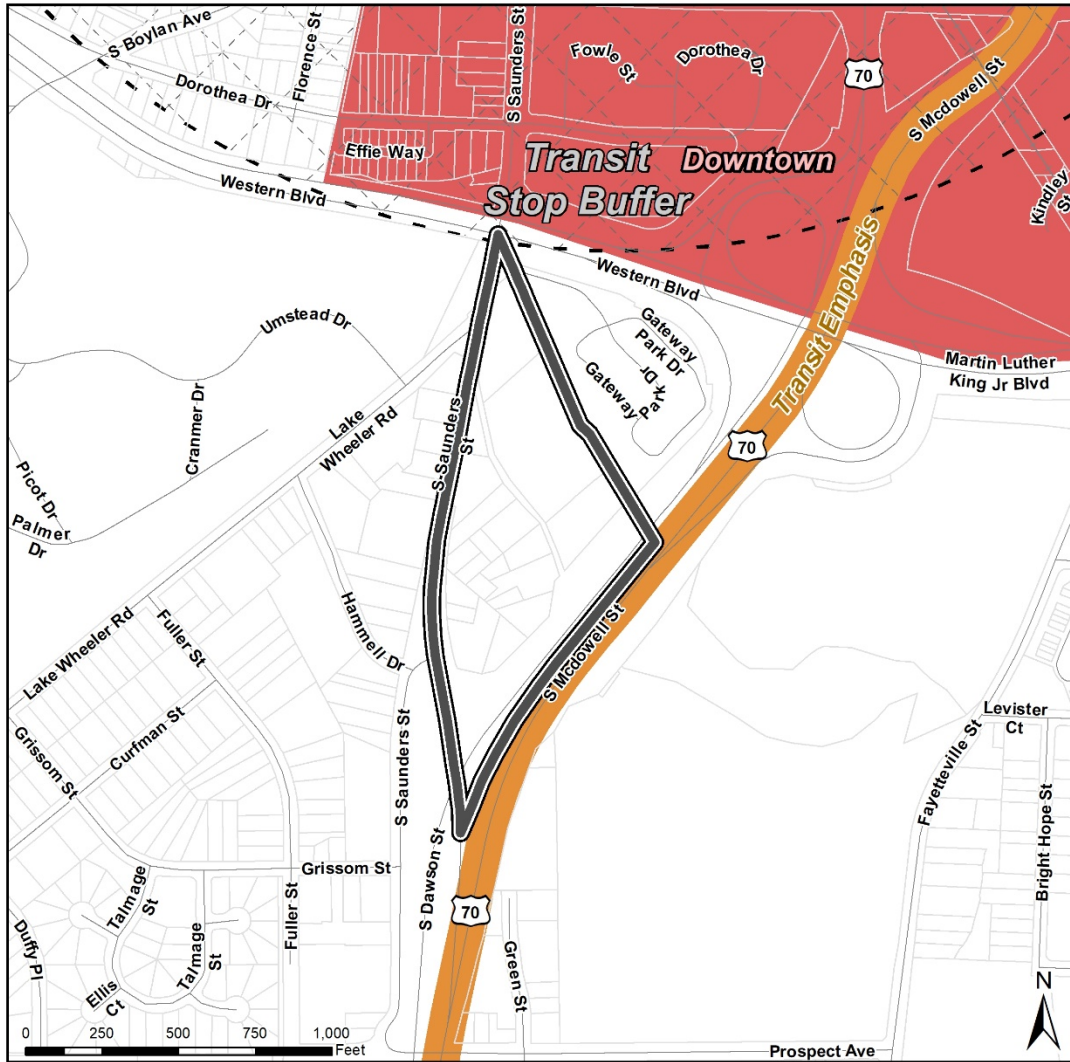
Property	Multiple Properties (S Saunders St PD)
Size	9.15 acres
Existing Zoning	RX-3 & IX-3
Requested Zoning	PD



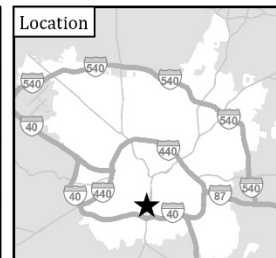
Map by Raleigh Department of City Planning (reckhowh): 10/12/2018

Urban Form

Z-32-2018



Property	Multiple Properties (S Saunders St PD)
Size	9.15 acres
Existing Zoning	RX-3 & IX-3
Requested Zoning	PD



Map by Raleigh Department of City Planning (reckhowh): 10/12/2018

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 proposal is **consistent** with the **Expanding Housing Choices** vision theme, which seeks to provide an expanded supply of housing options. The request will increase the density of housing permitted in an area close to downtown.

The proposal is also **consistent** with the **Growing Successful Neighborhoods and Communities** which encourages growth and new development will be accommodated through careful infill development that complements existing character, responds to natural features and encourages new development be walkable and provide convenient access to open space, community services, retail and employment. The case was revised on October 10, 2019 which shifted the consistency with this vision theme as it provided a number of elements that mimic the recommended urban limited frontage which provides a pedestrian friendly environment along S. Saunders Street.

The proposal is **inconsistent** with the **Managing Our Growth** and **Coordinating Land Use and Transportation** vision themes, as it will generate more traffic than anticipated road capacity for the surrounding area can handle. This inconsistency can be mitigated by decreasing the development entitlement or providing additional circulation improvements for all modes of travel.

The proposal is not inconsistent with the **Economic Prosperity** vision theme which seeks to improve land management practices and preserve ecological resources for residents and future generations. The proposal is also not inconsistent with the **Economic Prosperity and Equity** vision theme, that envisions Raleigh as a city that embraces diversity and innovation through economic opportunity for all.

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

In part, the proposed uses on the Industrial Mixed-Use base zoning district are not specifically considered on the Future Land Use Map, but the location is appropriate for this type of use. The Regional Mixed Use FLUM designation envisions areas zoned Commercial Mixed Use (CX). The requested base district is Industrial Mixed Use or IX, which would typically be considered appropriate in the Business and Commercial Services FLUM designation. However, the manufacturing and vehicle repair uses that are generally permitted in Business and Commercial services are prohibited, which meets the intent of the Regional Mixed Use FLUM designation.

In addition to land use guidance, this section of the Comprehensive Plan provides height guidance in mixed-use FLUM designations. The requested 20 story height maximum is not specifically designated in this area, which has a recommended

height of seven stories per Table LU-2. The recommended height is based on proximity to planned high frequency transit routes; which would encourage greater residential and commercial density to support ridership. This future routing of Bus Rapid Transit in this area is currently unknown, therefore policy would suggest that this is in a “general” height category that is recommended at a maximum of seven stories.

Yes, the Public Parks & Open Space designation on the northern portion of the property is designated on the portion of the site that has a Public Parks & Open Space FLUM designation. The Planned Development specifies the area with this FLUM designation as open space and will only permit uses appropriate in open space areas designed to protect natural resources and provide outdoor public amenities.

- 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?

While the use is not specifically designated, it can be established without adversely altering the recommended land use. The applicant prohibited a number of high intensity uses including car washes, vehicle repair and trailer storage.

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

No, the area does not have sufficient street capacity to serve the development at the proposed level of entitlement. This can be mitigated by reducing the entitlement, or by increasing transportation capacity through measures such as additional connections or enhancing non-motorized vehicle modes. The other community facilities including sewer, water and stormwater are sufficient to serve the proposed use.

Future Land Use

Future Land Use designation: Regional Mixed Use and Public Parks & Open Space

The rezoning request is

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

☐ **Inconsistent**

The Future Land Use Map designations for the area call for **Regional Mixed Use** and **Public Parks & Open Space**. The Regional Mixed-Use designation encourages high-density housing, office development, hotels and region-serving retail uses and considers CX the most zoning appropriate. In a Planned Development (PD) zoning district the applicant chooses a “base zoning district” which the code applies where the PD does not provide specific modifications. The request is for Industrial Mixed

Use or IX zoning to be the base district, which would typically be considered an appropriate district for the Business and Commercial Services FLUM designation. However, the PD prohibits the majority of uses allowed in IX that are not permitted in CX such as; pawnshops, bus barns, car washes and adult establishments. By limiting the allowed uses, the IX base zoning request in the PD district is consistent with Regional Mixed Use FLUM designation.

The proposal is inconsistent with the height recommendations set forth in Table LU-2. Categorized as a “general” area where the height recommendation is a maximum of seven stories, the proposal is to allow up to 20 stories. General areas refer to locations not in core transit areas, and not adjacent to low or moderate density residential.

Additionally, the code requirements that regulate building form such as setbacks and lot dimensions are generally the same for both CX and IX districts, with the largest distinction being that the apartment building type is not permitted in IX zoning. The request is consistent with the Regional Mixed Use FLUM Designation.

The Public Parks & Open Space designation applies to permanent open space intended for recreational or resource conservation uses that may include parks and existing greenways. This land is intended to remain in open space in perpetuity. The proposal identifies this portion of the site as “open space” and is consistent with the intent of the designation.

Urban Form

Urban Form designation: Main Street Corridor

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 currently adopted version of Map UD-1 Urban Form shows Dawson and McDowell Streets as “Transit Emphasis Corridors”, however the southern Bus Rapid Transit line is currently unknown and may travel down S. Saunders, S. Dawson/McDowell Streets or Wilmington Street, leaving this guidance subject to change. Should the bus routing be along Wilmington or S. Dawson/McDowell Streets there may be significant challenges in pedestrian access, as the site will not offer access to S. Dawson Street due to its current NCDOT designation as a controlled access highway.

Access under S.Dawson/McDowell Street is provided by the greenway, the entire frontage of the parcel along S. Dawson Street is not accessible due to the controlled access designation. This will result in significant barriers to non-motor vehicle access

to transit within a half mile of the site. The Transit Emphasis Corridor that is currently reflected along S. Dawson/McDowell Streets recommends an urban frontage be applied to support the anticipated high frequency bus service that will travel along them, however the exact route of high frequency bus service has not been yet been determined and urban form guidance is unclear for this section.

Urban Form guidance does however apply to S. Saunders Street, where the Southern Gateway Study designates it as a “Main Street Corridor”, which envisions an Urban Frontage be applied to create a walkable, pedestrian friendly environment. The Urban Frontage is a designation in the UDO that can include; Green, Urban Limited, Urban General and Shopfront frontages that link a desired development pattern with specific form requirements that define the street edge.

The rezoning request includes provisions that mimic an Urban Limited (UL) frontage; the build-to is 0-20', and the building coverage standard is 40% within the build-to range, pedestrian facing entrances are required along S. Saunders Street and active uses are required on the ground floor. These conditions generally mimic the UL Frontage standards set forth in the UDO, and are consistent with this designation.

Impact: The proposal is consistent with the urban form designation for the area, and may enhance the pedestrian environment by providing an active street front that has pedestrian facing entrances.

Compatibility: While the height entitlement of the proposed rezoning is significantly higher than that of the surrounding area, the provisions to provide a pedestrian oriented streetscape along S. Saunders meet the intent of the urban form guidance for the area.

Compatibility

The proposed rezoning is

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

☒ **Incompatible.**

The request was revised on October 10, 2019 to include a number of elements that bring it into consistency with the main street urban form designation for S. Saunders Street. However its compatibility with the surrounding area remains inconsistent as the anticipated traffic that may be generated from the level of entitlement requested combined with physical constraints that surround the site will effectively funnel a large volume of traffic that may cause congestion at the following intersections:

- South Saunders at West South Street (Westbound Approach in PM Peak)
- South Dawson Street at West South Street (Eastbound and Westbound Approach in PM Peak)
- Martin Luther King Jr. Boulevard at South Wilmington and South Salisbury Streets (Overall Intersection in AM Peak and Southbound Approach in PM Peak)

While there is anticipated bus rapid transit service coming to the larger area, the exact alignment of it is unknown at this time and until more information is available the mitigation measures for the anticipated traffic are limited to; reducing the entitlement requested, petition NCDOT for access to S. Dawson Street; providing an access easement to S. Dawson Street; and providing a bike share station on the site.

Public Benefits of the Proposed Rezoning

- The proposed rezoning may provide additional housing to the area.
- The proposed rezoning may encourage development in an Economic Development Target Area.
- The proposed rezoning may trigger the intersection realignment of S. Saunders and Lake Wheeler Road, which is not built to current City standards.

Detriments of the Proposed Rezoning

- The proposed rezoning may increase the traffic in the area beyond what the road capacities are able to handle and may cause traffic delays on the following roads:
 - South Saunders at West South Street (Westbound Approach in PM Peak)
 - South Dawson Street at West South Street (Eastbound and Westbound Approach in PM Peak)
 - Martin Luther King Jr. Boulevard at South Wilmington and South Salisbury Streets (Overall Intersection in AM Peak and Southbound Approach in PM Peak)
- The relief from code being sought by the PD is inconsistent with a number of policies in the Southern Gateway Plan as well as in the Urban Design and Transportation sections of the Comprehensive Plan and may negatively impact the character and development of the area.

Policy Guidance

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

Policy LU 1.2—Future Land Use Map 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 subject site contains two FLUM designations; Regional Mixed Use and Public Parks & Open Space. The Regional Mixed Use FLUM designation envisions major retail and service hubs that draw customers from across the city, and include high density housing, office development and hotels with a Community Mixed Use (CX) zoning district. The applicant's request for a PD includes an Industrial Mixed-Use Base District, however application

prohibits the majority of uses allowed in IX that are not permitted in CX which include; pawnshops, bus barns, car washes and adult establishments. Additionally, the code requirements that regulate building form such as setbacks and lot dimensions are generally the same for both CX and IX districts, with the largest distinction being that the apartment building type is not permitted in IX zoning. The request is consistent with the Regional Mixed Use FLUM Designation.

The Public Parks & Open Space FLUM designation envisions permanent open space intended for recreational or resource conservation uses. The portion of the site with this designation is along the Rocky Brank Creek greenway trail, and the uses in that area are limited to accessory structures that would be found in park. The request is consistent with the Public Parks & Open space FLUM designation.

Policy LU 2.2. - Compact Development. *New Development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and noncontiguous development.*

The request would significantly increase the commercial and residential density of the site by allowing an increase in height from the current Residential Mixed Use-3 and Industrial Mixed Use-3 to a PD with a height limit of 20 stories.

Policy LU 8.1 Housing Variety. *Accommodate growth in newly developing areas of the City through mixed use neighborhoods with a variety of housing types.*

The proposed rezoning will allow an increase in residential density in an area located in close proximity to Dorthea Dix Park, the Rocky Branch Creek Greenway and proximate to Downtown Raleigh. The approximate increase in residential entitlement will go from an estimated 224 units to an estimated 975 units should the rezoning be approved. However, the single-family housing type will no longer be permitted on this site under the IX zoning base district. No minimum number of units are required or guaranteed by this proposal.

Policy LU 11.4 Rezoning/Development of Industrial Areas. *Allow the rezoning and/or redevelopment of industrial land for non-industrial purposes when the land can no longer viably support industrial activities or is located such that industry is not consistent with Future Land Use Map. Examples include land in the immediate vicinity of planned transit stations.*

The Future Land Use Map designation for the majority of the rezoning site is Regional Mixed Use, which suggests major retail and service hubs that may include high-density housing, office development and hotels. The FLUM designation for the site indicates that industrial uses may no longer be the most appropriate in this area. The rezoning is consistent with the FLUM designation for the site and the changing land use pattern in the area because it will prohibit industrial uses such as vehicle repair, passenger terminals, and gas stations.

Policy UD 2.3 Activating the Street *New retail and mixed-use centers should activate the pedestrian environment of the street frontage in addition to internal pedestrian networks and connections, particularly along designated Main Street corridors.*

The proposal provides a number of provisions that mimic the urban limited frontage that is recommended by the main street designation along S. Saunders Street. These provisions

include the requirement of active uses along the ground floor, pedestrian facing entrances and a build to range that will pull the buildings close to the street to create an active street front.

Policy UD 3.9 Parking Lot Design *Encourage efficient site design, shared parking between complementary uses, and reduced amounts of impervious surface in parking lot design.*

The proposal requested lower parking minimums than required by the code with the justification that shared parking between various retail and personal services uses would be permitted. Given the density of the site, shared use parking may reduce the amount of surface parking required.

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

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 5.1 – Reinforcing the Urban Pattern. *New development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.*

The request would significantly increase the permitted density and height on the site, which is appropriate for an area with a Regional Mixed Use FLUM designation if the height tapers down to meet the context of surrounding development and includes enhanced pedestrian elements. The PD proposal seeks relief from code requirements relating to building setbacks and streetscape design that may negatively impact the pedestrian environment by creating a canyon effect due to the height of the buildings, the limited setback, while revisions were made on October 19, 2019 to provide wider sidewalks the quality design and site planning elements remain inconsistent as there are no codifiable design elements for the internal portions of the development. Table LU-2 Height Recommendations applies to this area and recommends a maximum height of seven stories, the request is to allow up to 20 stories in “pods a & c” and up to 18 stories in “pod b”.

This may be mitigated through a reduction in height and codification of design elements that enhance the pedestrian realm and soften the height increase.

Policy LU 5.2 – Managing Commercial Development Impacts. *Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow.*

The proposal will result in an increase in traffic that is greater than the roads in the area can currently accommodate, which may result in traffic delays for future and current visitors and residents to the area and downtown Raleigh. The proposed increase in height, and code modifications to reduce setbacks without sufficient justification for how this reduction will contribute to an enhanced pedestrian realm may cause a shadow impact on the internal

pedestrian street that contributes to the canyon effect these code requirements seek to mitigate.

This can be brought into consistency with a reduction in height, providing wider internal sidewalks; greater minimum building separation on a site basis rather than on a pod by pod basis; and by providing an access easement to S. Dawson street or a reduction in development entitlement that will reduce the anticipated traffic output.

Policy T 2.5 Multi-modal Grids. *All new residential, commercial, or mixed use developments that construct or extend roadways should include a multi-modal network (including non-motorized modes) that provides for a well connected, walkable community, preferably as a grid or modified grid.*

The request proposes an internal street that enters and exits onto S. Saunders Street. While there are site constraints to providing a more gridded connections through the site and onto S. Dawson Street, this policy can be brought into consistency through the offering of an easement that could allow for a future connection to S. Dawson Street to be provided as the area continues to redevelop.

Policy T 2.10 Level of Service. *Maintain level of service (LOS) “E” or better on all roadways and for overall intersection operation at all times, including peak travel times, unless maintaining this LOS would be infeasible and/or conflict with other goals.*

There is a large increase in trips generated under the proposed Planned Development compared to the existing zoning. The traffic for this project predicts significant outbound congestion from the site. The predicted queue lengths greatly exceed the length of the internal streets to accommodate them. The traffic impact analysis also identifies three intersections where approach Level of Service (LOS) is predicted to degrade below standards set forth in the Comprehensive Plan. This can be mitigated by reducing the entitlement of the request.

Policy UD 1.2 Architectural Features. *Quality architecture should anchor and define the public realm. Elements of quality architecture include architectural accents and features conducive to pedestrian scale and usage, such as a distinct base, middle, and top (for high-rise buildings); vertical and horizontal articulation; rooflines that highlight entrances; primary entrances on the front façade; transparent storefront windows and activated uses on the ground floor; and corner buildings with defining landmark features.*

Policy UD 1.3 Creating Attractive Facades. *Well-designed building facades, storefront windows, and attractive signage and lighting should be used to create visual interest. Monolithic or box-like facades should be avoided to promote the human quality of the street.*

Policy UD 1.6 City Gateways. *Create more distinctive and memorable gateways at points of entry to the City, and points of entry to individual neighborhoods and neighborhood centers. Gateways should provide a sense of transition and arrival, and should be designed to make a strong and positive visual impact.*

While the proposal initially sought relief from a number of code requirements such as stepbacks, floorplate sizes and minimum transparency requirements these elements will now be required per the standards set forth in the UDO. The narrative describes features such as “The project is designed to orient to the Rocky Branch Creek and greenway and is organized

around public plazas and other smaller open spaces” and “The Project steps with the natural topography of the site. The building massings have been calibrated to maximize light and views across the site and create comfortable outdoor spaces” but does not provide any codifiable design elements that would provide architectural features that would create a distinctive and memorable gateway at this point of entry to Downtown Raleigh.

These inconsistencies may be mitigated by providing setbacks on internal streets, façade articulation and specifying changes to material types and by codifying the intent of the design elements in the narrative document.

Policy UD 3.1 Gateway Corridor Design Quality. *Promote high quality development along gateway corridors to improve aesthetics and encourage higher levels of investment. Design of new development should contribute to the overall visual quality of the corridor and define the street space.*

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.*

Revisions submitted on October 10, 2019 address the inconsistencies with design guidelines 16, 24 and 25 by requiring active uses be located on the ground floor, requiring pedestrian facing entrances along S. Saunders Street and architectural or vegetative screens are required to reduce the visual impact of structured parking.

Additional revisions submitted on October 10, 2019 address the inconsistencies with design guidelines 1, 7 and 19; related to urban form requirements along S. Saunders Street. The build to, pedestrian facing entrances, setbacks and requirements for active ground floor uses are all consistent with these guidelines.

CONSISTENT	Policy Guidance
Guideline #1: All mixed-use developments should generally provide retail (such as eating establishments, food stores, and banks), and other uses such as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian-friendly form.	The proposal will allow a mixture of uses from retail, hotel, office and residential in a building footprint that is much more compact than the site's current entitlement.
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	While the case does not specify the location of garage entrances or loading areas, it does require active uses on the ground floor along S. Saunders Street and pedestrian facing entrances that

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	will encourage pedestrian interest and provide an active streetscape on the main frontage road.
<u>Guideline #7:</u> Buildings should be located close to the pedestrian-oriented street (within 25- feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high-volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.	The proposal would permit 0' setbacks for all buildings, which would be desirable along S. Saunders Street given that a frontage is encouraged by the Main Street Designation identified in the Southern Gateway Study.
<u>Guideline #11:</u> The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.	The proposal requires active ground floor uses be located on S. Saunders Street and prohibits ground floor parking front the street.
<u>Guideline #15:</u> Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.	The request requires "active uses" along the ground floor of buildings in Pod A & B fronting along S. Saunders Street. Those pods [tracts of land] occupy approximately 2/3 rd of the frontage of the site.
<u>Guideline #16:</u> Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can have serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.	The proposal requires structured parking be screened with either architectural or vegetative screens.
<u>Guideline #19:</u> All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these	The proposal will provide the code required greenway access along Rocky Branch Creek, and enhance this policy by providing a pedestrian bridge over the creek that will connect the site to the greater greenway network.

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.	
<u>Guideline #23:</u> Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.	The case was amended on October 19, 2019 to require a minimum sidewalk width of 16" on both sides of the right of way. This width is generally consistent with urban design guidelines for the spatial definition of streets.
<u>Guideline# 24:</u> The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances should be designed to convey their prominence on the fronting facade.	The request required the addition pedestrian facing entrances along S. Saunders Street. However there is no language codifying the design elements of the entrances.

While a number of revisions to the case brought it closer to consistency with the urban design guidelines it still remains inconsistent with the policy overall as there are outstanding consistency issues with the requested narrower than code sidewalk and street tree planting requirements; a lack of codifiable language about design principles; and queuing issues that may result from the entitlement sought.

The request can be brought into consistency with guidelines 3, 4 and 10 by providing an access easement to S. Dawson Street in the event development changes the character of the area in the future, or by providing a bike share station and specifying a maximum of 660 feet for block faces so that an internal pedestrian network would be possible. Guideline 22 can be met by providing a wider landscaped area on the internal street sidewalk to a minimum of 6'-8'. Guideline 25 can be met with language in the PD codifying façade articulation, materials and window placement.

<u>INCONSISTENT</u>	<u>Policy Guidance</u>
<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	The request can be brought into consistency with guidelines 3, 4 and 10 by providing a street or street-like connection to S. Dawson Street. If NCDOT control of access prevents making a connection at the time of initial development, right-of-way or an

be possible without requiring travel along a major street.	easement would allow the public to make the connection in the future if and when the character of the area and the function of the Dawson-McDowell connector changes.
<u>Guideline #10:</u> New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passerby to see directly into the space.	The request can be brought into consistency with guidelines 3, 4 and 10 by providing a street or street-like connection to S. Dawson Street. If NCDOT control of access prevents making a connection at the time of initial development, right-of-way or an easement would allow the public to make the connection in the future if and when the character of the area and the function of the Dawson-McDowell connector changes.
<u>Guideline #10:</u> New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.	The request can be brought into consistency with guidelines 3, 4 and 10 by providing a street or street-like connection to S. Dawson Street. If NCDOT control of access prevents making a connection at the time of initial development, right-of-way or an easement would allow the public to make the connection in the future if and when the character of the area and the function of the Dawson-McDowell connector changes.
<u>Guideline #22:</u> Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees that complement the face of the buildings and that shade the sidewalk. Residential streets should provide for an appropriate tree canopy, which shadows both the street and sidewalk and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate	This can be brought into consistency by increasing the width of the internal sidewalk landscaping strip from the currently proposed 4' to a minimum of 6'-8' to allow sufficient space for the trees roots and to provide adequate shade and pedestrian buffering.

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.	
<u>Guideline #25:</u> The ground level of the building should offer pedestrian interest along sidewalks. This includes windows, entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.	While the provision of pedestrian facing entrances brings the case closer to consistency with this policy, to achieve full consistency additional specificity for placement of windows or façade articulation or ornamentation would be necessary.

Area Plan Policy Guidance

The site is located within the Southern Gateway Corridor Study, which includes guidance for the area bordered by W. South Street to the North, Lake Wheeler Road and the railroad tracks to the west, Hammond Road to the east and Tryon Road to the south. The site is located within the plan’s “Old Saunders” focus area, which includes policies aiming to capitalize on the open space created by the anticipated realignment of S. Saunders Street between Maywood and Martin Luther King Jr. Boulevard. The plan guidance also suggests that development should take design cues from the existing warehouse and adjacent historic districts.

The plan also calls for a “main street designation” along the section of S. Saunders Street where the subject parcel is located, as well as the application of an urban frontage. The intent of an urban frontage is to create a walkable, pedestrian friendly environment that has buildings located close to the street with retail on the bottom.

Additional considerations include guidance to realign the S. Saunders and Lake Wheeler intersection, and the intersection of Hammel Drive and S. Saunders Street.

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

Policy AP-SG 5 Improve Greenway Trail Connections: *New development within the district should link to and extend the greenway trail system that links areas south of I-40 to each other and to downtown, Dorthea Dix Park, and the State Farmer’s Market. Improve connections to the Capital Area Greenway System with the incorporation of green infrastructure.*

The request will provide a code required easement for a greenway along the south side of the Rocky Branch Creek. Currently there is an access easement along the northern side of the Rocky Branch Creek (not on the subject site) that has an existing greenway, this would provide an additional public access point to the greenway and the creek. The proposal also specifies that a bridge that will cross over Rocky Branch Creek to the northern section of the greenway, and enhancing overall connectivity.

Policy AP-SG 9 Redevelopment between Old S. Saunders and S. Dawson Streets:

Developable parcels between Old S. Saunders Street and S. Dawson Street (southbound) should support a mix of office and service uses framing a welcoming gateway to downtown Raleigh.

The request is to rezone the parcel to a Planned Development (PD) with an Industrial Mixed Use (IX) base district. The uses permitted by right in IX zoning would allow office and service uses.

Policy AP-SG 8 Main Street Character of S. Saunders: *New buildings and additions along old S. Saunders Street should use an urban approach to frontage, and placed close to the street with no parking between the lot line and building facade. Ground floor retail should create a retail-serving Main Street that can capitalize on traffic generated by a destination park on Dix Hill.*

Revisions submitted on October 10, 2019 require pedestrian facing entrances along S. Saunders Street; a build to of 0' – 20' with a coverage standard of 40%, 0 lot line setbacks and a requirement that ground floor uses be active.

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

Policy AP-SG 3 Improve Connectivity: *Enhance connectivity throughout the district with improved intersections, additional sidewalks, shared-use trails, and on-road bike facilities, to link neighborhoods to each other, as well as to the redesigned S. Wilmington Street.*

The proposal does not increase overall connectivity in the area. There one "L" shaped internal street proposed that enters and exits along S. Saunders Street. While the site has a number of development constraints due to the controlled access highway (S. Dawson Street) bordering it to the east, this policy can be brought into consistency by providing easements that can facilitate a future connection to S. Dawson Street.

Policy AP-SG 7 Preserving the Historic Character: *New development and redevelopment should borrow design cues from the existing warehouses and complement the historic character of the adjacent neighborhoods such as Caraleigh.*

The requested building heights and density are significantly higher than the surrounding entitlement of three stories. The Southern Gateway Plan calls for new development to take design cues from the warehouses in the area that have a maximum height of one story and predominately brick facades with some articulation. The case can be brought closer to consistency with this policy through addition design regulation of façade material that more closely mimics the warehouse character of the area.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	64	This site has an above average transit score and is located near two bus routes. However incomplete sidewalks in the area make pedestrian access challenging.
Walk Score	30	68	The site is located directly across the street from Dix Park, and about a half a mile from Washington Elementary and various corner grocery stores and restaurants.

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.

Summary: According to the transit score, this site has higher than average access to transit. However, pedestrian access to these transit stops will rely heavily on the addition of sidewalks that are located off of the applicant's site, and a number of intersection improvements to provide safe pedestrian crossing across S. Saunders Street. The Walk Score is similarly higher than the City's average, and has very close access to Dorthea Dix Park via the Rocky Branch Creek Greenway Trail. However access to amenities, such as Washington Elementary School, is challenging because S. Dawson Street is a controlled access highway, and as such does not have a sidewalk or cross access between Western Boulevard and Prospect Avenue (approximately a half a mile).

Carbon/Energy Footprint: Housing

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	No
Townhouse	56.5	No
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: The rezoning to a Planned Development (PD) with an Industrial Mixed Use (IX) base district would not permit detached, attached or townhomes building types, which have higher annual energy use per the above table. The proposal will allow more energy efficient units than currently permitted and will limit the building types allowed on the site.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds	The proposal will increase the permitted housing on the site by approximately 750 units. This increase is mainly due to the requested increase in height, and a code modification to permit ground floor residential in the IX zoning district.
Does it include any subsidized units?	No	
Does it permit a variety of housing types?	Yes	The proposal will only permit the apartment dwelling type in general or mixed-use building. The detached, attached and townhouse building type will not be permitted. However "micro units" (units less than 550 SF in size) will be at least 5% of the total residential units.
If not a mixed-use district, does it permit smaller lots than the average?*	N/A	This is a mixed use zoning district.
Is it within walking distance of transit?	Yes	Yes, however the lack of sidewalk connectivity in the area may pose a barrier.

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

Summary: The applicant's request would significantly increase the amount of housing units permitted on the site, by allowing a large increase in building height. Due to the IX zoning district standards the variety of housing types would decrease.

Impact Analysis

Historic Resources

The site is located adjacent to 3 National Register individually-listed properties (Dix Hill, Mount Hope Cemetery, and Washington Graded and High School), two of which are Raleigh Historic Landmarks (Mount Hope Cemetery and Washington Graded and High School.) The site is not located within or adjacent to a National Register Historic District or Raleigh Historic Overlay District.

Impact Identified: None.

Parks and Recreation

1. Dorothea Dix Park:
 - I. The Dorothea Dix Park Master Plan (adopted February 2019) envisions a grand entry into the park at the Lake Wheeler Road/South Saunders Street gateway. Plans for the Rocky Branch Creek include a significant expansion and restoration of floodplain from a 30-foot channelized corridor to a 100-foot expanded floodplain complete with dual bike and pedestrian pathways. It will be important for the development team to understand the potential changes to water flow in the Rocky Branch corridor, the downstream impacts, and design this site accordingly. A large entry plaza is envisioned on the park-side of the Lake Wheeler Road/South Saunders Street gateway. The connection across Lake Wheeler Road/South Saunders Street is a critical link of the Rocky Branch Greenway from the park to points east.
 - II. Further study of the Dix Park edge conditions and downtown connectivity will continue through the Dix Park Master Plan process and the future Dix Edge Area Study. This site should respond to the recommendations provided in those plans, to the extent that it may be impacted.
2. Greenway Infrastructure
 - I. The Parks, Recreation and Cultural Resources Department (PRCR) supports the developer-provided greenway infrastructure as proposed in these plans, including the 10'-wide path proposed along the southern side of Rocky Branch Creek and the proposed pedestrian bridge crossing Rocky Branch Creek to connect with the existing

greenway trail on the northern side of the creek. This infrastructure will provide improved access & connectivity to S. Saunders and Dix Park, and would contribute to an enhanced public realm experience at this important node in the greenway network.

3. Comprehensive Plan Policies

- I. Comp Plan PR 3.5 Stream Open Space Networks: Provide a continuous system of open spaces along designated stream corridors that link neighborhoods and park lands and, where possible, provide links to employment centers, schools, shopping areas, and transit rider facilities.
- II. Comp Plan PR 3.6 Greenway Connectivity: Expand the greenway system by connecting existing routes. Provide additional connections between the greenway trails and destinations throughout the City using designated upland routes where necessary.
- III. Comp Plan PR 3.8 Pedestrian Links to Greenway: Improve pedestrian linkages to existing and proposed greenway trail. Developments adjacent to a greenway trail should link their internal pedestrian network to the greenway trail where appropriate.
- IV. Comp Plan PR 5.4 Improving Park Access: Public spaces should be included in private developments that can connect to and benefit from their proximity to public infrastructure and spaces such as greenway trails, public sidewalks, and plazas.

4. Park Access:

- I. Nearest existing park access is provided by Mount Hope Cemetery (0.1 miles) and Lenoir St. Park (0.4 miles).
- II. Nearest existing greenway trail access is provided by Rocky Branch Greenway Trail that runs through the project site.
- III. Park access level of service in this area is graded an "A".
- IV. This area is not considered a priority for general park land acquisition, however special consideration should be given to enhancing and creating synergy with the abundant park and greenway resources in the immediate vicinity.

Impact Identified:

- a. **The Rocky Branch Greenway Corridor requires the dedication of a 75-foot wide greenway easement extending from waterbody top of bank, along the entire length of the water body within the property boundary (UDO Sec. 8.6.1B).**

- b. Any proposed encroachments into this greenway easement area will need to be negotiated at the time of subdivision or site plan approval, when the City of Raleigh Greenway Easement is dedicated.

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	140,000 gpd	140,000 gpd	874,367 gpd
Waste Water	140,000 gpd	140,000 gpd	874,367 gpd

Impact Identified:

1. The proposed rezoning would add approximately 874,367 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area
2. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy
3. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer

Stormwater

Floodplain	FEMA
Drainage Basin	Rocky
Stormwater Management	Subject to Part 10, Chapter 9
Overlay District	N/A

Impact Identified: No downstream structural impacts have been identified.

Transportation

Site Location and Context

Location

The Z-32-18 site is located southwest of Downtown Raleigh, between South Saunders Street and the Dawson-McDowell Connector. Its northern boundary follows the Rocky Branch Creek.

Area Plans

The Z-32-18 site is located within the Southern Gateway Corridor Study Boundary, specifically within the Old Saunders Focus Area. The Comprehensive Plan states, “This focus area hinges on the realignment of S. Saunders Street between Maywood Avenue and Martin Luther King Jr. Boulevard.” Several policies are relevant to the transportation impacts of this proposed Master Plan:

- Policy AP-SG 2 calls for South Wilmington Street to be a Transit Corridor. This is different than the previous designation in the 2030 Comprehensive Plan of South Saunders as a Priority Transit Corridor.
- Policy AP-SG 3 calls for improved connectivity through the district via improved intersections, additional sidewalks, shared-use trails, and on-road bike facilities. This PD provides some of these improvements but does not include any bicycle facilities and is missing non-motorized facilities on some public street frontages.
- Policy AP-SG 4 seeks redevelopment with Public Private Partnerships to implement supporting infrastructure investments with major redevelopments in the district. There may be opportunities for Public Private Partnerships to implement planned transportation improvements in conjunction with this development. The case does not include any elements of a public-private partnership, and the applicant has not pursued a public-private partnership with staff. Policy AP-SG 5 seeks to improve greenway trail connections. This Master Plan proposes an additional point of connection between the site and the Rocky Branch Trail. The Master Plan proposes constructing an additional crossing of the Rocky Branch Creek so that an internal greenway trail is connected to the Rocky Branch Trail on both sides of the site.
- Policy AP-SG 8 calls for a main street character along the portion of South Saunders Street adjacent to the subject property. The PD proposes to implement a portion of the Main Street Parallel Parking streetscape along the site's frontage. Approximately 250 feet of the frontage is planned to be occupied by a right turn lane to access the site as recommended by the Traffic Impact Analysis conducted by VHB Engineering.

Other Projects in the Area

NCDOT has programmed funding for bicycle facilities along Martin Luther King Jr. Boulevard, from South Saunders Street to Poole Road (TIP ID EB-5709). There is also a planned bus rapid transit corridor along Western Boulevard. There are no other funded transportation projects near the Z-32-18 site.

Existing and Planned Infrastructure

Existing Streets

The subject property has approximately 1300 feet of frontage on South Saunders Street. In the Raleigh Street Plan, it is specified as a Main Street, Parallel Parking; it is maintained by the City of Raleigh. The site also borders the Dawson-McDowell Connector for approximately 700 feet. This street is designated a 6-lane avenue and is maintained by NCDOT. There is an unimproved right-of-way for Mount Hope Drive that bisects the site parallel to Rocky Branch Creek.

Street Network

In accordance with UDO section 8.3.2, the maximum allowable block perimeter for Planned Development Zoning districts is 4000 feet. The Master Plan proposes a base zoning district of IX-20. The block perimeter maximum for Mixed Use districts of 5+ stories is 2500 feet. The Master Plan assumes that the Mount Hope Drive ROW will be abandoned. This would require Raleigh City Council Action after staff review and a public hearing. If this is done, the resulting block perimeter for the combined block would be approximately 3470 feet. This block would be bound on the north and east sides by Western Boulevard, the Dawson-McDowell Connector, and an interchange ramp. If this ROW is not abandoned, the existing block perimeter for Z-32-18 is approximately 2020 feet for the southern block formed by South Saunders, the Dawson-McDowell Connector, and the unimproved ROW for Mount Hope Drive. The other block, formed by Western Boulevard, the Dawson-McDowell Connector, and the unimproved ROW for Mount Hope Drive forms a block approximately 2690 feet in perimeter.

The site is located adjacent to urban neighborhoods with small blocks; nearby blocks in Boylan Heights are between 1200 and 2000 feet in perimeter; and most blocks in Fuller Heights are less than 2000 feet in perimeter. The PD includes a new proposed public street loop connecting at both ends to South Saunders Street. This would create a new block with a perimeter of approximately 1,200 feet but would not improve the overall perimeter of the larger block.

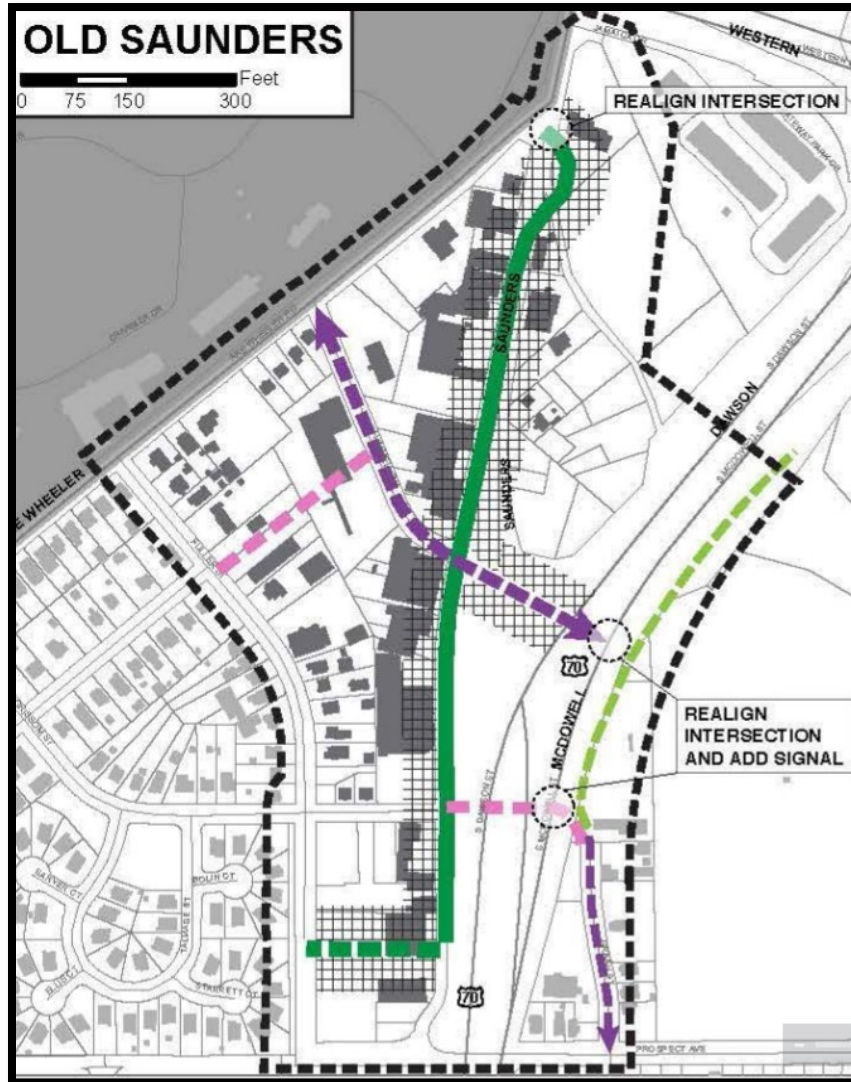
As proposed, this Planned Development District exempts the site from block perimeter standards and does not provide any form of public access (vehicle or non-motorized) between the west side of the site and the frontage on Dawson Street to match or approximate the nearby character. It is expected that fire code requirements will require points of emergency vehicle access around the proposed buildings. These emergency accessways should be co-located with pedestrian passages, utility easements, new public streets, and/or parking garage access driveways to provide integration of the proposed planned development with the surrounding neighborhoods.

Planned Streets

Near the northern edge of the site, the street plan (Map T-1) calls for South Saunders Street to be re-aligned at its intersection with Lake Wheeler Road, so that the through movement is between Lake Wheeler Road and South Saunders Street to the north. Development of this site is expected to build the realigned street, but Master Plan narrative page 17 states that

“the applicant will dedicate the land necessary to construct the improvements.” Plan sheet PD-10 includes an exhibit showing three different configurations of the intersection of Lake Wheeler and South Saunders. In order to evaluate this alignment, horizontal and vertical alignment details need to be submitted for review. At this time, complete alignment information has not been presented to city staff and is not included in the Master Plan. This information should include the alignment of the realignment of Lake Wheeler with South Saunders north of the intersection and the impact to Dix Park, if any. Complete reconfiguration of the intersection may be an appropriate public-private partnership project redevelopment as called for in Policy AP-SG 4. See section of Map T-1 below for illustration of S. Saunders realignment and Hammell Drive extension.





There is also a planned extension of Hammell Drive along the southern boundary of the site. This planned street is a Southern Gateway Study recommendation to change the character of South Saunders and the Dawson-McDowell Connector to support a more walkable district. Modification of the intersection between South Saunders and the Dawson-McDowell Connector as well as the construction of the Hammell Drive extension are potential opportunities for a Public Private Partnership to implement elements of the Southern Gateway Corridor Study in conjunction with this redevelopment as called for in Policy AP-SG 4. Realignment of the intersection may allow for the abandonment of excess ROW at the southwestern edge, which may add to the site's area. The Master Plan narrative states that "the Development has been designed to accommodate the intersection reconfigurations proposed in the South Gateway Corridor Study." The reconfiguration at the southern end of the plan can be accommodated, but it would be more consistent with AP-SG 4 to implement this reconfiguration through a Public Private Partnership.

The internal street is proposed to have a custom cross section with two 11-foot travel lanes, header curb, and ten-foot sidewalks placed on the back of curb. The streets widen to include three 10-foot lanes for approximately 100 feet nearest South Saunders to accommodate turn lanes. This street design is appropriate for a street with a low volume of vehicle travel. The levels of queuing predicted along these streets in the Traffic Impact Analysis will result in congested streets during afternoon peaks.

Control of access limits the potential to connect a public street along the site's frontage on the Dawson-McDowell Connector. The applicant has provided documentation that Control of Access along the Dawson-McDowell Connector frontage of the property does exist. Breaking Control of Access can be requested of NCDOT; the applicant has not indicated that they have discussed the matter with NCDOT.

Creation of a new public street between the Dawson-McDowell Connector and South Saunders Street, through the subject property was not considered as a part of the Southern Gateway Plan but is consistent with the plan's Design Vision for the Old Saunders focus area. Page 68 of the Final Report states: "*The potential transformation of Old Saunders focus area hinges on the 'taming' of S. Saunders Street between Maywood Avenue and the Martin Luther King, Jr Boulevard interchange. The current expressway-type design of this short segment severely limits opportunities for redevelopment of the Old S. Saunders area by imposing a number of detrimental impacts.*" Additional access in this area may reduce some of the challenges identified in Traffic Impact Analysis by shifting traffic away from intersections projected to become congested and onto a more direct path. The Master Plan could dedicate right-of-way connecting the site to the right-of-way of the Dawson-McDowell connector without necessarily connecting a street at this time. A public right-of-way would allow the City of Raleigh and NCDOT to collaboratively manage traffic in the future without impacting private property.

Pedestrian Facilities

The mix of uses proposed to be allowed under this PD provide destinations and amenities to pedestrians in the surrounding neighborhoods and beyond.

There are few existing sidewalks on the east side of South Saunders Street near the site. The PD proposes to construct this missing sidewalk. There is no sidewalk or shared use path on the Dawson-McDowell Connector. The PD does not propose to construct any pedestrian facility along its frontage on the Dawson-McDowell Connector. Additional public pedestrian access and connectivity through the site would improve block perimeter and support the urban vision for the area as described in the Southern Gateway Corridor Study.

The case was revised on October 19, 2019 to provide sidewalks that meet the City's current minimum standards and now include 16' minimum width sidewalks within the internal street. The Master Plan also provides for a 10' path on a 10' easement, on the opposite side of the creek from the existing greenway trail and a connection to the existing trail at the eastern edge of the site. This path provides less access than a city standard Pedestrian Passages (UDO Section 8.4.8.B) which is a 10' path on a 20' easement.

Bicycle Facilities

There are no existing bicycle facilities within the vicinity of the site. In the long-term bikeway plan, separated bikeways are planned for South Saunders Street and the Dawson-McDowell Connector. Neither facilities are proposed by the Master Plan; the PD does not plan to install any on-street bicycle infrastructure. There is an existing greenway trail along the Rocky Branch Creek, on the other side of the creek from the site. The existing greenway trail follows the sidewalk along the northwestern frontage of the property for approximately 170 feet where it crosses the creek and also South Saunders Street at an at-grade signalized intersection. The PD provides for a 10' path on a 10' easement on the opposite side of the creek from the existing greenway trail and a connection to the existing trail at the eastern edge of the site. This path provides less access than a city standard Pedestrian Passages (UDO Section 8.4.8.B) which is a 10' path on a 20' easement.

Bikeshare stations are planned for the intersection of South Saunders Street with West South Street, approximately 1400 feet north of the site, as well as nearby in Dix Park and at the NC State Farmers Market. Bikeshare station spacing guidelines suggest that an additional station in the vicinity of this PD may be appropriate. The addition of Bikeshare infrastructure may help to mitigate traffic concerns, as trips would be converted from motorized vehicles to bicycles.

Transit

The site is located approximately 1350 feet from a southbound stop and approximately 2200 feet from a northbound stop on the existing GoRaleigh 7 service. A stop for the existing GoRaleigh 21 service (which operates in a one-way loop) is approximately 1550 feet away. Sidewalks routes to these stops are not complete. It is unclear how Wake County Transit Plan implementation will change transit service to this location, nor is it certain if this development will be served by bus rapid transit planned in the region. Should the alignment of the BRT be along S. Dawson/McDowell Street there will be significant barriers to access from the site, as there is no planned access to S. Dawson Street without traveling north towards W. South Street and back south down S. Dawson Street (approximately a one mile trip would be required to travel around the 9.15 acre site by car).

Access

Access to the subject site may be via South Saunders Street, new internal public streets, and the existing unimproved right-of-way for Mount Hope Drive. NCDOT Control of access does exist along the property frontage of the Dawson-McDowell Connector. The Master Plan assumes that the Mount Hope Drive ROW will be abandoned. This would require Raleigh City Council Action after staff review and a public hearing.

The Master Plan specifies nine access points to public streets. The north-most access point to POD A conflicts with the Raleigh Street Plan and the realignment of the intersection Lake Wheeler Road with South Saunders Street.

TIA Review

There is a large increase in trips generated under the proposed Planned Development compared to the existing zoning. This is a proposed Planned Development zoning district. As such, a traffic study was required for case Z-32-18. The study has been submitted and

reviewed. The TIA predicts significant outbound congestion from the site in the afternoon peak. The predicted queue lengths greatly exceed the length of the internal streets to accommodate them. The TIA also identifies three intersections where approach Level of Service (LOS) is predicted to degrade below standards set forth in the Comprehensive Plan (Policy T 2.10) and the Unified Development Ordinance (Section 8.2.2). These intersections are:

- South Saunders at West South Street (Westbound Approach in PM Peak)
- South Dawson Street at West South Street (Eastbound and Westbound Approach in PM Peak)
- Martin Luther King Jr. Boulevard at South Wilmington and South Salisbury Streets (Overall Intersection in AM Peak and Southbound Approach in PM Peak)

Refer to the Traffic Impact Analysis Review memo dated July 29, 2019 for full details.

Impacts Summary

The proposal would create additional demand for City streets that is higher than the capacity that currently exists in the area. This increase in demand may have a negative impact on road level of service. The request would also negatively impact the desired character specified in the Southern Gateway Study. The proposal would also increase demand for other city services such as sewer and water, but staff has determined there is sufficient infrastructure available to meet the demand.

Urban Forestry

Impact Identified: No tree conservation areas along S Saunders Street due to proposed build-to. However, the frontage along S. Saunders does not contain much existing tree coverage.

Mitigation of Impacts

No mitigation is recommended for sewer, water or stormwater infrastructure. However traffic impacts are a large piece of the incompatibility of this case on the surrounding area, and can be mitigated by petitioning NCDOT to release control of access of S. Dawson Street; providing an access easement to S. Dawson Street; providing a bike share station; or reducing the entitlement of the site to reduce the anticipated traffic volume that it will produce.

CONCLUSION

The request is to rezone approximately 9.15 acres of land located just north of the intersection of S. Saunders and S. Dawson Streets, and just south of Western Boulevard. The request is to rezone the property from Residential Mixed Use-3 and Industrial Mixed Use-3 (RX-3 & IX-3) to a Planned Development (PD). The request seeks to modify a number of code requirements that relate to; building setbacks, parking setbacks, transparency minimums, floor height minimums and parking minimums.

The request is **consistent** with the Future Land Use Map, as it would encourage regional commercial development in an area of the city that is quasi-industrial but is seeing a changing trend in development patterns to accommodate mixed use development.

The request is **inconsistent** with the 2030 Comprehensive Plan, as it seeks to modify a number of code requirements related to design and traffic level of service that would not provide a greater design benefit to the surrounding area. The request is inconsistent with a number of pertinent design policies that suggest a Planned Development in a “gateway” to the City of Raleigh should feature distinct design elements that enhance the pedestrian realm. While the request has been modified to no longer request relief from a number of code modifications related to design, the lack of specificity of design elements goes against the intent of the Planned Development to provide relief from code in exchange for higher quality of design.

The request is also inconsistent with the height guidance provided in Table LU-2 Height Recommendations, that suggests a maximum height of seven stories would be appropriate for this area. This may be subject to change depending on the final alignment of the bus rapid transit route that will traverse through this area, but as that alignment is unknown at this time the adopted plans are the applied policy guidance for the site.

The proposal can be brought into consistency by making the following amendments to the application:

1. Reducing the requested height to a maximum of seven stories, as is suggested by the guidance in Table LU-2 for areas located further than 150 feet from low to moderate density residential, and further than one quarter of mile from a high frequency transit stop.
2. Codifying design principles set forth in the PD document that are required as part of a Planned Development per UDO Section 4.7.5 General Design Principles.
3. Mitigation of traffic impacts can be achieved through the following; petitioning NCDOT to release control of access to S. Dawson Street; providing an access easement to S. Dawson Street; providing bike share stations on the site; or reducing the entitlement request to reduce the anticipated traffic generated by the proposal.

Case Timeline

Date	Action	Notes
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10/10/2018	Application submitted	
12/17/18	Application submitted with revisions	
02/08/2019	TIA Submitted	
03/08/2019	Application submitted with revisions	
04/15/2019	TIA amended	
05/28/2019	Application and TIA submitted with revisions	
09/14/2019	Revisions to plan narrative submitted.	These revisions did not impact the inconsistency of the case, but they did address some outstanding issues with code compliance.
10/11/2019	Revisions to plan narrative submitted.	Revisions addressed urban form inconsistencies.
10/19/2019	Revisions to plan sheets.	Revisions to the internal streetscape to match the narrative.

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	RX-3	RX-3	IX-3	R-10	IX-3
Additional Overlay	N/A	N/A	N/A	N/A	N/A
Future Land Use	Public Parks & Open Space and Regional Mixed Use	Regional Mixed Use	Regional Mixed Use	Public Parks & Open Space and Regional Mixed Use	High Density Residential

Current Land Use	Vacant, Commercial, Residential	Multi-Family Residential	Public Street	Undeveloped and Park	Commercial
Urban Form	N/A	N/A	N/A	N/A	N/A

CURRENT VS. PROPOSED ZONING SUMMARY

EXISTING ZONING		PROPOSED ZONING
Zoning	RX-3 & IX-3	PD
Total Acreage	9.15	9.15
Setbacks:		
Front	5'	0'
Side	5'	0'
Rear	6'	0'
Residential Density:	24.48	106.56
Max. # of Residential Units	224	975
Max. Gross Building SF	441,233	2,580,400
Max. Gross Office SF	72,638	1,042,600
Max. Gross Retail SF	88,473	312,500
Max. Gross Industrial SF**	245,473	
Potential F.A.R	1.11	6.47

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

**This calculation includes office/industrial uses.

MP#: 572507

ZN# 544496

Rezoning Application


RALEIGH
DEPARTMENT OF
CITY PLANNING


Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919.96-2682

RECEIVED
OCT 10 2018

REZONING REQUEST

☐ General Use ☐ Conditional Use ☒ Master Plan

BY: _____

OFFICE
USE ONLY
 Existing Zoning Base District **RX** Height **3** Frontage Overlay(s) _____

 Proposed Zoning Base District **PD** ☒ Height Frontage Overlay(s) _____

 Click [here](#) to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.

 Transaction #
544496
Rezoning Case #
2-32-78

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:

544496

GENERAL INFORMATION

Date **10/10/2018** Date Amended (1) _____

Date Amended (2) _____

Property Address **See attached**Property PIN **See attached**Deed Reference (book/page) **See attached**Nearest Intersection **S Saunders Street & S Dawson Street**Property Size (acres) **9.15**(For PD Applications Only) Total Units **975**

Total Square Feet

312,500 SF retail
1,042,600 SF office

Property Owner/Address

See attached

Phone

Fax

Email

Project Contact Person/Address

Corey Mason**Five Horizons Development**Phone **919.443.0262**

Fax

Email **corey@thefivehorizons.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.

Elizabeth Wilcox**elizabeth@sitecollaborative.com**

	PIN	Owner	Site Address	Deed Book	Deed Page	Acreage
1	1703442069	CALTON, W C JR	1041 S SAUNDERS ST	14278	344	0.57
2	1703442220	CALTON, W C JR	1035 S SAUNDERS ST	14278	344	0.11
3	1703442235	CALTON, W C JR	0 S SAUNDERS ST	14278	344	0.19
4	1703442339	STRICKLAND, HOWARD BAXTER III	1021 S SAUNDERS ST	1354	00-E-	0.16
5	1703442374	STRICKLAND, HOWARD BAXTER III	1021 S SAUNDERS ST	1354	00-E-	0.13
6	1703442592	STRICKLAND, ROSCOE L III RAMM, JAMES D	1017 S SAUNDERS ST	9197	690	0.37
7	1703442683	STRICKLAND, ROSCOE L III RAMM, JAMES D	1015 S SAUNDERS ST	11411	2318	0.51
8	1703442776	CS SMITH LLC	1001 S SAUNDERS ST	16758	2761	0.2
9	1703443170	CS SMITH, LLC	0 GREEN ST	17071	2741	0.3
10	1703443208	PARIS FAMILY PARTNERSHIP LLC	1023 S SAUNDERS ST	16872	1643	0.11
11	1703443285	PARIS FAMILY PARTNERSHIP LLC	1033 S SAUNDERS ST	16872	1643	0.11
11	1703443344	PARIS FAMILY PARTNERSHIP LLC	1029 S SAUNDERS ST	16872	1662	0.1
12	1703443412	PARIS FAMILY PARTNERSHIP LLC	1019 S SAUNDERS ST	16872	1643	0.13
13	1703444149	PARIS FAMILY PARTNERSHIP LLC	1031 S SAUNDERS ST	16872	1643	0.33
14	1703444351	PARIS FAMILY PARTNERSHIP LLC	1025 S SAUNDERS ST	16872	1643	0.45
15	1703444408	PARIS FAMILY PARTNERSHIP LLC	1019 MT HOPE DR	16872	1643	0.39
16	1703444451	PARIS FAMILY PARTNERSHIP LLC	1027 S SAUNDERS ST	16872	1662	0.28
17	1703444797	CS SMITH LLC	951 S SAUNDERS ST	16758	2767	2.88
18	17034446541	CS SMITH LLC	0 S DAWSON ST	16758	2773	0.92
19	1703453051	SOUTHSIDE HOLDING CO INC	927 S SAUNDERS ST	7242	367	0.91
					Total Acreage	9.15

REZONING APPLICATION ADDENDUM #1**Comprehensive Plan Analysis****OFFICE USE ONLY****Transaction #****Rezoning Case #**

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.

STATEMENT OF CONSISTENCY

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.

1. The Future Land Use Map designates the property as Regional Mixed Use and Public Parks & Open Space. Regional Mixed Use encourages high density housing, office, hotel and retail uses. Public Parks & Open Space is intended for recreational and/or resource conservation uses, such as greenways. The Planned Development proposes a mixed-use development that incorporates the Rocky Branch Trail into the project's overall design, consistent with the Future Land Use Map guidance.

2. The site is within the Southern Gateway Area Plan, and is specifically within the Old Saunders Focus Area. Consistent with the Area Plan guidance, the rezoning intends to create space for businesses and entertainment for local pedestrians and tourists. Also, the rezoning is consistent with the following Area Plan policies: AP-SG 1 "Targeted Investments"; AP-SG 5 "Improve Greenway Trail Connections"; AP-SG 8 "Main Street Character of S. Saunders"; AP-SG 9 "Redevelopment between Old S. Saunders and S. Dawson Streets"; and AP-SG 10 "Redevelopment of Lake Wheeler Road".

3. The property is located in a core/transit area because there is existing bus service with 15-minute frequency along South Saunders and the property is designated an employment area in the Southern Gateway Area Plan. Based on the Regional Mixed Use designation and core/transit designation, the Comprehensive Plan suggests a maximum height of 20 stories. Also, this development, by virtue of its location and distance to nearby residential development, is adequately buffered from such residential uses to accommodate this maximum height. The rezoning imposes a maximum building height of 20 stories, consistent with this guidance.

4. The Southern Gateway Area Plan designates S. Saunders Street as a "Main Street", which the Comprehensive Plan describes as pedestrian- oriented commercial streets and recommends an urban frontage. The master plan establishes an urban form along South Saunders by placing buildings along South Saunders and the internal street with ground-floor retail, consistent with this guidance.

PUBLIC BENEFITS

Provide brief statements regarding the public benefits derived as a result of the rezoning request.

1. The rezoning benefits the public by preserving natural resources and environmentally sensitive areas on the property while also creating an inviting place to gather along the creek.

2. The rezoning benefits the public by facilitating the redevelopment of property at the gateway to the City and near a primary entrance to Dix Park for a project that integrates employment, housing, recreation, entertainment and retail/restaurant opportunities.

3. The rezoning benefits the public by providing housing opportunities in close proximity to key City investments, such as Raleigh Union Station and Dix Park.

4.

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

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: Transit Emphasis Corridor

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

- | | |
|----|--|
| 1. | <p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>Response:</p> <p>The proposed Planned Development will include retail, lodging, office and residential uses, consistent with this guideline. The site will be oriented to maximize walkability for pedestrians.</p> |
| 2. | <p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p>Response:</p> <p>The properties are surrounded by both IX and RX properties, and there are two major thoroughfares separating the site from the closest residential district (with only school and cemetery uses nearby). Based on these facts, this guideline is not applicable.</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 is surrounded by S Saunders Street, S Dawson Street and S McDowell Street, all of various street intensities. The Planned Development offers multiple access points and will provide a limited street network through the site. Pedestrian connections will also be provided.</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 cul-de-sacs or dead end streets are proposed.</p> |
| 5. | <p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>Response:</p> <p>No block face on the site exceeds 660 feet, except for the property's frontage along Dawson Street because of restricted access to that street.</p> |

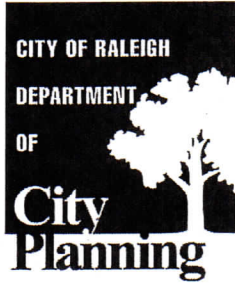
6.	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p>Response:</p> <p>The master plan proposes buildings lining South Saunders and the internal street, 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>Buildings are located in close proximity to South Saunders and the internal street and no off-street parking is proposed between buildings and the street, 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>No surface parking is proposed near an intersection, 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 is designed to be visible and accessible from buildings and sidewalks.</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p>Response:</p> <p>Open space is designed to be visible and accessible from buildings and sidewalks.</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p>Response:</p> <p>Open spaces are designed to be activated by pedestrians and adjacent uses.</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p>Response:</p> <p>Open spaces are well designed in relationship to the adjacent buildings.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response:</p> <p>Seating opportunities will be provided in accordance with the UDO.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response:</p> <p>Parking garage entrances are designed to minimize interruptions in pedestrian routes.</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>Parking is planned to be located interior to the block and not along the public streets, 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>Parking structures will comply with this guideline.</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p>Response:</p> <p>The site proposes more intensive land uses along South Saunders (with existing 15-minute bus service) and Dawson Street (McDowell is designated a Transit Emphasis Corridor), consistent with this guideline.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response:</p> <p>The development will provide convenient and safe pedestrian access along and through the mixed use area, towards the transit stop, consistent with this guideline.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>Response:</p> <p>Rocky Branch runs through the northern portion of the site and the City greenway trail mirrors its path. The Planned Development incorporates the greenway and creek into the overall design to promote natural resources protection, as well pedestrian access to the creek and greenway.</p>

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

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")					
TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Rezoning application review fee (see <u>Fee Schedule</u> 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 type="checkbox"/>			
8. Traffic Impact Analysis	<input type="checkbox"/>	<input 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 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"/>			



Pre-Application Conference

Meeting Record

Transaction #: 544496 Meeting Date & Time: 3/2/18 10 AM

Location: One Exchange Plaza

Attendees: Matt Klem, Ira Mabel, Hannah Rockhow, John Aragnost,
Sora Ellis, Graham Smith, Elizabeth Wilcox, Kevin Murray, Andrew Tapp,
Ian Dickerson, Jason Meadow, Corey Martin, John Somell

Parcels discussed (address and/or PIN): Block between S Saunders Street and S Dawson Street
south of Rocky Branch Creek

Current Zoning: IX-3 and RX-3

Potential Re-Zoning: PD

CAC Chair/Contact Information: Southwest CAC Luis.OlivieriRobert@raleighnc.gov 919-996-5714

General Notes: Applicant considering 10-20 stories. Regional Mixed Use
Future Land Use map designation corresponds to 12-20 stories in a
core/transit area. Parcel is designated as a Transit Employment Center.
Applicant considering office, retail, residential uses. Policies in both the
Gateway study would apply as well: preserving character, adaptive use
of warehouse, etc. Considering default district of CX, parking reduction
around 10%, smaller street right-of-way. Intending to include two access points
to site. Applicant has had conversations
with Council members regarding affordable housing.
Residential uses will range in size & market.

Department & Staff

Development Services

Justin Rametta
Justin.Rametta@raleighnc.gov
919-996-2665

Mike Walters
Michael.Walters@raleighnc.gov
919-996-2636

Walt Fulcher
Walt.Fulcher@raleighnc.gov
919-996-3517

Notes

PD process is more involved than general rezoning and
making changes later on are ~~expensive~~ more costly
is more involved as well.

Next steps include neighborhood meeting, CAC meeting/vote,
good to talk to at large Council members too.

UDO Sections:

Chapter 4.7 details PD application components

adjust
to
Central
as well

<p><u>Historic Preservation</u> <u>Tania Tully</u> Tania.Tully@raleighnc.gov 919-996-2674 <u>Melissa Robb</u> Melissa.Robb@raleighnc.gov 919-996-2632</p>	<p>UDO Sections:</p>
<p><u>Parks, Recreation, and Cultural Resources</u> <u>Lisa Potts</u> Lisa.Potts@raleighnc.gov 919-996-4785 <u>Thomas "TJ" McCourt</u> Thomas.McCourt@raleighnc.gov 919-996-6079</p>	<p>UDO Sections:</p>
<p><u>Public Utilities</u> <u>Keith Tew</u> Keith.Tew@raleighnc.gov 919-996-3487 <u>Patrick Paine</u> Patrick.Paine@raleighnc.gov 919-996-3481 <u>Eric Haugaard</u> Eric.Haugaard@raleighnc.gov 919-996-3492</p>	<p>UDO Sections:</p>
<p><u>Stormwater</u> <u>Ben Brown</u> Ben.Brown@raleighnc.gov 919-996-3515 <u>Gary Morton</u> Gary.Morton@raleighnc.gov 919-996-3517 <u>Ashley Rodgers</u> Ashley.Rodgers@raleighnc.gov 919-996-3970 <u>Lisa Booze</u> Lisa.Booze@raleighnc.gov 919-996-3518</p>	<p>UDO Sections:</p>
<p><u>Transportation</u> <u>Bowman Kelly</u> Bowman.Kelly@raleighnc.gov 919-996-2160</p>	<p>UDO Sections:</p>

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 February 6, 2018

Applicant(s) Name Site Collaborative

Applicant's Mailing Address 727 W. Hargett Street, Raleigh, NC 27603

Phone 919 805 3586

Email elizabeth@sitecollaborative.com

Property PIN # see below

Site Address / Location Block between S.Saunders Street and S Dawson Street south of Rocky Branch Creek

Current Zoning IX-3 and RX-3

Additional Information (if needed) :

Applicant proposes to rezone to a PDD.

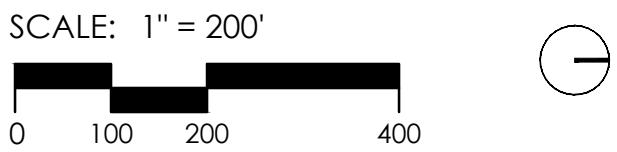
PIN Numbers: 1703453051, 1703444797, 1703446541, 1703442776, 1703442683, 1703442592, 1703444408, 1703444451, 1703444351, 1703444149, 1703443285, 1703443208, 1703443412, 1703443344, 1703442374, 1703442339, 1703442235, 1703442220, 1703442069, 1703443170

OFFICE USE ONLY

Transaction # : 544496

Date of Pre-Application Conference : 3/2/18

Staff Signature



SOUTH SAUNDERS

PLANNED DEVELOPMENT CONCEPT MASTER PLAN

CASE #: MP-3-18
CITY OF RALEIGH TRANSACTION #: 572507

S. SAUNDERS
PD MASTER PLAN
RALEIGH, NC

Merge Capital

MERGE CAPITAL, LLC
2321 Blue Ridge Road #202
Raleigh, NC 27607
t 919.443.0262
mergecap.com



LORCAN
O'HERLIHY
ARCHITECTS

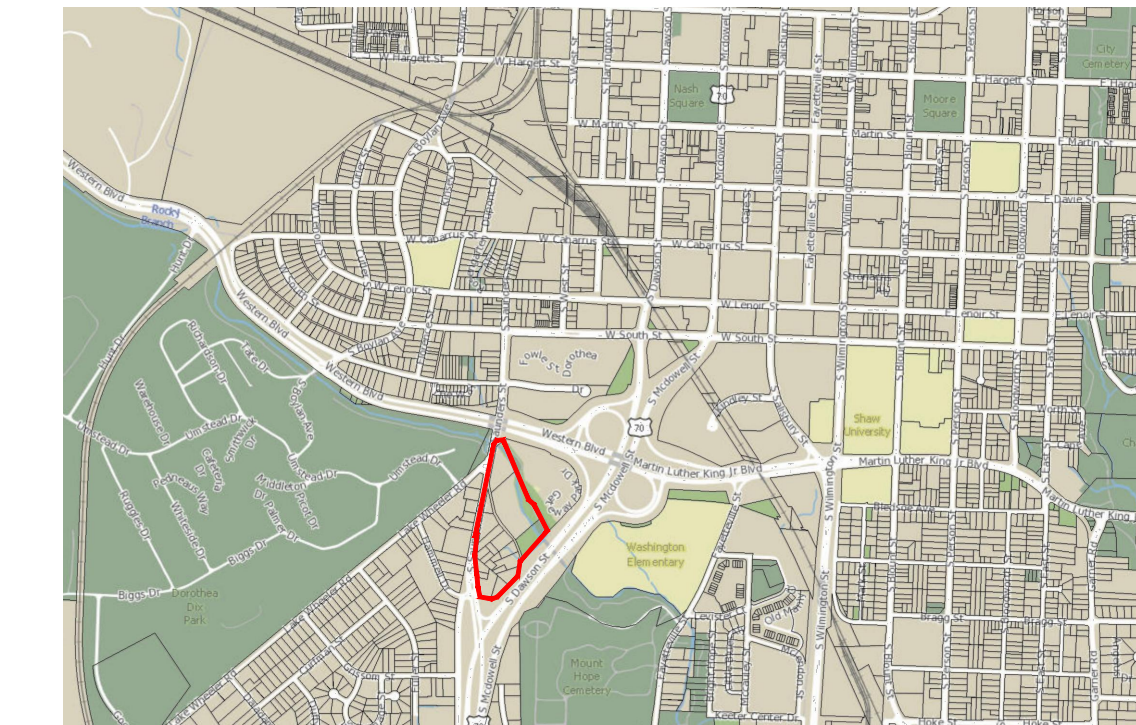
4106 West Jefferson Blvd.
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WAKE LAND DESIGN, PLLC
Clayton, NC 27528
t 919.889.2614
jason@wakelanddesign.com

Stamp



VICINITY MAP

SCALE
1:400

03

PROJECT INFO

SCALE
N/A

02

- PD - 00 COVER SHEET
PD - 01 EXISTING CONDITIONS
PD - 02 DEVELOPMENT PLAN
PD - 03 STREET & BLOCK PLAN
PD - 04 OPEN SPACE PLAN
PD - 05 CIRCULATION PLAN
PD - 06 BUILD-TO & SETBACK PLAN
PD - 07 STORMWATER & UTILITY PLAN
PD - 08 PHASING PLAN
PD - 09 TREE CONSERVATION PLAN
PD - 10 LAKE WHEELER & SOUTH SAUNDERS INTERSECTION
PD - 12 3D MASSING
PD - 12 3D MASSING

Issued For:		
No.	Description	Date
1	PD SUBMISSION	05/01/2018
2	PD SUBMISSION	01/06/2019
3	PD SUBMISSION	03/06/2019
4	PD SUBMISSION	05/28/2019
5	PD SUBMISSION	07/25/2019

Notes

Sheet Name

COVER SHEET

Sheet Number

PD - 00

SHEET INDEX

SCALE
N/A

01

ADJACENT PROPERTY OWNERS		
1. NRP GATEWAY PARK LP RYAN LLC PO BOX 56607 ATLANTA, GA 30343 PIN: 1703446901 DEED ACRES: 5.85 ZONING: RX-3	13. CAMPBELL, PHILLIP W CAMPBELL, BONNIE H 1036 S SAUNDERS ST RALEIGH NC 27603-2202 PIN: 1703349335 ACRES: 0.43 ZONING: IX-3	
2. WAKE COUNTY BOARD OF EDUCATION RE: SERVICES DIRECTOR 1551 ROCK QUARRY ROAD RALEIGH, NC 27610 PIN: 1703545365 DEED ACRES: 17.32 ZONING: R-10	14. INVESTISNIFF LLC 2304 MILBURNIE RD RALEIGH NC 27610-1748 PIN: 1703440428 ACRES: 1.09 ZONING: IX-3	
3. WAKE COUNTY BOARD OF EDUCATION RE: SERVICES DIRECTOR 1551 ROCK QUARRY ROAD RALEIGH, NC 27610 PIN: 1703533907 DEED ACRES: 5.36 ZONING: R-10	15. GOLDSTON, JIMMY WILLIAM TRUSTEE 136 STAGECREST DR RALEIGH NC 27603-5502 PIN: 1703440642 ACRES: 0.3 ZONING: IX-3	
4. WAKE COUNTY BOARD OF EDUCATION RE SERVICES DIRECTOR 1551 ROCK QUARRY RD RALEIGH NC 27610-4145 PIN: 1703437906 ACRES: 0.03 ZONING: R-10	16. GOLDSTON, JIMMY WILLIAM TRUSTEE 136 STAGECREST DR RALEIGH NC 27603-5502 PIN: 1703441629 ACRES: 0.19 ZONING: IX-3	
5. CITY OF RALEIGH 900 HAYNES ST RALEIGH, NC 27604 PIN: 1703533433 DEED ACRES: 28.58 ZONING: R-10	17. STRICKLAND, ROSCOE L III RAMM, CHARLES G 703 W LANE ST APT 102 RALEIGH NC 27603-1482 PIN: 1703441747 ACRES: 0.23 ZONING: IX-3	
6. SENTER TRACTOR CO INC 100 CITREON CT CARY NC 27511-6026 PIN: 1703435704 ACRES: 0.16 ZONING: IX-3	18. STRICKLAND, ROSCOE III RAMM, CHARLES G 703 W LANE ST APT 102 RALEIGH NC 27603-1482 PIN: 1703441747 ACRES: 0.29 ZONING: IX-3	
7. 1126 SOUTH SAUNDERS STREET, LLC 1126 S SAUNDERS ST RALEIGH NC 27603-2204 PIN: 1703339922 ACRES: 0.36 ZONING: IX-3	19. GUTHRIE, SALLIE B 102 DUNSTAN CT MOREHEAD CITY NC 28557-4608 PIN: 1703441975 ACRES: 0.27 ZONING: IX-3	
8. RPOTHRE, LLC 1126 S SAUNDERS ST RALEIGH NC 27603-2204 PIN: 1703339917 ACRES: 0.15 ZONING: IX-3	20. RALEIGH CITY OF PO BOX 590 RALEIGH NC 27602-0590 PIN: 1703452220 ACRES: 0.47 ZONING: OX-7	
9. RPOTHRE, LLC 1126 S SAUNDERS ST RALEIGH NC 27603-2204 PIN: 1703349022 ACRES: 0.27 ZONING: IX-3	21. RALEIGH CITY OF 222 W HARGETT ST RALEIGH NC 27601-1316 PIN: 1703241889 ACRES: 154.44 ZONING: OX-7	
10. TUNSTALL WILLIAMS INC 1044 S SAUNDERS ST RALEIGH NC 27603-2202 PIN: 1703349192 ACRES: 0.2 ZONING: IX-3	22. NORTH CAROLINA STATE OF C/O DOROTHEA DIX HOSPITAL ADMIN 820 S BOYLAN AVE RALEIGH NC 27603-2246 PIN: 1703241889 ACRES: 0 ZONING: OX-7	
11. TUNSTALL WILLIAMS INC 1044 S SAUNDERS ST RALEIGH NC 27603-2202 PIN: 1703349179 ACRES: 0.21 ZONING: IX-3	23. LIM, PHOOI K LIM, ANN K 5716 CRUTCHFIELD RD RALEIGH NC 27606-9700 PIN: 1703349797 ACRES: 0.85 ZONING: IX-3	
12. TUNSTALL WILLIAMS INC 1044 S SAUNDERS ST RALEIGH NC 27603-2202 PIN: 1703349257 ACRES: 0.4 ZONING: IX-3		

SITE PROPERTY OWNERS		
A. GOLDSTON, JIMMY WILLIAM TRUSTEE PIN: 1703443170 DB: 8497 PG. 1206 BM: 1935 PG.	H. STEEPLE SQUARE COURT ASSOCIATES, LLC PIN: 1703443208 DB: 12764 PG. 2564 4,613 SF OR 0.1059 ACRES	P. N/F ROSCOE L. STRICKLAND, III & JAMES D. RAMM D.B. 11411, PG. 2318 PIN 1703442683
B. 41CALTON, W C JR PIN: 1703442069 DB: 14278 PG. 344 BM: 1935 PG. 41	I. STRICKLAND, HOWARD BAXTER III PIN: 1703442374	Q. N/F SCOTT C. SMITH & JEREMIAH S. SMITH D.B. 16176, PG. 1889 PIN 1703442776
C. CALTON, W C JR PIN: 1703442220 DB: 14278 PG. 344 BM: 1935 PG. 41	K. WOLFPACK LANE ASSOCIATES, LLC PIN: 1703443344 DB: 13497 PG. 1740 5,174 SF OR 0.1188 ACRES	R. SMITH, SCOTT C. SMITH, JEREMIAH S. PIN: 1703446541 DB: 16068 PG. 1576 BM. 1997 PG. 1295
D. CALTON, W C JR PIN: 1703442235 DB: 14278 PG. 344 BM: 1935 PG. 41	L. WOLFPACK LANE ASSOCIATES, LLC PIN: 1703444451 DB: 13497 PG. 1740 12,904 SF OR 0.2962 ACRES	S. SMITH, SCOTT C SMITH, JEREMIAH S PIN: 1703444797 DB: 15890 PG. 42
E. STEEPLE SQUARE COURT ASSOCIATES, LLC PIN: 1703444149 DB: 12764 PG. 2564 13,409 SF OR 0.3078 ACRES	M. STEEPLE SQUARE COURT ASSOCIATES, LLC PIN: 1703443412 DB: 12764 PG. 2564 5,500 SF OR 0.1263 ACRES	T. N/F SOUTHSIDE HOLDING CO, INC. D.B. 7242, PG. 367 PIN 1703453051
F. STEEPLE SQUARE COURT ASSOCIATES, LLC PIN: 1703443285 DB: 12764 PG. 2564 4,804 SF OR 0.1103 ACRES	N. STRICKLAND, ROSCOE L III RAMM, JAMES D PIN: 1703442592 DB: 9197 PG. 690	
G. STEEPLE SQUARE COURT ASSOCIATES, LLC PIN: 1703444351 DB: 12764 PG. 2564 16,622 SF OR 0.3816 ACRES	O. STEEPLE SQUARE COURT ASSOCIATES, LLC PIN: 1703444408 DB: 12764 PG. 2564 18,318 SF OR 0.4205 ACRES	



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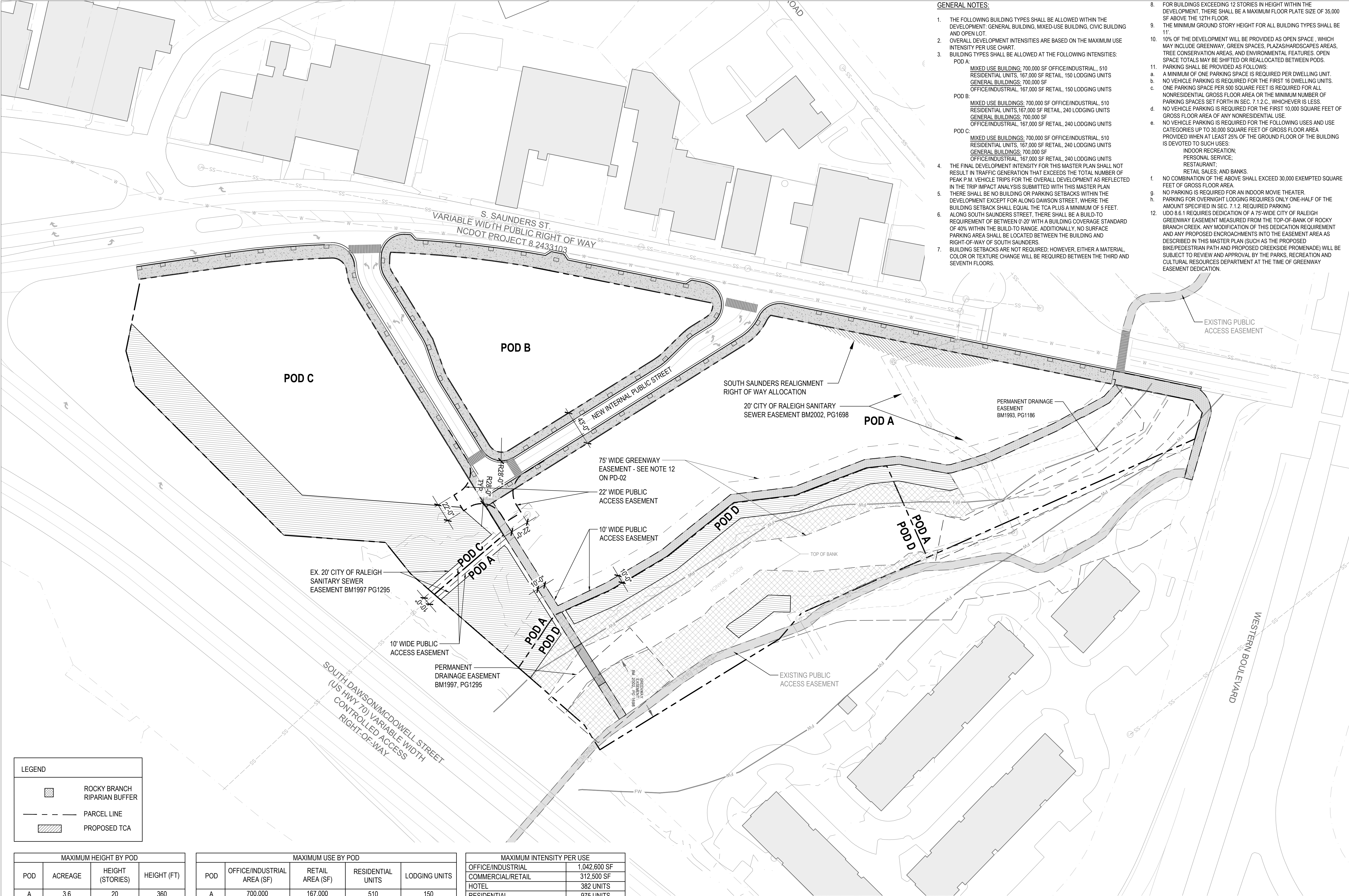
EXISTING CONDITIONS

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SCALE: 1" = 100'
0 50 100 200

PD - 01

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GENERAL NOTES:

- THE FOLLOWING BUILDING TYPES SHALL BE ALLOWED WITHIN THE DEVELOPMENT: GENERAL BUILDING, MIXED-USE BUILDING, CIVIC BUILDING AND OPEN LOT.
- OVERALL DEVELOPMENT INTENSITIES ARE BASED ON THE MAXIMUM USE INTENSITY PER USE CHART.
- BUILDING TYPES SHALL BE ALLOWED AT THE FOLLOWING INTENSITIES:
POD A:
MIXED USE BUILDINGS: 700,000 SF OFFICE/INDUSTRIAL, 510 RESIDENTIAL UNITS, 167,000 SF RETAIL, 150 LODGING UNITS
GENERAL BUILDINGS: 700,000 SF
OFFICE/INDUSTRIAL, 167,000 SF RETAIL, 150 LODGING UNITS
POD B:
MIXED USE BUILDINGS: 700,000 SF OFFICE/INDUSTRIAL, 510 RESIDENTIAL UNITS, 167,000 SF RETAIL, 240 LODGING UNITS
GENERAL BUILDINGS: 700,000 SF
OFFICE/INDUSTRIAL, 167,000 SF RETAIL, 240 LODGING UNITS
POD C:
MIXED USE BUILDINGS: 700,000 SF OFFICE/INDUSTRIAL, 510 RESIDENTIAL UNITS, 167,000 SF RETAIL, 240 LODGING UNITS
GENERAL BUILDINGS: 700,000 SF
OFFICE/INDUSTRIAL, 167,000 SF RETAIL, 240 LODGING UNITS
POD D:
MIXED USE BUILDINGS: 700,000 SF OFFICE/INDUSTRIAL, 510 RESIDENTIAL UNITS, 167,000 SF RETAIL, 240 LODGING UNITS
GENERAL BUILDINGS: 700,000 SF
OFFICE/INDUSTRIAL, 167,000 SF RETAIL, 240 LODGING UNITS
4. THE FINAL DEVELOPMENT INTENSITY FOR THIS MASTER PLAN SHALL NOT RESULT IN TRAFFIC GENERATION THAT EXCEEDS THE TOTAL NUMBER OF PEAK P.M. VEHICLE TRIPS FOR THE OVERALL DEVELOPMENT AS REFLECTED IN THE TRIP IMPACT ANALYSIS SUBMITTED WITH THIS MASTER PLAN
5. THERE SHALL BE NO BUILDING OR PARKING SETBACKS WITHIN THE DEVELOPMENT EXCEPT FOR ALONG DAWSON STREET, WHERE THE BUILDING SETBACK SHALL EQUAL THE TCA PLUS A MINIMUM OF 5 FEET.
6. ALONG SOUTH SAUNDERS STREET, THERE SHALL BE A BUILD-TO REQUIREMENT OF BETWEEN 0'-20' WITH A BUILDING COVERAGE STANDARD OF 40% WITHIN THE BUILD-TO RANGE. ADDITIONALLY, NO SURFACE PARKING AREA SHALL BE LOCATED BETWEEN THE BUILDING AND RIGHT-OF-WAY OF SOUTH SAUNDERS.
7. BUILDING SETBACKS ARE NOT REQUIRED; HOWEVER, EITHER A MATERIAL, COLOR OR TEXTURE CHANGE WILL BE REQUIRED BETWEEN THE THIRD AND SEVENTH FLOORS.
8. FOR BUILDINGS EXCEEDING 12 STORIES IN HEIGHT WITHIN THE DEVELOPMENT, THERE SHALL BE A MAXIMUM FLOOR PLATE SIZE OF 35,000 SF ABOVE THE 12TH FLOOR.
9. THE MINIMUM GROUND STORY HEIGHT FOR ALL BUILDING TYPES SHALL BE 11'.
10. 10% OF THE DEVELOPMENT WILL BE PROVIDED AS OPEN SPACE, WHICH MAY INCLUDE GREENWAY, GREEN SPACES, PLAZAS/HARDSCAPES AREAS, TREE CONSERVATION AREAS, AND ENVIRONMENTAL FEATURES. OPEN SPACE TOTALS MAY BE SHIFTED OR REALLOCATED BETWEEN PODS.
11. PARKING SHALL BE PROVIDED AS FOLLOWS:
a. A MINIMUM OF ONE PARKING SPACE IS REQUIRED PER DWELLING UNIT.
b. NO VEHICLE PARKING IS REQUIRED FOR THE FIRST 16 DWELLING UNITS.
c. ONE PARKING SPACE PER 500 SQUARE FEET IS REQUIRED FOR ALL NONRESIDENTIAL GROSS FLOOR AREA OR THE MINIMUM NUMBER OF PARKING SPACES SET FORTH IN SEC. 7.1.2.C, WHICHEVER IS LESS.
d. NO VEHICLE PARKING IS REQUIRED FOR THE FIRST 10,000 SQUARE FEET OF GROSS FLOOR AREA OF ANY NONRESIDENTIAL USE.
e. NO VEHICLE PARKING IS REQUIRED FOR THE FOLLOWING USES AND USE CATEGORIES 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; AND BANKS.
f. NO COMBINATION OF THE ABOVE SHALL EXCEED 30,000 EXEMPTED SQUARE FEET OF GROSS FLOOR AREA.
g. NO PARKING IS REQUIRED FOR AN INDOOR MOVIE THEATER.
h. PARKING FOR OVERNIGHT LODGING REQUIRES ONLY ONE-HALF OF THE AMOUNT SPECIFIED IN SEC. 7.1.2. REQUIRED PARKING
12. UDO 8.6.1 REQUIRES DEDICATION OF A 75'-WIDE CITY OF RALEIGH GREENWAY EASEMENT MEASURED FROM THE TOP-OF-BANK OF ROCKY BRANCH CREEK. ANY MODIFICATION OF THIS DEDICATION REQUIREMENT AND ANY PROPOSED ENCROACHMENTS INTO THE EASEMENT AREA AS DESCRIBED IN THIS MASTER PLAN (SUCH AS THE PROPOSED BIKE/PEDESTRIAN PATH AND PROPOSED CREEKSIDE PROMENADE) WILL BE SUBJECT TO REVIEW AND APPROVAL BY THE PARKS, RECREATION AND CULTURAL RESOURCES DEPARTMENT AT THE TIME OF GREENWAY EASEMENT DEDICATION.

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Notes

Sheet Name

DEVELOPMENT PLAN

Sheet Number

PD - 02

LEGEND			
	ROCKY BRANCH RIPARIAN BUFFER		
	PARCEL LINE		
	PROPOSED TCA		

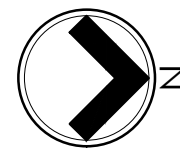
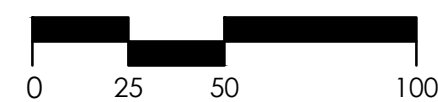
MAXIMUM HEIGHT BY POD			
POD	ACREAGE	HEIGHT (STORIES)	HEIGHT (FT)
A	3.6	20	360
B	1.2	18	324
C	2.4	20	360
D*	1.7	1	15

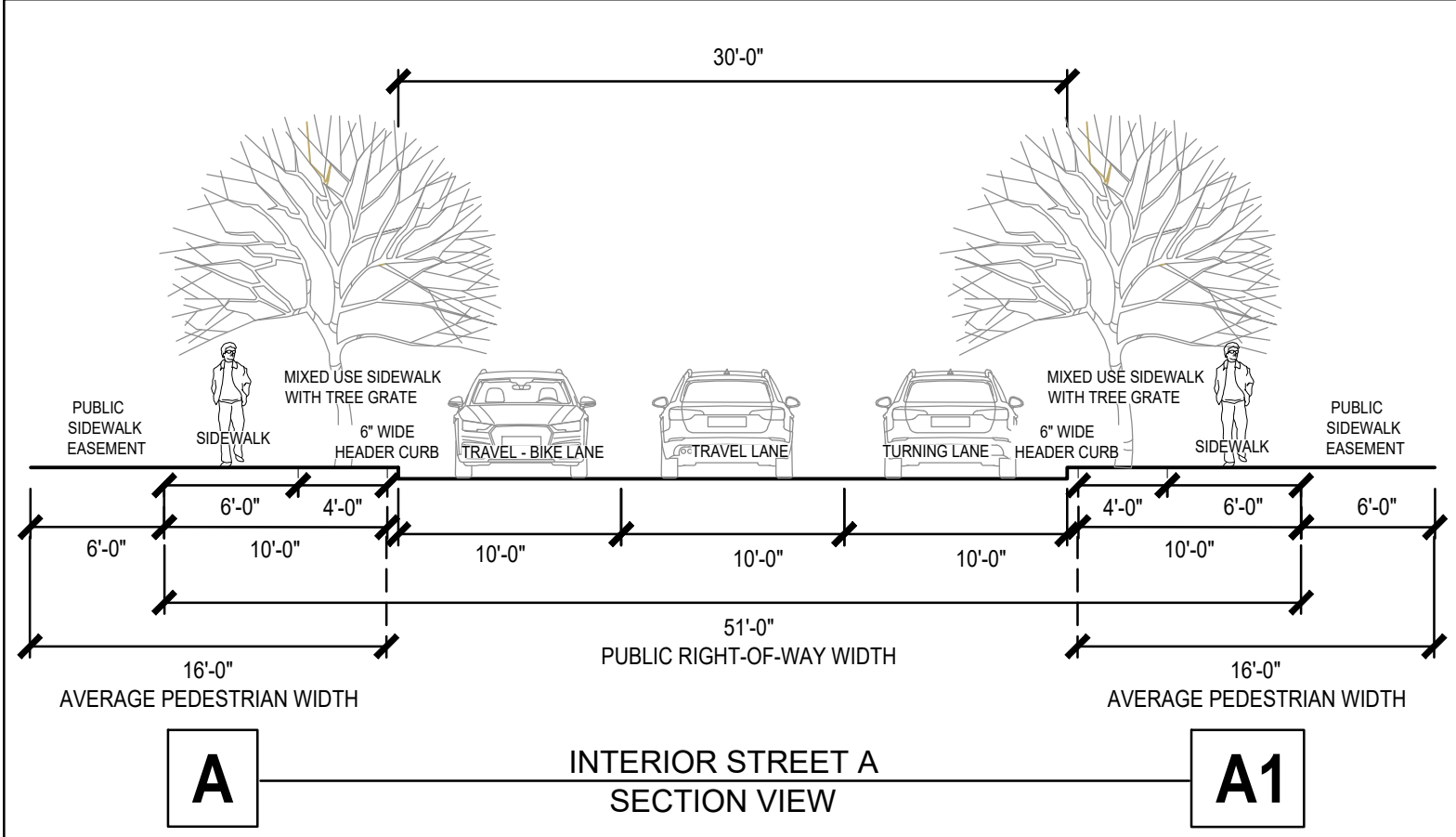
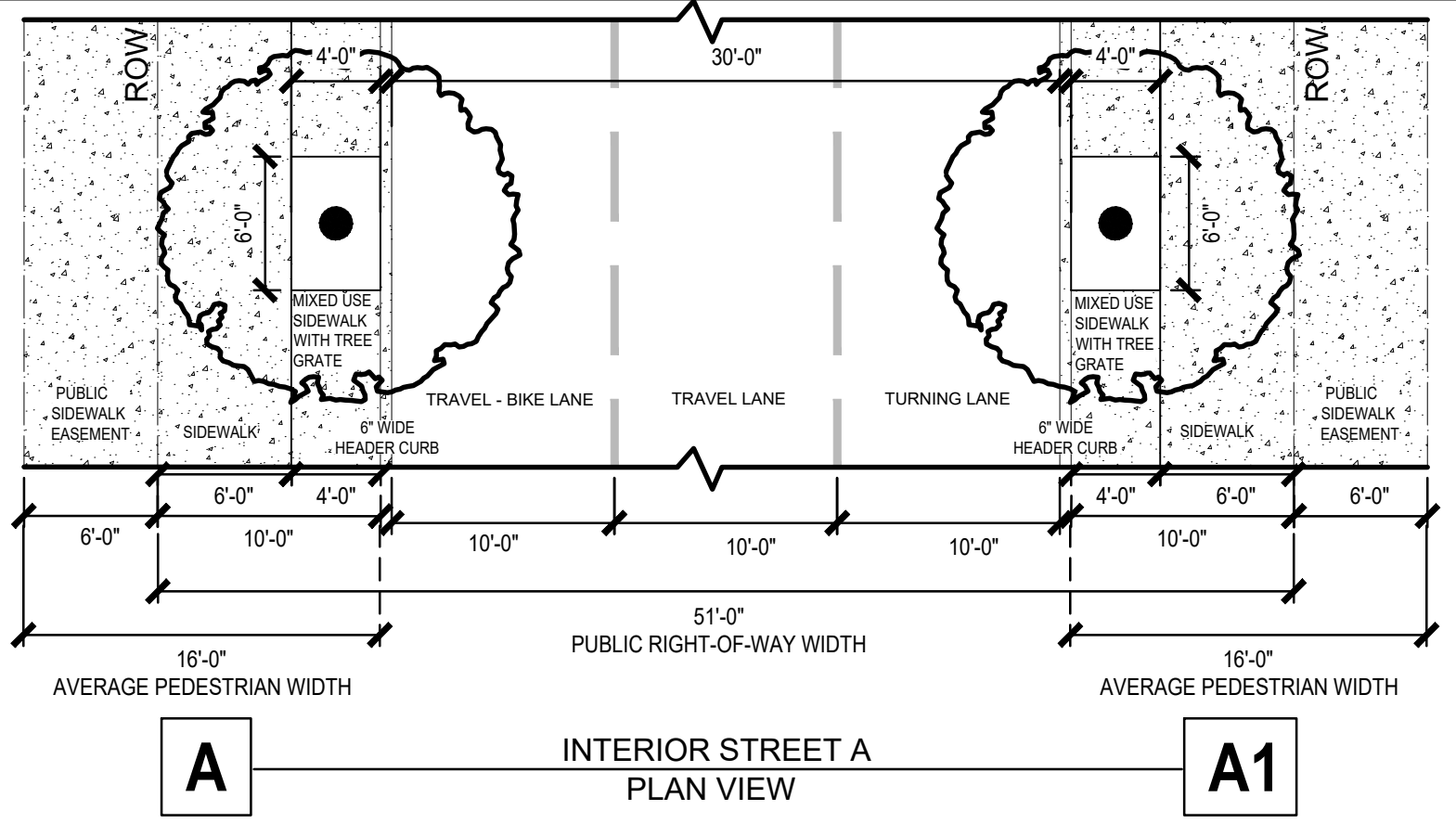
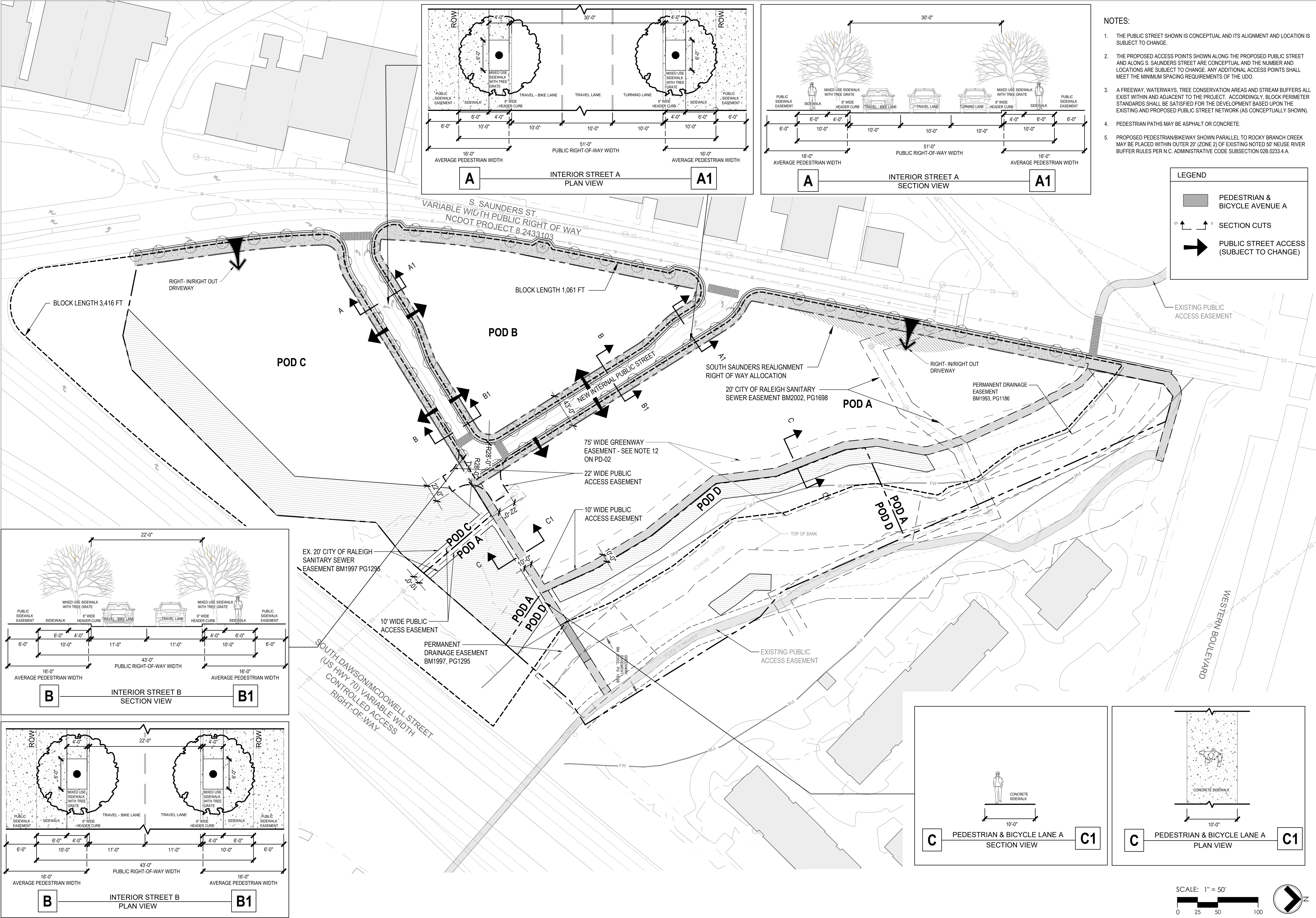
MAXIMUM USE BY POD				
POD	OFFICE/INDUSTRIAL AREA (SF)	RETAIL AREA (SF)	RESIDENTIAL UNITS	LODGING UNITS
A	700,000	167,000	510	150
B	700,000	167,000	510	240
C	700,000	167,000	510	240
D*	0	0	0	0

MAXIMUM INTENSITY PER USE	
OFFICE/INDUSTRIAL	1,042,600 SF
COMMERCIAL/RETAIL	312,500 SF
HOTEL	382 UNITS
RESIDENTIAL	975 UNITS

*STRUCTURES COMPATIBLE WITH OPEN SPACE MAY BE PERMITTED ON POD D.

SCALE: 1" = 50'

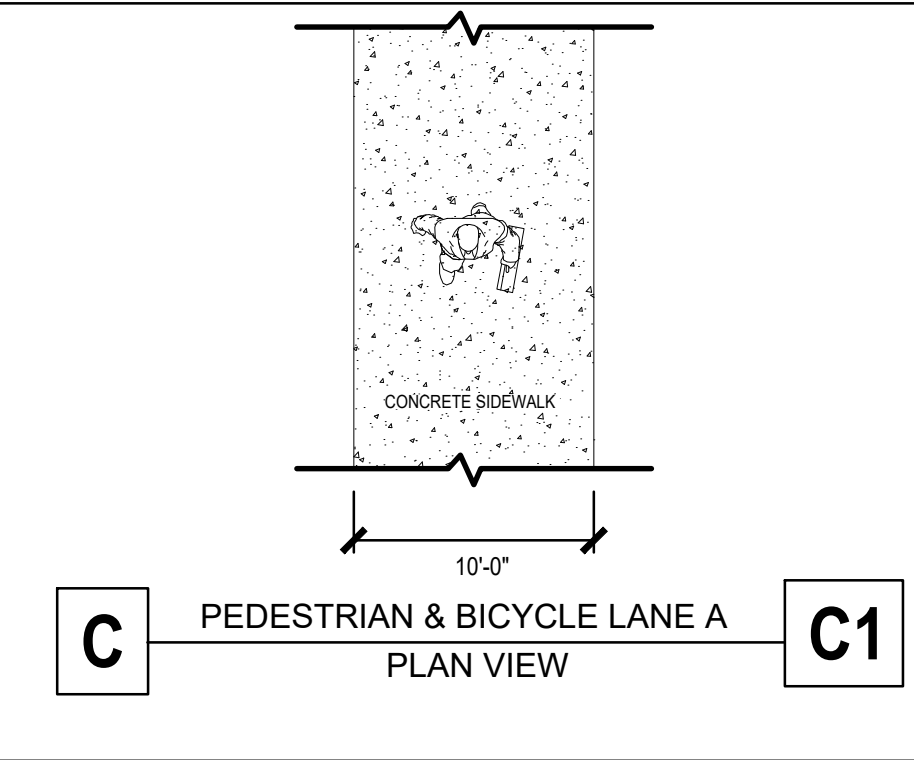
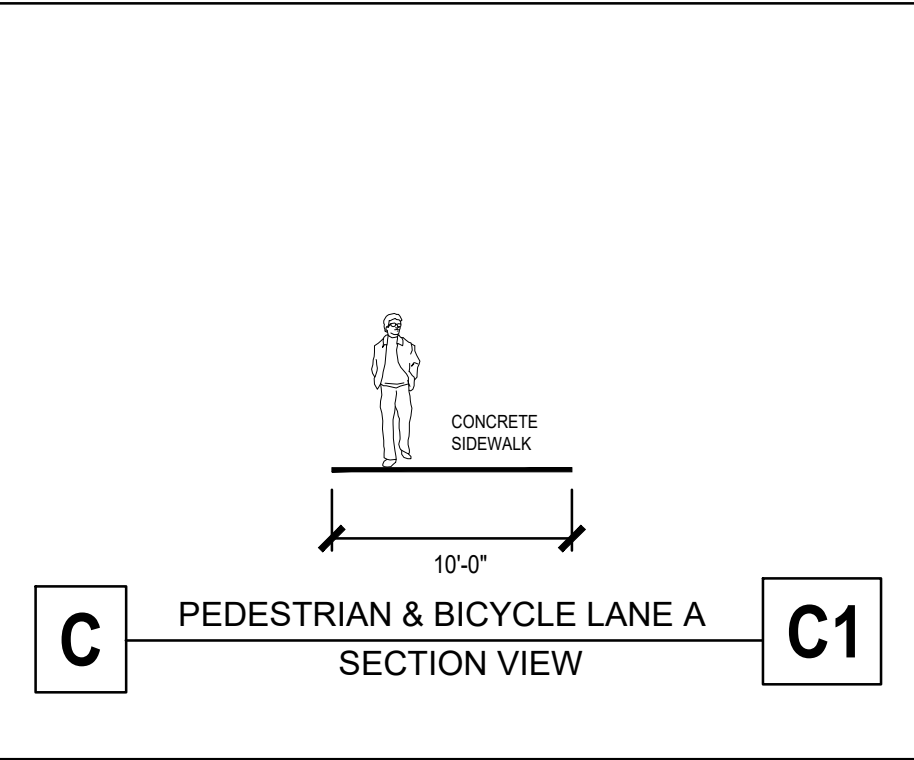
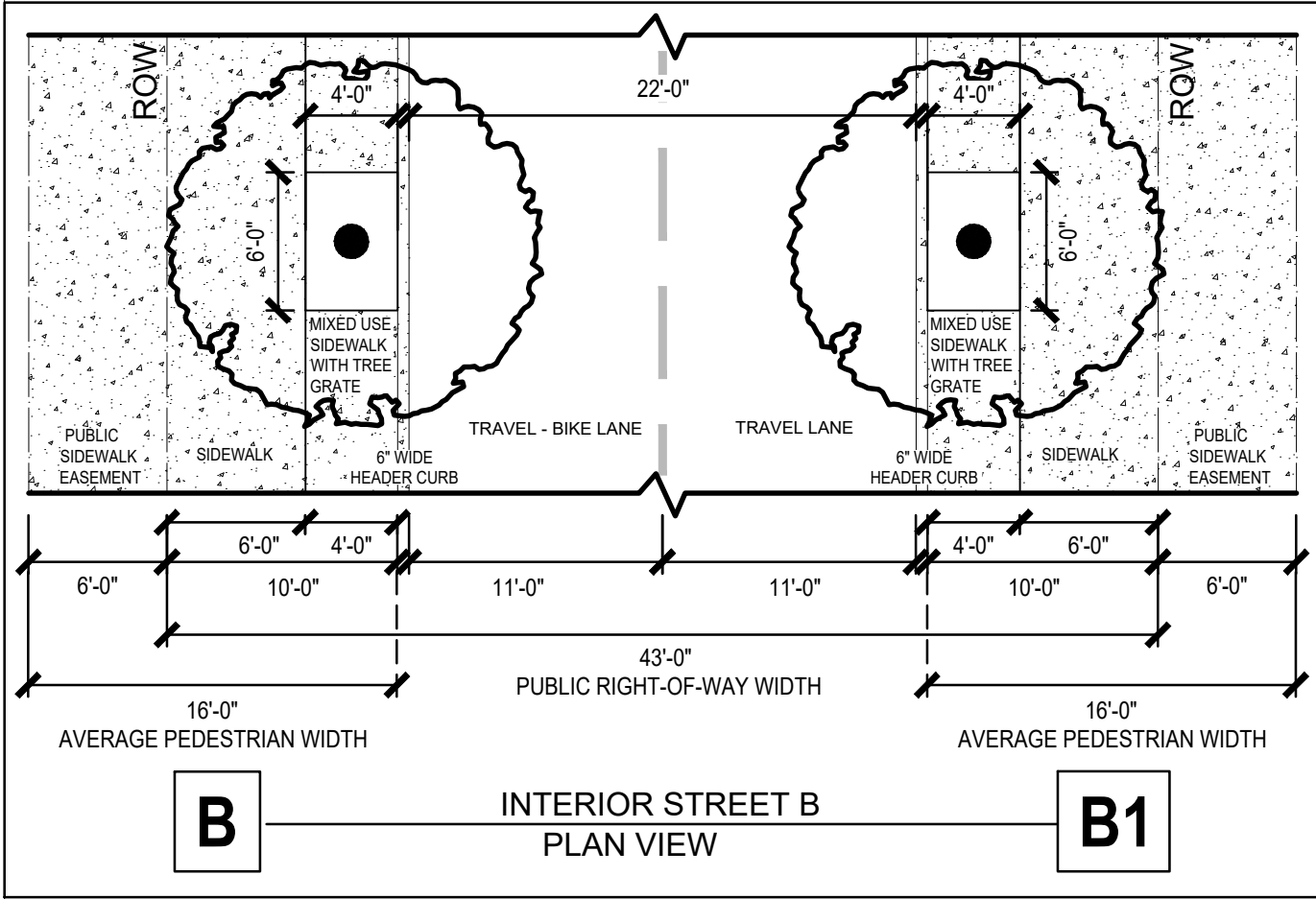
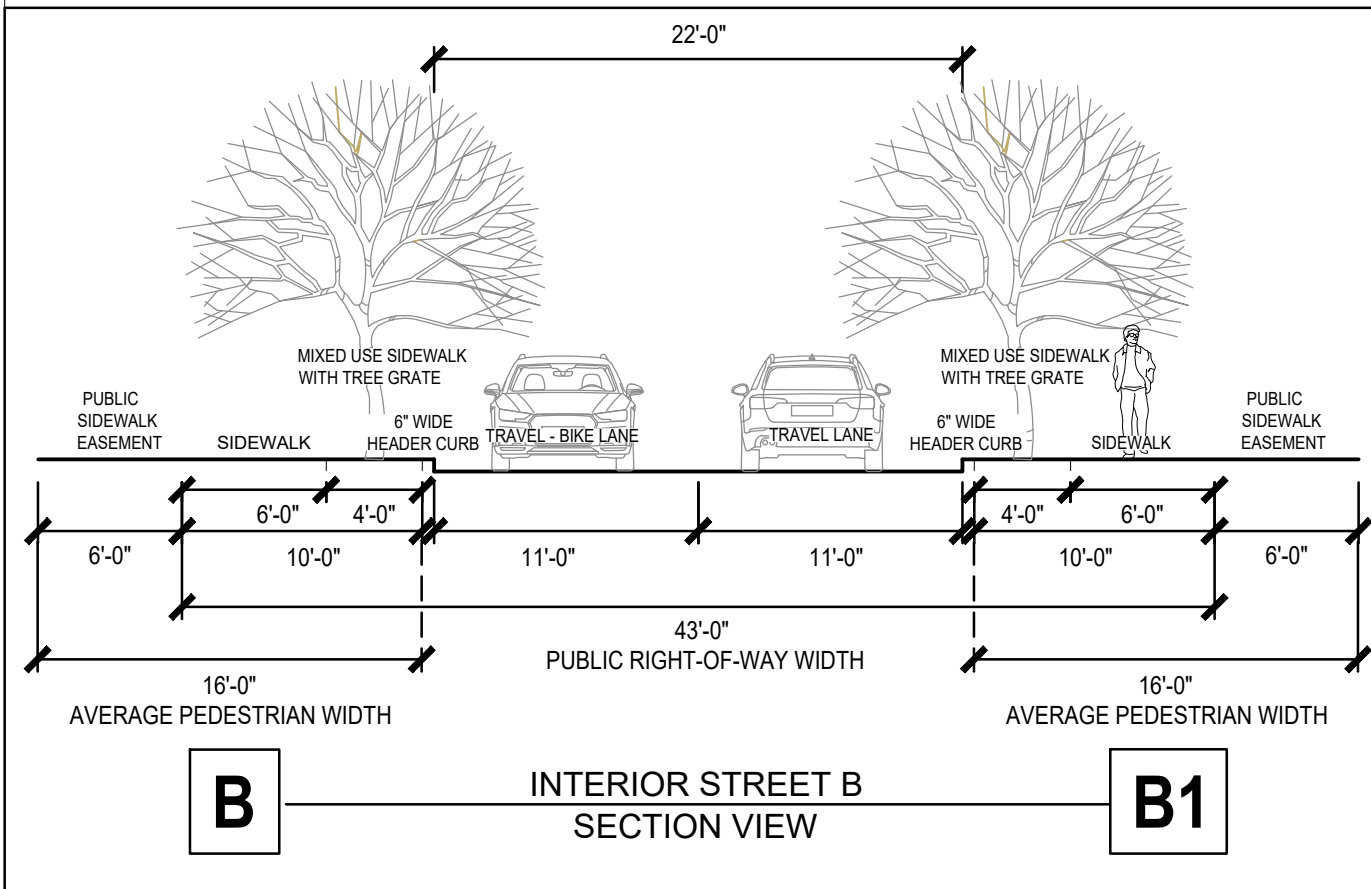




- NOTES:
1. THE PUBLIC STREET SHOWN IS CONCEPTUAL AND ITS ALIGNMENT AND LOCATION IS SUBJECT TO CHANGE.
 2. THE PROPOSED ACCESS POINTS SHOWN ALONG THE PROPOSED PUBLIC STREET AND ALONG S. SAUNDERS STREET ARE CONCEPTUAL AND THE NUMBER AND LOCATIONS ARE SUBJECT TO CHANGE. ANY ADDITIONAL ACCESS POINTS SHALL MEET THE MINIMUM SPACING REQUIREMENTS OF THE UDO.
 3. A FREEWAY, WATERWAYS, TREE CONSERVATION AREAS AND STREAM BUFFERS ALL EXIST WITHIN AND ADJACENT TO THE PROJECT. ACCORDINGLY, BLOCK PERIMETER STANDARDS SHALL BE SATISFIED FOR THE DEVELOPMENT BASED UPON THE EXISTING AND PROPOSED PUBLIC STREET NETWORK (AS CONCEPTUALLY SHOWN).
 4. PEDESTRIAN PATHS MAY BE ASPHALT OR CONCRETE.
 5. PROPOSED PEDESTRIAN/BIKEWAY SHOWN PARALLEL TO ROCKY BRANCH CREEK MAY BE PLACED WITHIN OUTER 20' (ZONE 2) OF EXISTING NOTED 50' NEUSE RIVER BUFFER RULES PER N.C. ADMINISTRATIVE CODE SUBSECTION 02B.0233.4.A.

LEGEND

- PEDESTRIAN & BICYCLE AVENUE A
- SECTION CUTS
- PUBLIC STREET ACCESS (SUBJECT TO CHANGE)



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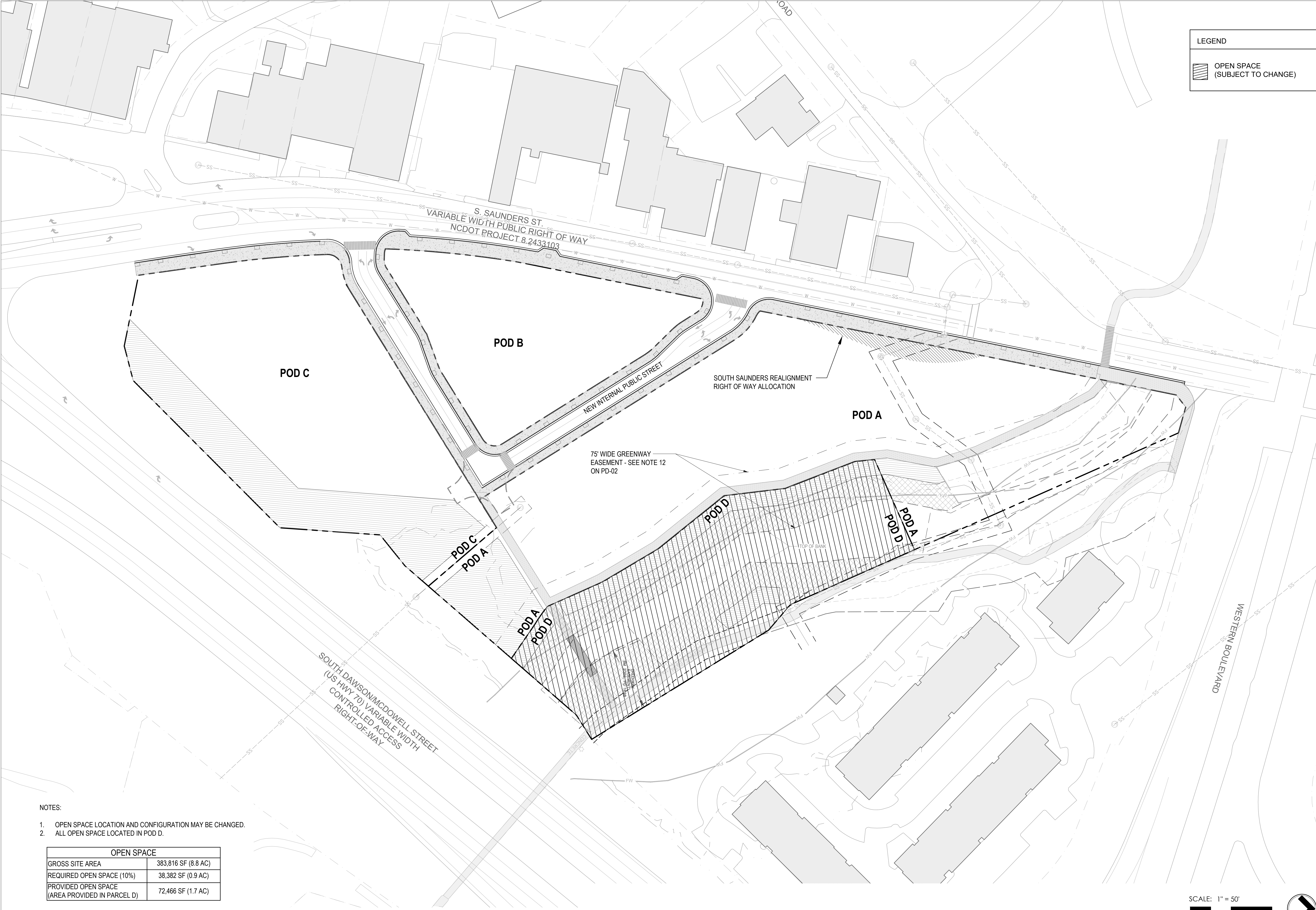
STREET & BLOCK
PLAN

Sheet Number

SCALE: 1" = 50'

0 25 50 100

PD - 03



- NOTES:
1. OPEN SPACE LOCATION AND CONFIGURATION MAY BE CHANGED.
 2. ALL OPEN SPACE LOCATED IN POD D.

OPEN SPACE	
GROSS SITE AREA	383,816 SF (8.8 AC)
REQUIRED OPEN SPACE (10%)	38,382 SF (0.9 AC)
PROVIDED OPEN SPACE (AREA PROVIDED IN PARCEL D)	72,466 SF (1.7 AC)

LEGEND

OPEN SPACE
(SUBJECT TO CHANGE)

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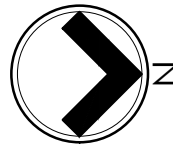
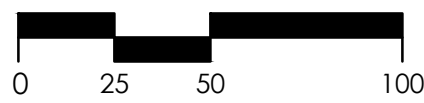
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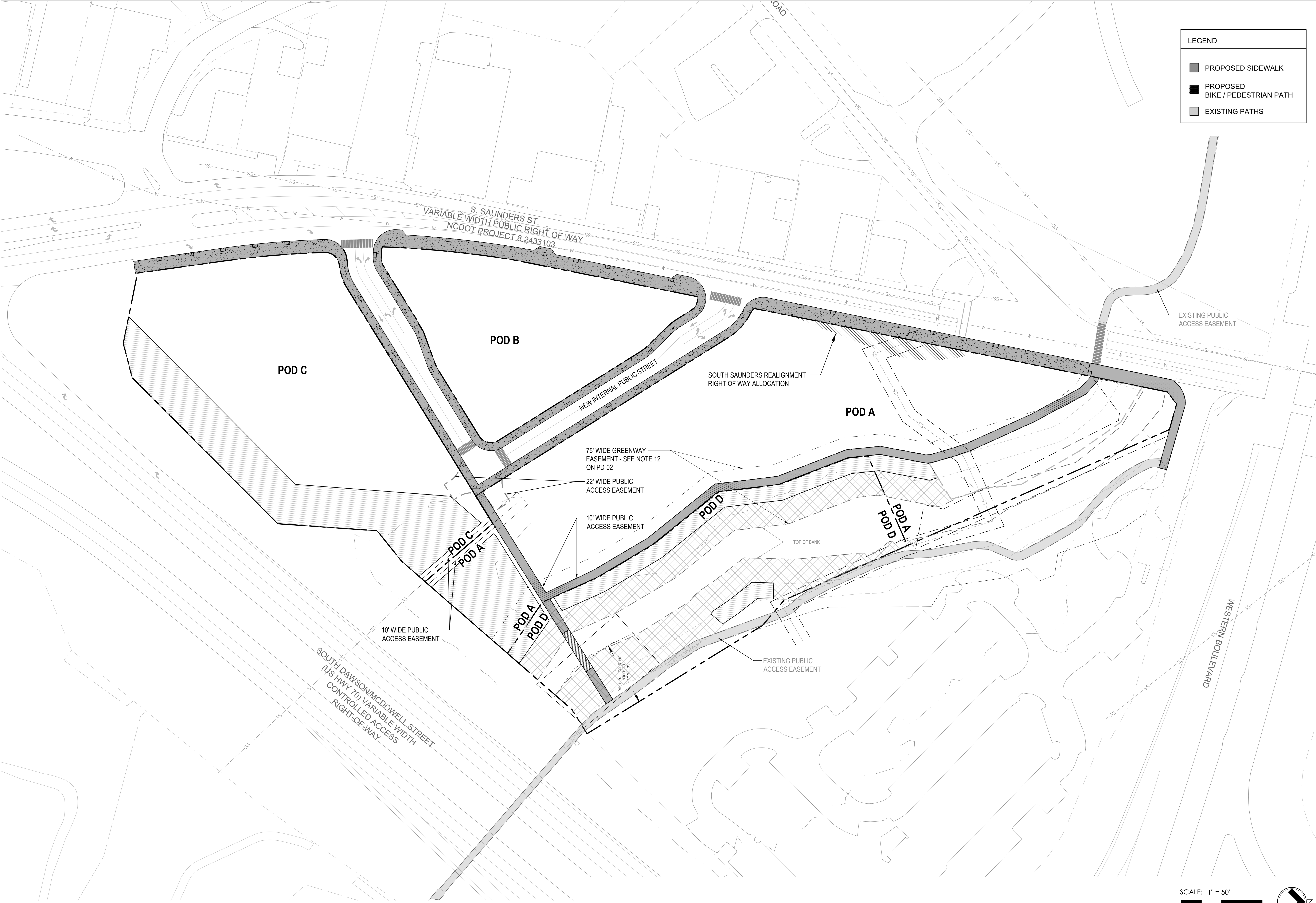
OPEN SPACE PLAN

Sheet Number

PD - 04

SCALE: 1" = 50'





LEGEND

■

PROPOSED SIDEWALK

■

PROPOSED BIKE / PEDESTRIAN PATH

■

EXISTING PATHS

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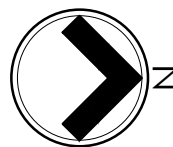
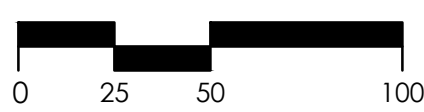
CIRCULATION PLAN

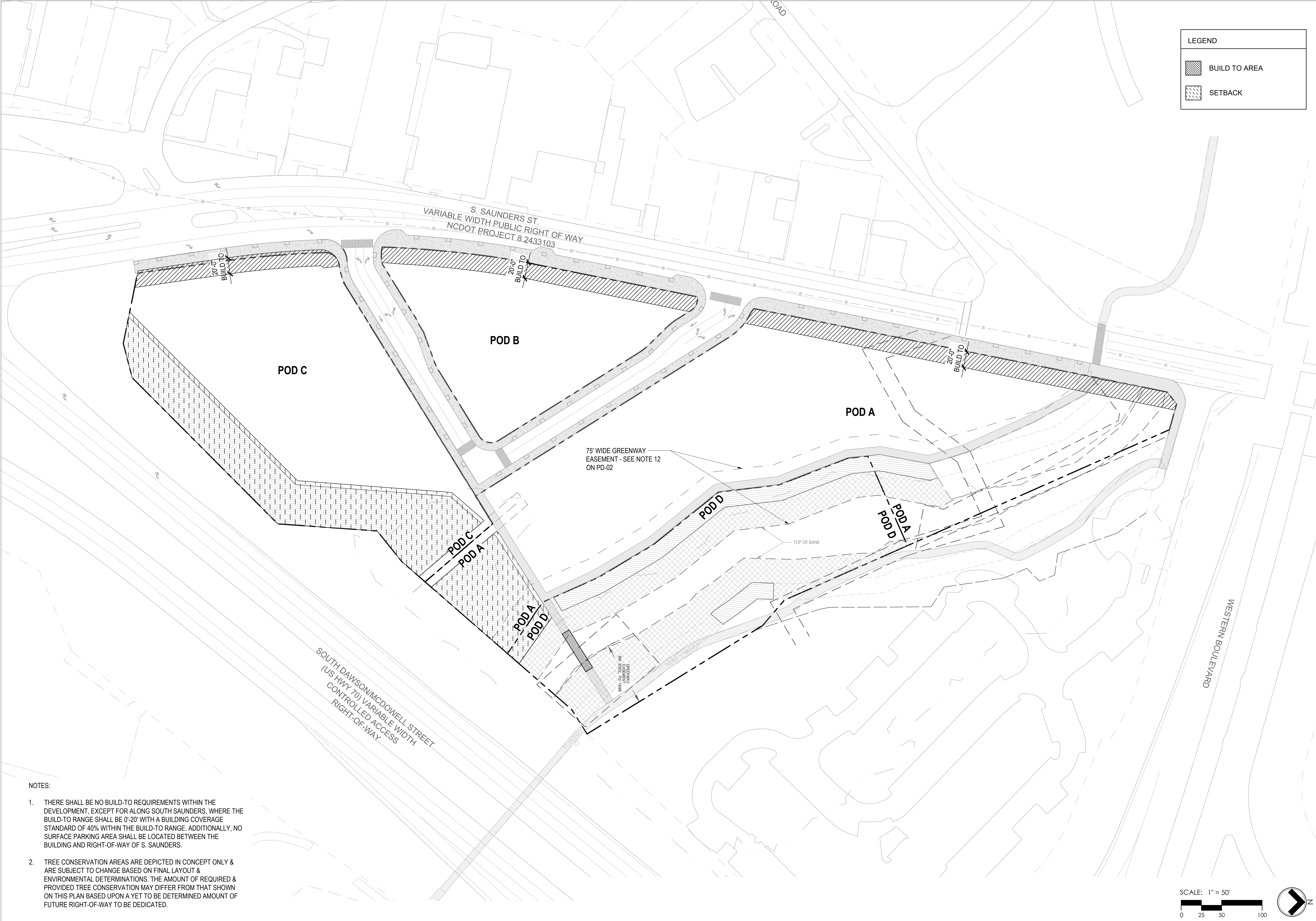
Sheet Number

PD - 05

CIRCULATION PLAN

SCALE: 1" = 50'





- NOTES:
1. THERE SHALL BE NO BUILD-TO REQUIREMENTS WITHIN THE DEVELOPMENT, EXCEPT FOR ALONG SOUTH SAUNDERS, WHERE THE BUILD-TO RANGE SHALL BE 0'-20' WITH A BUILDING COVERAGE STANDARD OF 40% WITHIN THE BUILD-TO RANGE. ADDITIONALLY, NO SURFACE PARKING AREA SHALL BE LOCATED BETWEEN THE BUILDING AND RIGHT-OF-WAY OF S. SAUNDERS.
 2. TREE CONSERVATION AREAS ARE DEPICTED IN CONCEPT ONLY & ARE SUBJECT TO CHANGE BASED ON FINAL LAYOUT & ENVIRONMENTAL DETERMINATIONS. THE AMOUNT OF REQUIRED & PROVIDED TREE CONSERVATION MAY DIFFER FROM THAT SHOWN ON THIS PLAN BASED UPON A YET TO BE DETERMINED AMOUNT OF FUTURE RIGHT-OF-WAY TO BE DEDICATED.

LEGEND

BUILD TO AREA

SETBACK

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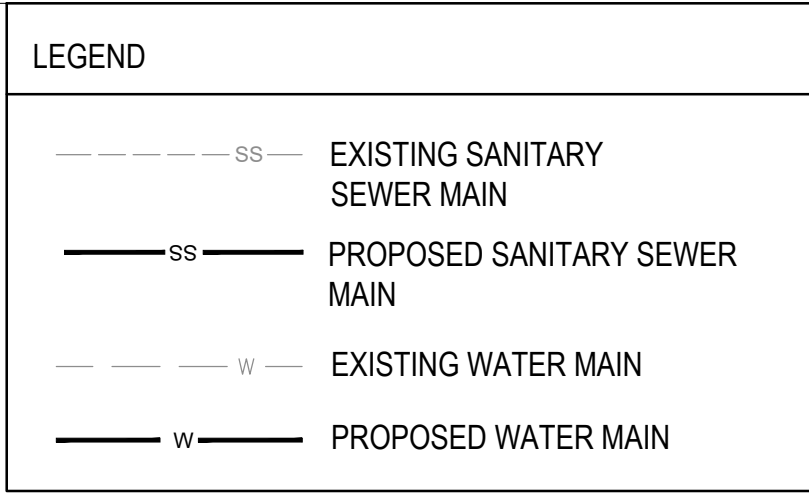
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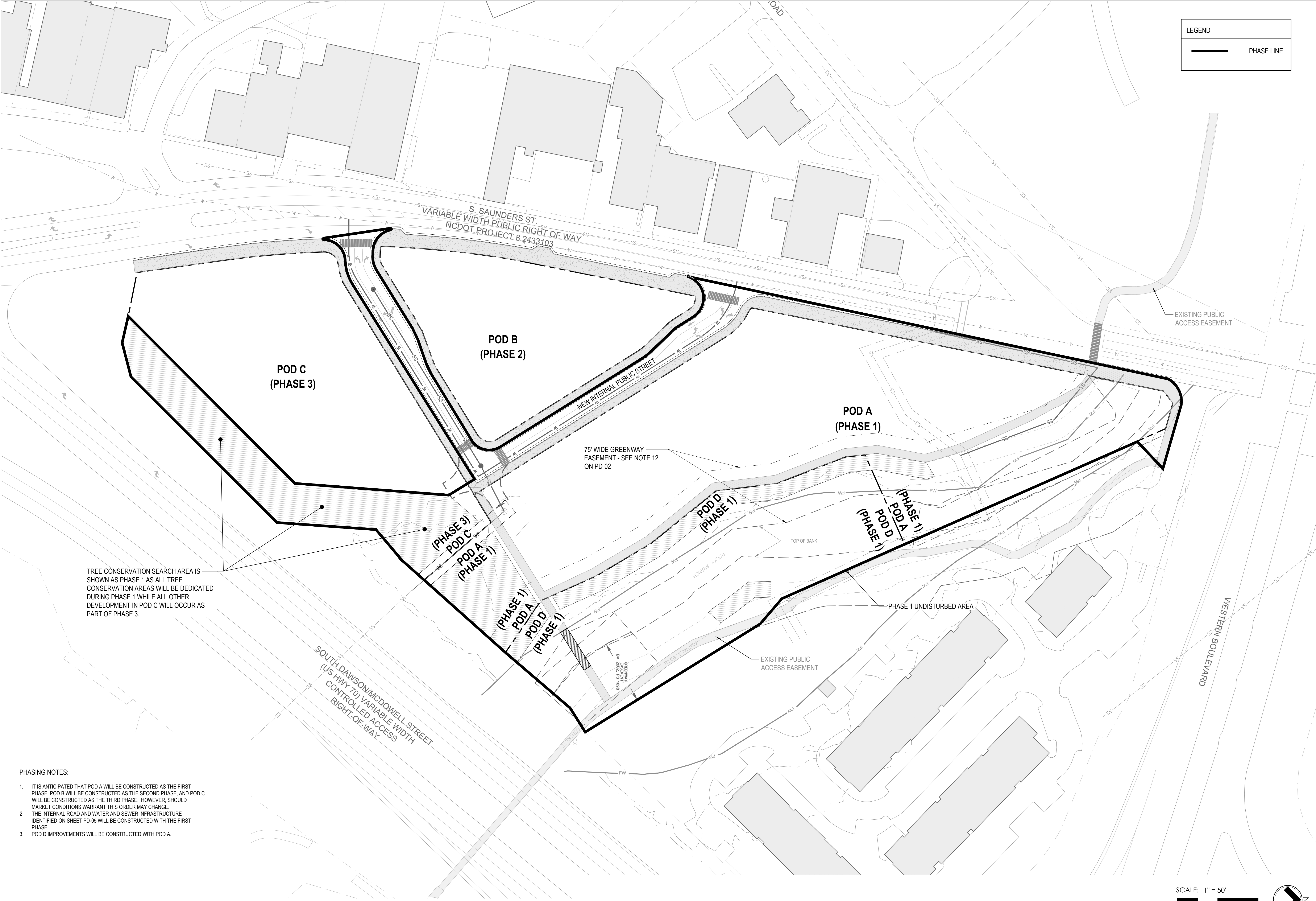
**BUILD TO & SETBACK
PLAN**

Sheet Number



Sheet Number

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LEGEND

PHASE LINE

TREE CONSERVATION SEARCH AREA IS SHOWN AS PHASE 1 AS ALL TREE CONSERVATION AREAS WILL BE DEDICATED DURING PHASE 1 WHILE ALL OTHER DEVELOPMENT IN POD C WILL OCCUR AS PART OF PHASE 3.

- PHASING NOTES:
- IT IS ANTICIPATED THAT POD A WILL BE CONSTRUCTED AS THE FIRST PHASE. POD B WILL BE CONSTRUCTED AS THE SECOND PHASE, AND POD C WILL BE CONSTRUCTED AS THE THIRD PHASE. HOWEVER, SHOULD MARKET CONDITIONS WARRANT THIS ORDER MAY CHANGE.
 - THE INTERNAL ROAD AND WATER AND SEWER INFRASTRUCTURE IDENTIFIED ON SHEET PD-05 WILL BE CONSTRUCTED WITH THE FIRST PHASE.
 - POD D IMPROVEMENTS WILL BE CONSTRUCTED WITH POD A.

SCALE: 1" = 50'

02550100

PHASING PLAN

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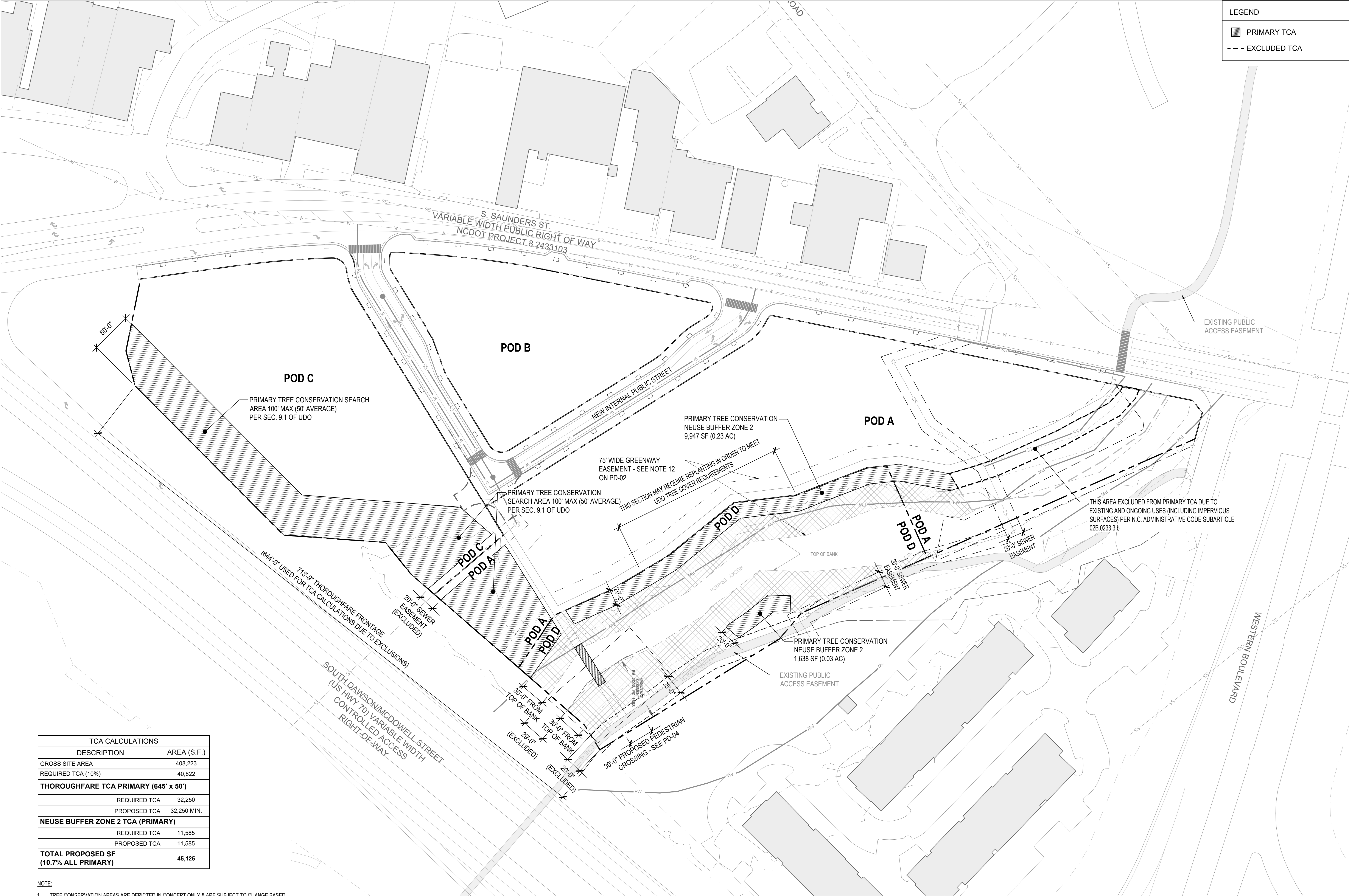
No.	Description	Date
1	PD SUBMISSION	06/01/2018
2	PD SUBMISSION	01/06/2019
3	PD SUBMISSION	03/06/2019
4	PD SUBMISSION	05/28/2019
5	PD SUBMISSION	07/25/2019

Notes

Sheet Name

PHASING PLAN

Sheet Number



TCA CALCULATIONS	
DESCRIPTION	AREA (S.F.)
GROSS SITE AREA	408,223
REQUIRED TCA (10%)	40,822
THOROUGHFARE TCA PRIMARY (645' x 50')	
REQUIRED TCA	32,250
PROPOSED TCA	32,250 MIN.
NEUSE BUFFER ZONE 2 TCA (PRIMARY)	
REQUIRED TCA	11,585
PROPOSED TCA	11,585
TOTAL PROPOSED SF (10.7% ALL PRIMARY)	45,125

- NOTE:
- TREE CONSERVATION AREAS ARE DEPICTED IN CONCEPT ONLY & ARE SUBJECT TO CHANGE BASED ON FINAL LAYOUT & ENVIRONMENTAL DETERMINATIONS. THE AMOUNT OF REQUIRED & PROVIDED TREE CONSERVATION MAY DIFFER FROM THAT SHOWN ON THIS PLAN BASED UPON A YET TO BE DETERMINED AMOUNT OF FUTURE RIGHT-OF-WAY TO BE DEDICATED.
 - COMPLIANCE WITH UDO 9.1 OF THE UDO WILL BE REQUIRED AT SITE PLAN OR SUBDIVISION. (WHICHEVER COMES FIRST)

LEGEND

PRIMARY TCA

EXCLUDED TCA

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Sheet Name

TREE CONSERVATION
PLAN

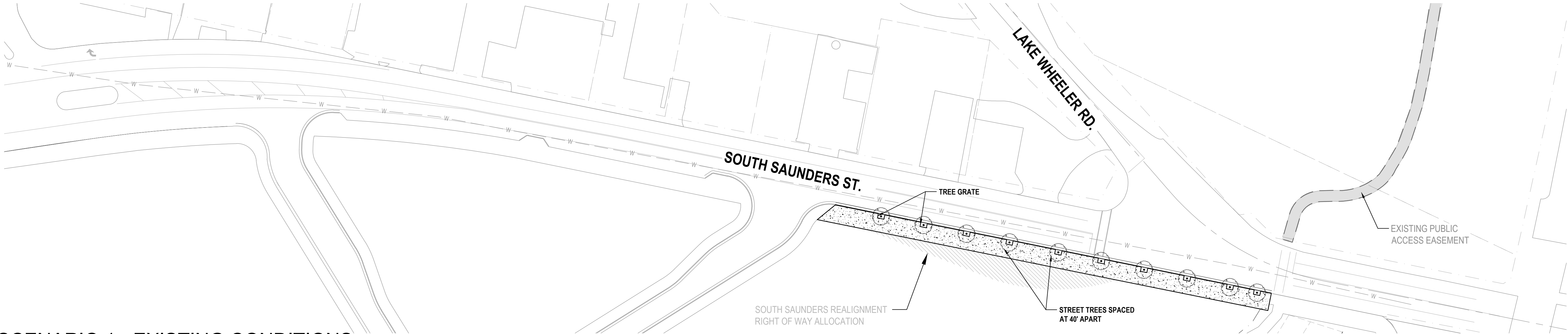
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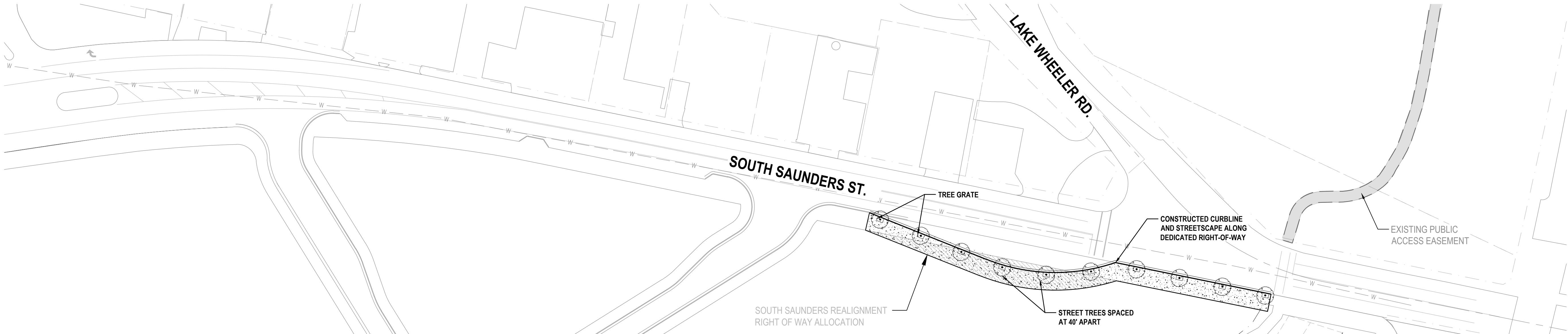
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PD - 09

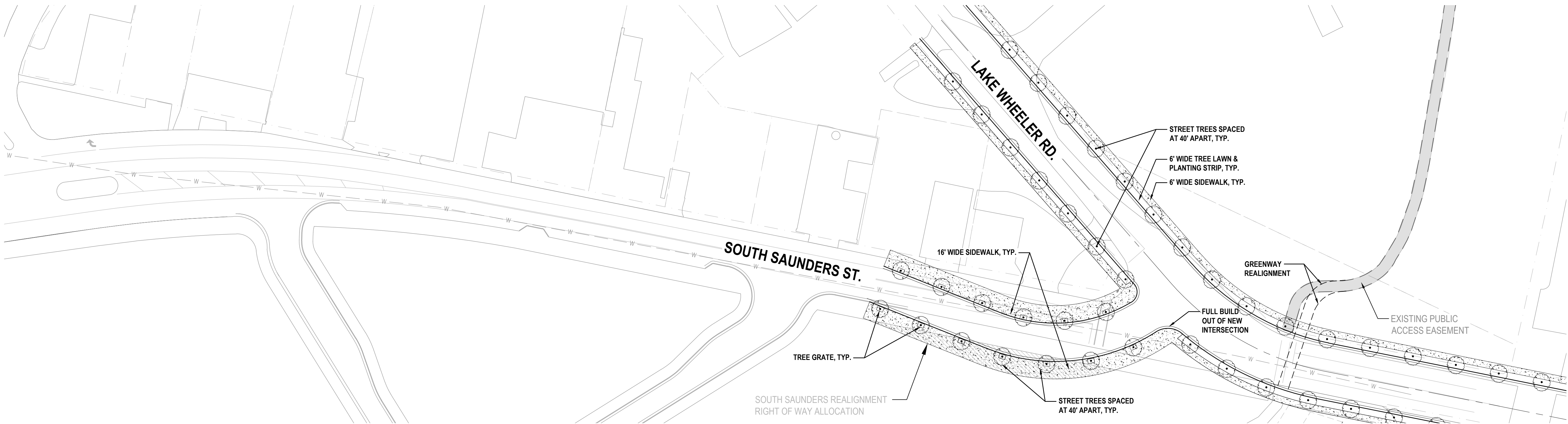
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SCENARIO 1 - EXISTING CONDITIONS

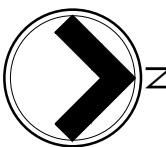
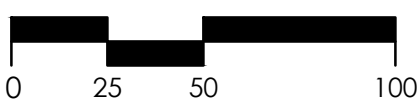


SCENARIO 2 - INTERIM CONDITION



SCENARIO 3 - ULTIMATE BUILD OUT

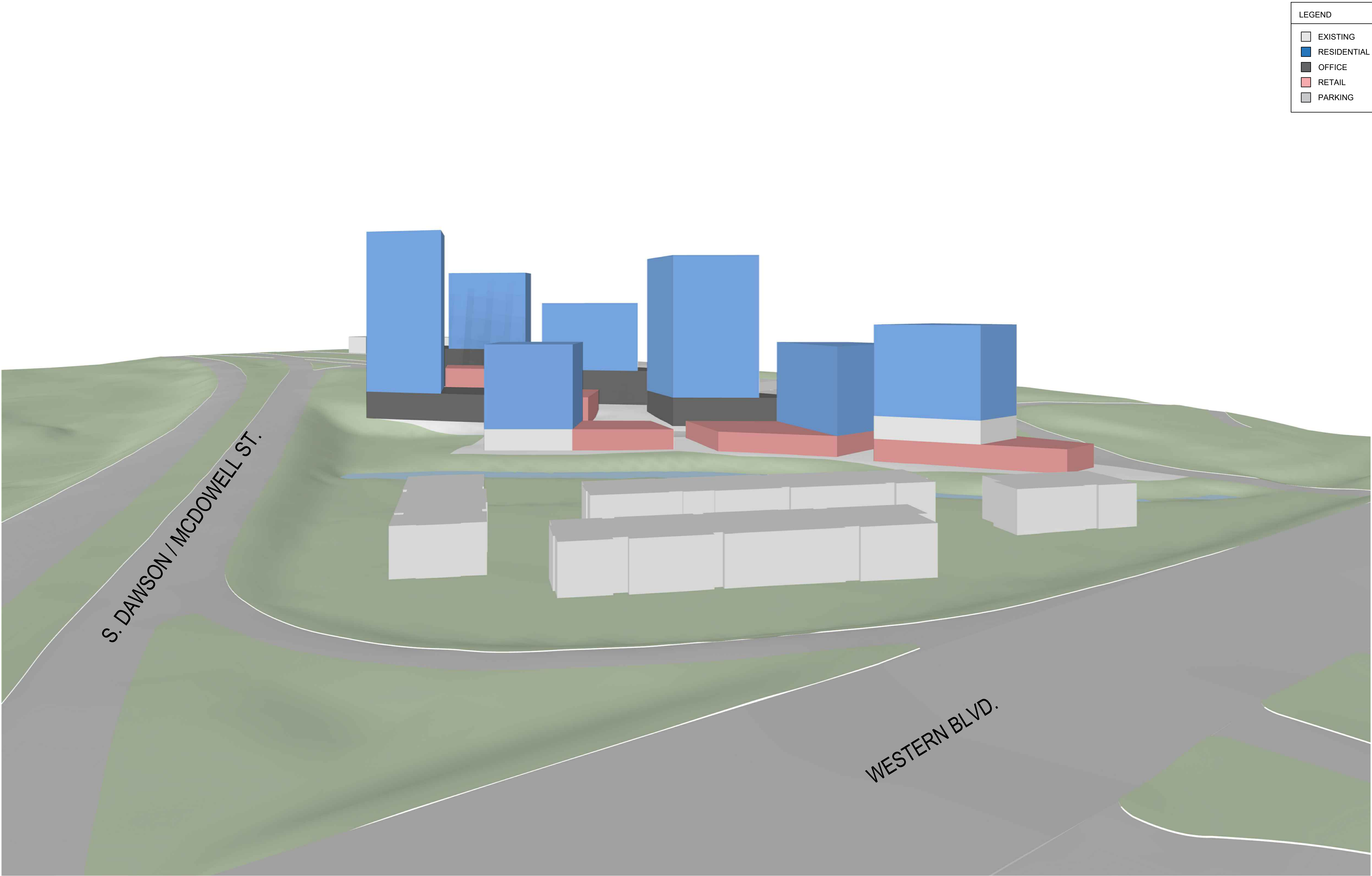
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EXISTING

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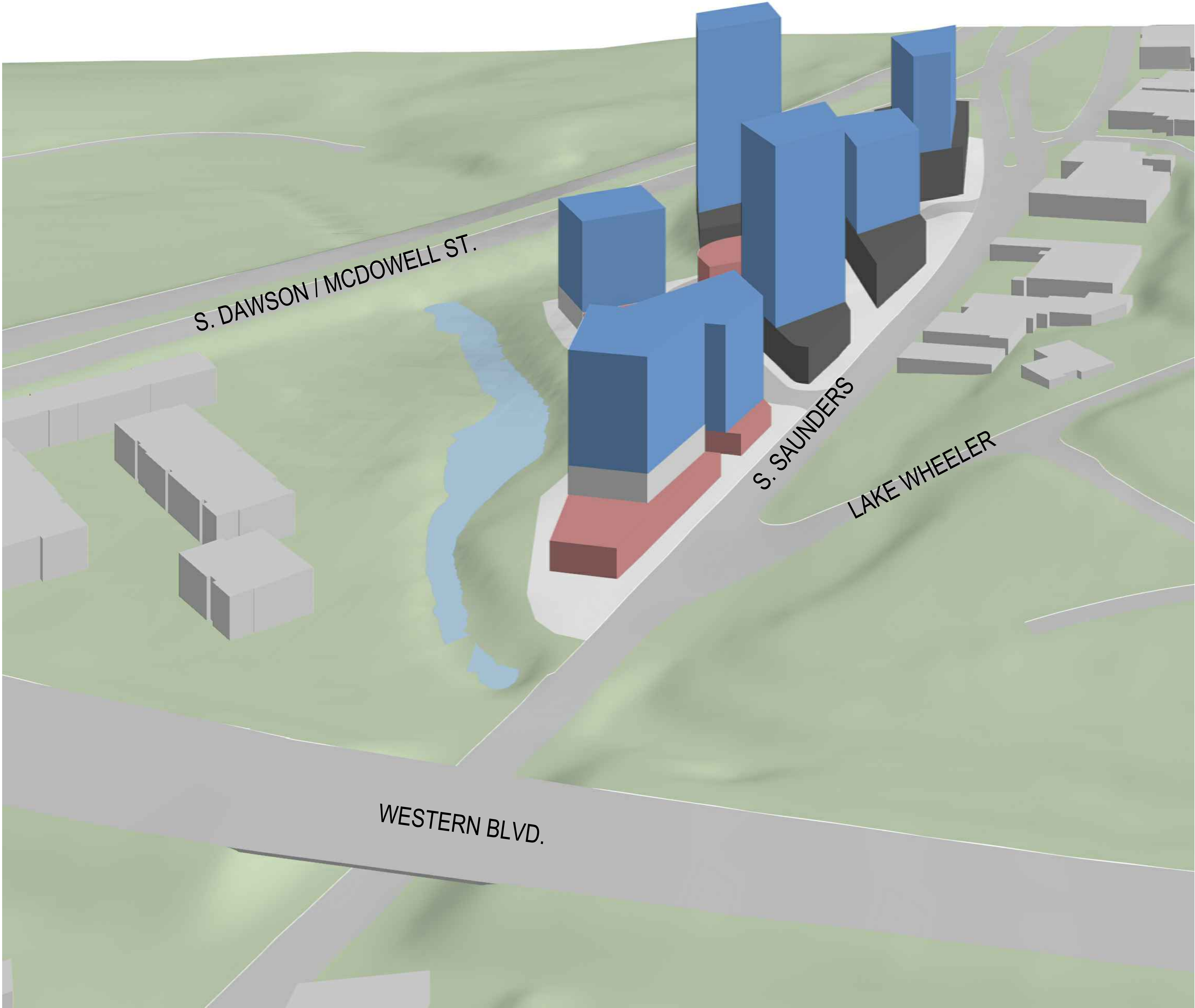
Notes

Sheet Name

3D MASSING

Sheet Number

PD - 11



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