



Certified Action of the City of Raleigh Planning Commission

City of Raleigh
Development Plans Review Center
One Exchange Plaza
Raleigh, NC 27601
(919) 516-2626
www.raleighnc.gov

Case File / Name: SP-28-10 / SECU - Salisbury Street - Revision

General Location: On the west side of Salisbury Street between its intersections with Jones Street and Edenton Street

Owner: State Employees Credit Union
Designer: Obrien Atkins

CAC: North Central

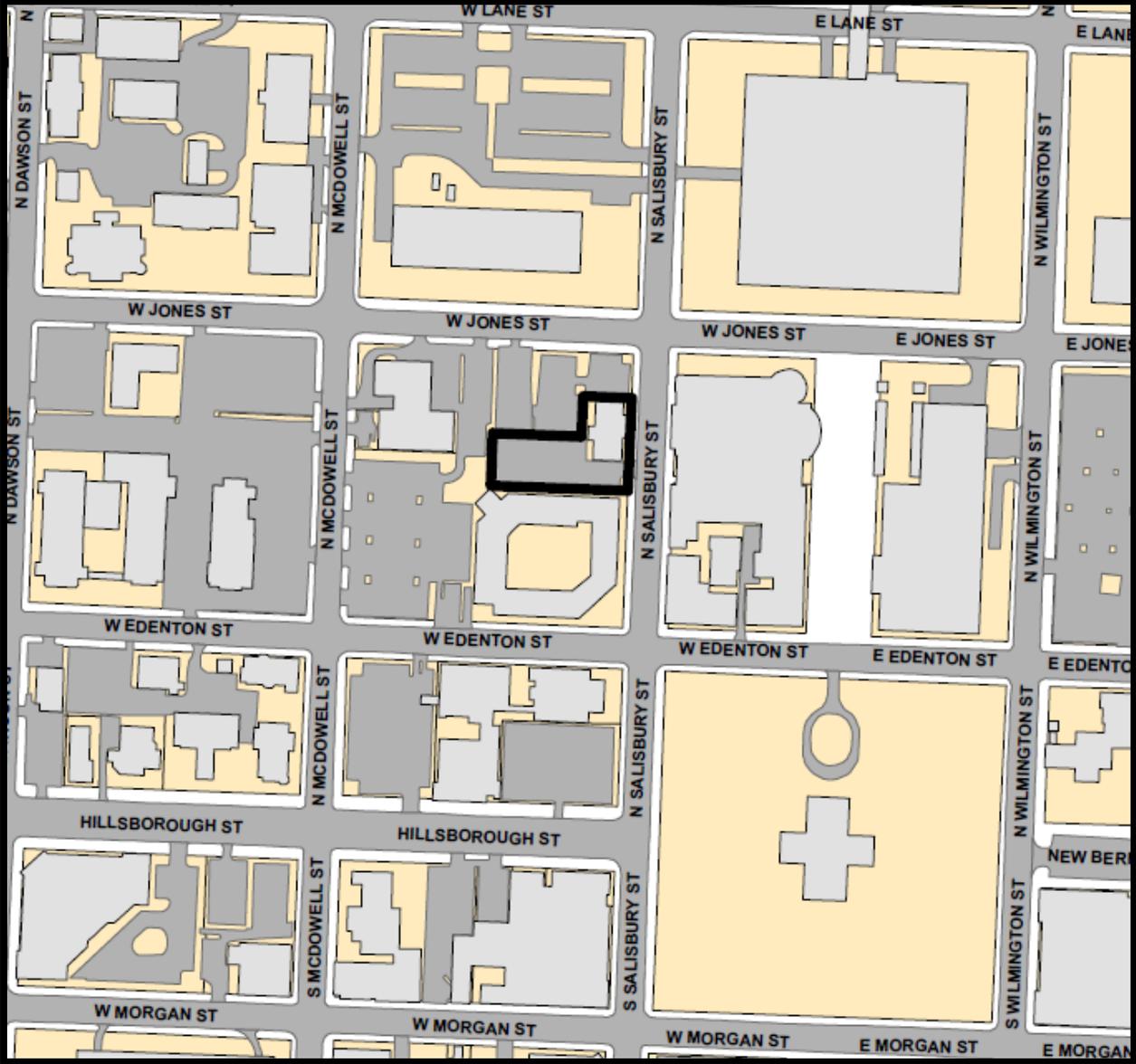
Nature of Case: A twelve-story (195') mixed use building and parking deck on a .49 acre site zoned Office and Institution -1, Office and Institution-2 and Downtown Overlay District. The proposal includes 110,950 square feet of office space, a 13,071square foot branch bank and an eight-level parking deck containing 158 parking spaces.

This proposal requires Planning Commission approval for the following reasons: (A.) It is for a building over 80 feet in height; (B.) It is for a building over 10,000 square feet size in the Downtown Overlay District; (C.) The proposal requires approval of a parking scheme with a parking reduction (42.9%) for the office portion of the project that does not conform to the City's Off-Street Parking Standards including the reductions automatically allowed in the Downtown Overlay District; (D) The proposal includes a Floor Area Ratio of 6.69 which exceeds the maximums of permitted by the Office and Institutional zoning districts (.75 and 1) as allowed by the Downtown Overlay District and (E) The proposal includes a Building Lot Coverage of 90.5% which exceeds the maximums (25% & 30%) permitted by the Office and Institutional zoning districts as allowed by the Downtown Overlay District.

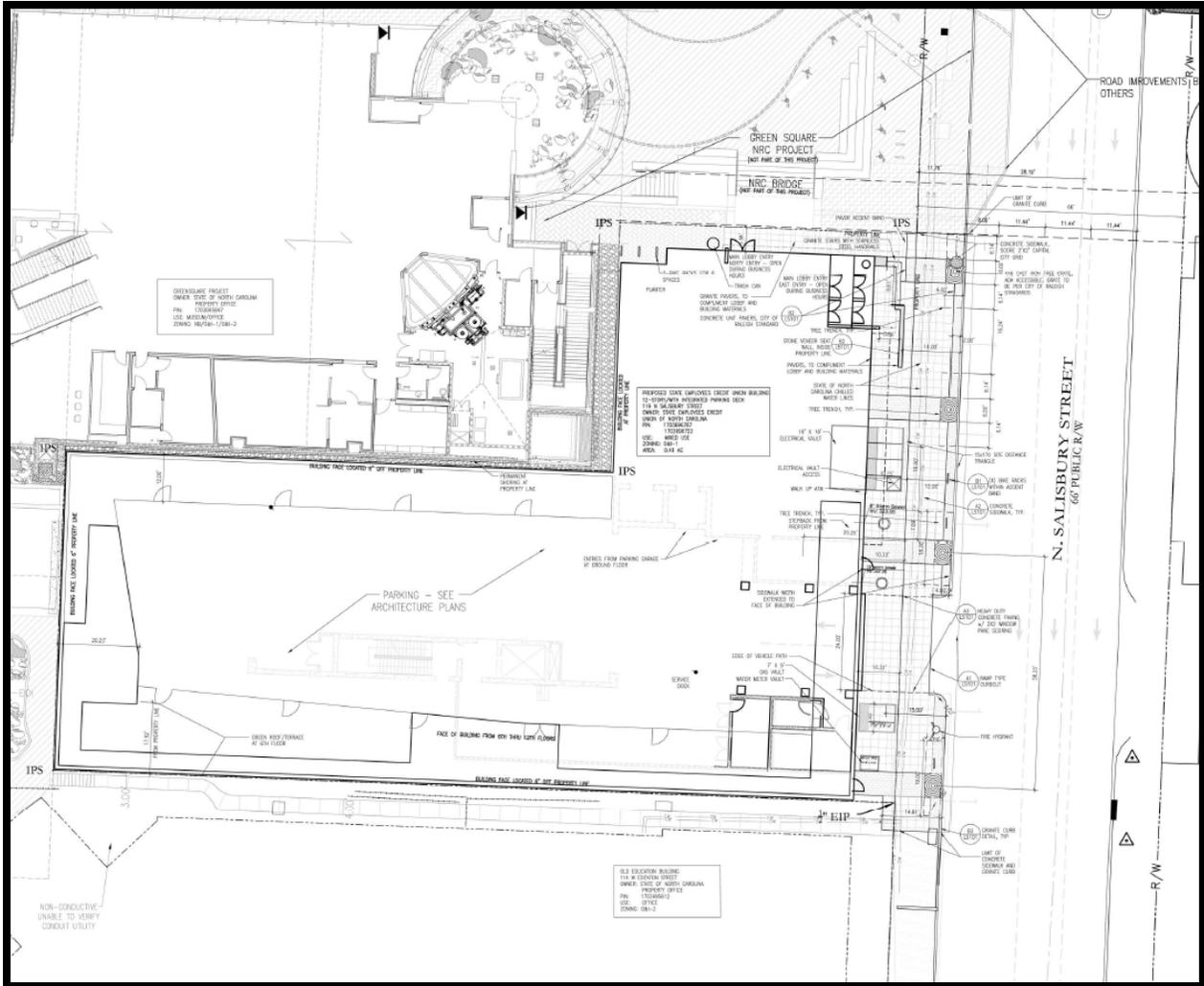
This project was originally approved as SP-32-09, but the applicants have revised the plan to a degree that is not allowed to occur administratively. The original proposal included a residential/hotel component that has subsequently been removed. The new mix of uses in the building have a higher parking requirement overall than what SP-32-09 called for and the proposed parking reduction requested has increased from a 12% reduction to a 42.9% parking reduction. Additionally, the height of the building has been increased by 10' over what was originally approved for SP-32-09.

Key Issues: Alternate parking, setbacks, building height, floor area ratio and building lot coverage are requested as allowed in the Downtown Overlay District. Other than those items, staff finds that this plan conforms to all other Code standards and adopted land use policies with the exception of the *Downtown Urban Design Guide's* guidelines regarding Building setbacks.

Contact: Jonathan Parsons, Obrien Atkins Associates



SP-28-10 / SECU Salisbury Street - Revision - Site Location Map



SP-28-10 / SECU Salisbury Street - Revision – Preliminary Site Plan

- SUBJECT:** SP-28-10 SECU – Salisbury Street - Revision
- CROSS-REFERENCE:** SP-32-09
- LOCATION:** This site is located on the west side of Salisbury Street in between its intersections with Jones Street and Edenton Street, inside the City Limits. The site was previously occupied by a State Employees Credit Union which has been demolished.
- REQUEST:** A twelve twelve-story (195') mixed use building and parking deck on a .49 acre site zoned Office and Institution -1, Office and Institution-2 and Downtown Overlay District. The proposal includes 110,950 square feet of office space, a 13,071square foot branch bank and an eight-level parking deck containing 158 parking spaces.

This proposal requires preliminary plan approval for the following reasons: (A.) It is for a building over 80 feet in height; (B.) It is for a building over 10,000 square feet in the Downtown Overlay District; (C.) The proposal requires approval of a parking scheme with a parking reduction (42.9%) for the office portion of the

project that does not conform to the City's Off-Street Parking Standards including the reductions automatically allowed in the Downtown Overlay District; (D) The proposal includes a Floor Area Ratio of 6.69 which exceeds the maximums of permitted by the Office and Institution 1 & 2 zoning districts (.75 and 1) as allowed by the Downtown Overlay District and (E) The proposal includes a Building Lot Coverage of 90.5% which exceeds the maximums (25% & 30%) permitted by the Office and Institution 1 & 2 zoning districts as allowed by the Downtown Overlay District.

OFFICIAL ACTION: **Approval with conditions**

CONDITIONS OF APPROVAL: **As noted on the Staff Report, attached**

FINDINGS: The Planning Commission finds that this request, with the conditions of approval below being met, conforms to Chapter 2, Part 10, Sections 10-2035, 10-2036, 10-2051 and 10-2132.2, Chapter 3, Part 10, Sections 10-3001-3059. This approval is based on a preliminary plan dated 7/30/10, owned by NC SECU, submitted by Obrien Atkins.

ADDITIONAL NOTES: There are no additional notes for this plan.

VARIANCES / ALTERNATES: Alternate parking, setbacks, building height, floor area ratio and building lot coverage are requested as allowed in the Downtown Overlay District.

To PC: 8/10/10

Case History:
To CC:

Staff Coordinator: Eric Hodge, AICP

Motion: Haq
Second: Mullins
In Favor: Butler, Anderson, Bartholomew, Batchelor, Fleming, Haq, Harris Edmisten, Mullins, Smith and Sterling
Opposed:
Excused:

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the Staff Report attached.

Signatures: (Planning Dir.)

(PC Chair)



date: 8/10/10



date: 8/10/10



Staff Report

**RECOMMENDED
ACTION:** Approval with Conditions

**CONDITIONS OF
APPROVAL:**

Planning Commission Actions:

- (1) That the Planning Commission finds that increase in building heights to 195 feet are in accordance with the general plans for the physical development of the City as embodied in the current Raleigh Downtown Urban Design Guidelines;
- (2) That, as allowed by Section 10-2051(e)(1), the Planning Commission finds that the number of off-street parking spaces provided on the site plan is in accordance with the general plans for the physical development of the City as embodied in the Raleigh Downtown Urban Design Guidelines and the site plan meets the standards of Section 10-2132.2(d) and grants a reduction of 152 parking spaces which equates to a 42.9% reduction in required spaces;
- (3) That, as allowed by Section 10-2051(d)2, the Planning Commission finds that the site plan is in accordance with the general plans for the physical development of the City as embodied in the Raleigh Downtown Urban Design Guidelines and the site plan meets the standards of Section 10-2132.2(d) and grants an increase in the building lot coverage and floor area ratio limitations of the Office and Institution 1 & 2 Districts (25%-30% BLC/.75 -1FAR) to a building lot coverage of 90.5% and floor area ratio of 6.69;

Prior to issuance of building permits in the Inspections Department:

- (4) That pedestrian cross access deeds between this site and the State of North Carolina property located to the North (PIN 1703695847) are recorded in accordance with the City Code and a recorded copy is returned to the Planning Department within 14-days of recording. If a recorded copy of this recorded document is not provided to the Planning Department within the 14 day period, further plat recordings and building permits authorization may be withheld;
- (5) That construction plans for public improvements shall be approved by the Public Works Department;
- (6) That the City Attorney approve a public sidewalk easement deed for any portion of the proposed pedestrian ways on private property adjacent to public right of way on Salisbury Street;
- (7) That a landscape permit is obtained from the City forester in the Parks and Recreation Department for landscaping in the public right-of-way;

- (8) That an encroachment agreement for any landscaping, steps, awnings, underground stormwater detention piping etc. to be located within the public right-of-way is approved by the City Council by separate action. An application for encroachment into the public right of way for any of the items indicated on the preliminary plan shall be submitted to the City's Encroachment Coordinator in the Public Works Department for review, and that the City Council approves the encroachment request. Following City Council approval of the encroachment, an encroachment agreement, prepared in accordance with Raleigh City Code Sections 12-1001 and 12-1021(a), shall be filed with the City, and that the encroachment agreement is to be recorded with the Wake County Register of Deeds. Maintenance of the encroachment shall be the responsibility of the owner.

ZONING:

ZONING DISTRICTS: Office and Institution-1, Office and Institution-2 and Downtown Overlay District.

SETBACKS / HEIGHT:

The front setback in the Office and Institution -1 & 2 zoning districts is 30' in the front, 5' for each side' and 20' in the rear. Proposed minimum yard setbacks are 10' in the front and 6" in all other yard areas. Under the Downtown Overlay District, in keeping with the Site Plan approval standards and the Raleigh Urban Design Guidelines, the Planning Commission may approve any proposed setbacks. In O& I Districts the maximum building height is 40 foot plus one additional foot being added to each required yard setback for buildings in excess of 40'. The proposed height of the building is 195'. In keeping with the Downtown Overlay District, the Site Plan approval standards and the Raleigh Downtown Urban Design Guidelines, the Planning Commission may approve any height.

PARKING: The Downtown overlay exempts the 13,071 square foot branch bank from any parking requirements. For the 110,950 square feet of office space portion of the project, 277 parking spaces are required, based on the Downtown Overlay District's requirement of 1 parking space per 400 SF of office space. Only 158 parking spaces are provided for the office use. The total number of required parking spaces associated with this site plan is 277 spaces given automatic Downtown Overlay District exemptions; 158 parking spaces are provided with the proposal. Under the Downtown Overlay District, the Planning Commission can approve site plans providing less parking than otherwise required under the Schedule of Off-Street Parking Standards after making a finding that the number of off-street parking spaces provided on the site plan is in accordance with the general plans for the physical development of the City as embodied in the Raleigh Downtown Urban Design Guidelines and the site plan meets the standards of Section 10-2132.2(d). A total reduction of 119 required off-street parking spaces is being proposed. It is the intent that the additional parking needs will be met through the utilization of existing available parking in the downtown area within a 3-block radius of the project site. See attached memorandum from Kimley-Horn and Associates for more detailed information regarding the request for a parking reduction.

LANDSCAPING: Street yard landscaping located in the public r/w in conformity with the streetscape plans for downtown is shown on the plans. There is no need for vehicular surface area landscaping as the parking areas are within the structure. This is a medium impact use under Section 10-2082.9. No transitional protective yards are required.

TREE

CONSERVATION: Tree conservation areas are not required because this site is less than 2 acres in size and there are no trees within 50' of the right-of-way.

DEVELOPMENT INTENSITY: Proposed floor area ratio (FAR) of 6.69 and lot coverage of 90.5% do not conform to the maximum Office and Institution 1 & 2 zoning districts standards of .75-1 FAR and 25%-30% lot coverage. If the Planning Commission finds that the site plan is in accordance with the general plans for the physical development of the City as embodied in the Raleigh Downtown Urban Design Guidelines and the site plan meets the standards of Section 10-2132.2(d) an increase in the building lot coverage and floor area ratio limitations may be granted.

OPEN SPACE: The Downtown Overlay District calls for a minimum of 5% of the total land area of the development be set aside as open space. "Open space" shall include greenways and any common outdoor landscaped and recreation spaces; outdoor decks, roof gardens and other similar outdoor community space accessible to and available for use by all residents of the development." The code calls for open space first to be met by widening the sidewalks to a minimum of 14' in width. After that is achieved, any deficit in open space can be met with Courtyards, roof gardens, outside dining and recreation space so long as 1/2 of the required open space shall be in one continuous part with a minimum length and width dimension of 20 feet. Based on the property's acreage, the base minimum amount of open space required for the tract is 1,067 square feet. The applicant's plan for a minimum of 1,651 square feet of qualifying open space that will be provided through 1,219 square feet of wider sidewalks (outside the r-o-w) and a 432 square foot entry plaza. Additional open space is also proposed in the form of a 5,421 square foot 6th floor green roof terrace. This terrace doesn't meet the dimensional requirements to qualify as open space under the Downtown Overlay District regulations. In summary, 7.74% of the site is being set aside for qualifying open space. An additional 25.40% of the site is being set aside as a green roof terrace.

PHASING: This is a one phase development.

UNITY OF DEVELOPMENT: Unity of development and sign criteria are not required in this development.

COMPREHENSIVE PLAN:

GREENWAY: There is no greenway on this site.

THOROUGHFARE / COLLECTOR PLAN: No right-of-way dedication or construction of any streets is required by the Thoroughfare and Collector Street Plan.

TRANSIT: No transit-oriented features of this site are incorporated into the proposed plan as there is a transit stop at the adjacent parcel to the south. This site is presently served by the existing transit system.

URBAN FORM: The site plan is consistent with the following policies in the 2030 Comprehensive Plan:

LU 5.1 Reinforcing the Urban Pattern: *New development should be visually integrated with adjacent buildings, and more generally with the surrounding area...*

The proposed project's parking deck echoes the cornice line and fenestration pattern of the adjacent Old Education building, and the tower portion of the project, while significantly larger in scale than any of the surrounding structures, features contemporary forms and materials that respond to the Green Square project.

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,*

The proposed project features well-screened parking, transparent ground floor materials and pedestrian friendly uses and entrances, distinctive form of the tower portion of the project, and a strong cornice line for the portion of the project adjacent to the Old Education building.

UD 1.9 Skyline Views

Views of the evolving downtown skyline from downtown gateway corridors should be preserved. Public and private investments should take advantage of opportunities to create new skyline views.

The proposed project would add an additional skyline element between the Fayetteville Street area and the State Government Complex.

UD 6.1 Encouraging Pedestrian-Oriented Uses

New development, streetscape, and building improvements in Downtown and mixed-use corridors and centers should promote high intensity, pedestrian-oriented use and discourage automobile-oriented uses and drive-through uses.

The proposed building would promote additional employment and pedestrian activity in Downtown.

DT Element – Introduction

By focusing the City's highest intensity development within downtown, Raleigh will meet its over-arching goal of Managing Our Growth. Through the encouragement of high-density transit-oriented development, expanding accessibility and transportation options, and improving connectivity among downtown activity centers, Raleigh will make progress toward Coordinating Land Use and Transportation.

The proposed development would contribute to the intensification of employment uses in the downtown and would further contribute to success of alternative transportation options for the downtown.

DT 1.3 Underutilized sites in Downtown: *Encourage the redevelopment of underutilized sites in Downtown, included but not limited to vacant sites, surface parking lots, and brownfield sites.*

The proposed project replaces a low rise bank building that minimally addressed street and included substandard sidewalks with a high rise mixed use project that adds privately held office space in an underserved area, and includes a branch bank that is within close walking distance of where a high number of the bank's customers work.

DT 2.8- Priority Pedestrian Streets: *For all public/private sector design and traffic engineering/operations decisions made for Priority Pedestrian Streets*

shown on Map DT-4, the needs, safety, and comfort of pedestrians should be given priority.

The proposed project includes 14 foot sidewalks, street trees, awnings and pedestrian scale lighting on the façade of the building, as well as transparent ground floor materials and a pedestrian-accessible ATM.

DT 2.26- Parking Garage Non-Constrained Streets: *For all other streets not designated on Map DT-5 but within Downtown, parking garages should be architecturally screened so that stored vehicles are not visible from the adjacent right-of-way.*

The parking deck entrance is minimized to the extent possible, and is screened using high quality materials and fenestration patterns that echo the architecture of adjacent structures.

DT 7.4- Building Entries: *The main entrance of new buildings should front onto a public street. Where buildings abut multiple streets and one of which is an axial street, the main entrance of the building shall front onto the axial street. This policy also applies, where practicable, to existing buildings undergoing major renovations or rehabilitation.*

The proposed project includes two entries: the main entrance, which includes a canopy and signage, addresses Salisbury Street, and the secondary entrance addresses the courtyard on the north side of the property adjacent to the Green Square project.

Table DT-1 Downtown Urban Design and Façade Grant Guidelines.

The following guidelines address specific aspects of the proposed project:

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

The proposed project's loading docks are embedded within the proposed structured parking deck, and are not visible from the right of way.

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

The proposed project's façade is vertically oriented and features strong vertical fenestration patterns to echo the adjacent Old Education building, as well as a unified tower element that is unbroken by horizontal cornice lines.

15. Recessed entries are encouraged.

The primary entrance to the building on Salisbury Street features a recessed entry.

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

The proposed project features a deep canopy on the front façade.

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

The proposed project features high quality building materials including stone and several types of glass. The portion of the project adjacent to the Old Education Building features a cornice line, materials and fenestration patterns that respond to the adjacent structure's architectural features, while the tower portion of the project is larger in scale and more contemporary, and responds to the contemporary architectural features of the adjacent Green Square project.

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

The southern portion of the project features a setback in the form of a terrace at the 6th floor, however the northern tower portion of the project does not feature any setbacks or articulation to mitigate wind effects, but does feature a canopy at the ground floor level.

HISTORIC / DISTRICTS:

The Raleigh Historic Districts Commission (RHDC) reviewed the NC SECU Salisbury Street project at its June 7, 2010 Certificate of Appropriateness Committee meeting. After a presentation by Jay W. Smith and Josh Brady of O'Brien/Atkins Associates, the commission members approved staff's summary of the commission's discussion.

The RHDC reviewed a previous design in July 2009. At that time the Raleigh Comprehensive Plan provided that the RHDC review proposed developments near historic districts for compatibility with the district. The project site is outside of the locally designated Capitol Square Historic Overlay District. However, part of the site is within the Capitol Area National Register Historic District and is adjacent to the Old Education Building. The following items summarize the commission's comments regarding this architectural compatibility:

- The horizontal lines of the parking garage are near the horizontal lines on the Old Education Building, but are not the same. Concern was expressed that they may read as a "near miss."
 - Applicant Response: Reveal added to better align with the cornice of the Old Education building
- The materials and style of the parking deck contrasts with the materials and style of the tower such that the building seems to be two pieces. It was suggested that the horizontal lines connecting the pieces could be carried further to tie them together.
 - Applicant Response: Our project is located between two state buildings that are very different in character. We are making every attempt to respond to the Old Education Building through the use of similar materials, horizontal lines and window openings. We have revised our elevations to include the jointing of the stone at the parking deck which relates to the mullions in the curtain wall at the entry and atrium to the north and ties that stone and glass together. The reveals in the stone at our parking deck have also been enlarged in an attempt to match the scale of the cornice lines on the Old Education Building.
- The height and verticality of the northern portion of the project is somewhat troubling. Except for the Albemarle Building at 11 stories, the nearby buildings are a maximum of 6 stories. The Archdale Building is too distant to be relevant in comparison.
 - Applicant Response: Long range plans for this by the State of North Carolina and private development is to build taller buildings as the city continues to infill its urban core. The height was approved previously by Planning Commission and City Council.
- The masking of the parking deck is appropriate in comparison with the Old Education Building.
 - Applicant Response: Acknowledged

**APPEARANCE
COMMISSION:**

The Appearance Commission has made the following comments on this preliminary plan. Shown below are comments and applicant responses:

<u>Comment</u>	<u>Response</u>
The committee recommends that signage stylistically reflect the architectural spirit of the building.	Per our discussion with DRC members, we will explore a more stylistic sign that better reflects the spirit of the building.
The committee also wishes to express appreciation for a well conceived and detailed project.	Acknowledged

**SUBDIVISION
STANDARDS:**

BLOCK LAYOUT: The existing street layout conforms to City Code, providing for efficient circulation of traffic within the entire area. No new streets are proposed within this development.

PUBLIC UTILITIES: City water and sewer services are available. The developer is responsible for installation of all lines necessary to provide service to this site.

SOLID WASTE: Refuse collection facilities are located internal to the block and shall meet the standards of the Solid Waste Collection Manual.

CIRCULATION: Proposed street improvements shall conform to normal City construction standards.

PEDESTRIAN: Proposed sidewalk locations conform to City regulations. A sidewalk is required along both sides of Salisbury Street. The proposed sidewalk widths (14'+) are consistent with the open space requirements of 10-2051(d)(1)b1. 22' wide sidewalks are being provided in the widest areas.

FLOOD HAZARD: There are no flood hazard areas on this site.

**STORMWATER
MANAGEMENT:** This site is exempt from Stormwater quantity and quality control regulations under 10-9021(2) because the subject property is less than one-half acre and was recorded prior to the application of the City's stormwater control measures.

**WETLANDS
/ RIPARIAN
BUFFERS:** No wetland areas or Neuse River riparian buffers are required on this site.

**OTHER
REGULATIONS:** Developer shall meet all City requirements, including underground utility service (§10-3059), flood protection measures (Part 10, Chapter 4), and the soil erosion ordinance (Part 10, Chapter 5), unless specifically varied by this approval.

STANDARDS FOR APPROVAL OF A PRELIMINARY SITE PLAN BY THE CITY COUNCIL OR THE PLANNING COMMISSION:

It is recognized that sometimes particular problems are created in connection with a particular development at a particular location. No preliminary site plan or mixed use development Master Plan shall be approved unless the City Council, or the Planning Commission if the Planning Commission has authority to approve the site plan, first finds that the site plan meets all the following:

- (1) The site plan protects the public from unsafe or inefficient vehicular circulation, parking, and loading/unloading operations. The site plan considers, among other things:

- a. The physical character of adjacent and surrounding roads;

Applicant response:

- *Salisbury Street is a multi lane road running South through downtown Raleigh.*
- *It is a three lane Plus parking lane as currently configured.*
- *This project has replaced utilities down our frontage of Salisbury street and as a result, will be repaving the majority of our frontage per the City of Raleigh Public Works Department and our current permit.*

- b. Nearby median openings or intersections;

Applicant response:

- *The site is located on the block of Salisbury Street between Jones Street and Edenton Street. The only other driveway on this block is a service drive to the NC Museum of Natural Sciences located immediately across from the site.*

- c. The classification of roads and plans for future improvements;

Applicant response:

- *Salisbury Street is classified as a Minor Thoroughfare in the City of Raleigh Comprehensive Plan. No roadway improvements are planned for this section of Salisbury Street.*

- d. Proximity to pedestrian generators such as schools, transit facilities, parks and greenways;

Applicant response:

- *There are no schools in the immediate vicinity of the site. Capital Park is located one block from the site. CAT routes 1-4, 10, and 12 all run along Salisbury Street directly in front of the site, and the Moore Square Transit Station is located 4 blocks from the site.*

- e. The accident experience near the site;

Applicant response:

- *While no accident data has been obtained for this area, no accident patterns or other crash concerns were indicated during discussions with City Transportation staff.*

- f. Bicycle, pedestrian and transit access and circulation;

Applicant response:

- *CAT routes 1-4, 10, and 12 all run along Salisbury Street directly in front of the site, and the Moore Square Transit Station is located 4 blocks from the site. There is sidewalk along both sides of Salisbury Street at the site location.*

- g. Traffic volumes existing and projected from approved site plans;

Applicant response:

- Based on discussions with City Transportation staff, no traffic impact analysis was required for this development.

h. Interference with any other driveway;

Applicant response:

- The only other driveway on this block of Salisbury Street is a service drive to the NC Museum of Natural Sciences located immediately across from the site. Due to the one-way operation of Salisbury Street, the proposed site driveway is not expected to interfere with the operation of the museum driveway.

i. Response time of nearby emergency services such as fire and hospital;

Applicant response:

- Wake County EMS and the City of Raleigh Fire Department Station are both located approximately 7 blocks from the site. Response times of emergency services are not expected to be impacted with the development of this site.

j. The character of the traffic to be generated from the site.

Applicant response:

- The majority of the traffic is expected to be passenger vehicles for residential and credit union/office traffic with some standard single-unit delivery trucks. The credit union may also be serviced by armored delivery cars.

(2) The plan is in accordance with the general plans for the physical development of the City as embodied in the Comprehensive Plan, Redevelopment Plans, Streetscape Plans, manuals, handbooks or other *City Council* - adopted plans and standards. If there are conflicts between the plan and Code restrictions, the more stringent shall apply.”

Applicant response:

While this project asks for several alternate means of compliance in regards to building height, step back location, and parking capacity; the project meets the overall plans for the City of Raleigh. It is a high density infill project, modernizing a previously under-utilized property. Parking deck is fully screened per the comp plan's goals. The east elevation, fronting Salisbury Street, is articulated in a complimentary means to the Old Education Building.

(3) The plan contains adequate measures to protect the development and other properties, including public corridors and facilities, from adverse effects expected from the proposed development or expansions to the existing development, including without limitation those associated with:

a. Stormwater;

Applicant response:

- The proposed development does not negatively impact stormwater leaving this site. Impervious remains same as previous. A greenroof is proposed, while not credited as impervious by City of Raleigh, which will aid in providing a level of treatment and some detention improving the condition of stormwater leaving the site.

b. Air or water pollutant discharges,

Applicant response:

- No significant change anticipated. This building replaces a previous office building and surface parking

c. Noise, light and odor;

Applicant response:

- *This building is an office user which will have little impact to the noises and odors of the surrounding area. We have internalized the service core of the building, improving the site from the previous conditions outdoor dumpster location.*

d. Access to air and light;

Applicant response:

- *this building is designed with LEED in mind. The high volume of clear glass will allow light to penetrate to the interior of the building.*
- *An open air terrace is also proposed which will allow users to access views to the city looking North, West, South and part of the East.*

e. On and off-street parking;

Applicant response:

- *We are providing parking via an integrated parking structure. We are planning for 158 spaces. We are seeking a parking reduction with this project*

e. Dust, smoke and vibration;

Applicant response:

- *This project will not be a significant contributor of dust, smoke, or vibrations.*

f. Hours of operation;

Applicant response:

- o *Building will maintain typical business hours between 730-530 depending on tenants.*
- o *The SECU Branch office will be open 8:30-5:30.*

h. Site conditions that may foster unsafe or unlawful activities.

Applicant response:

- *No conditions proposed will create unsafe or unlawful activities.*

4) The plan contains adequate measures to mitigate the impact of the development on nearby residential neighborhoods from incompatible characteristics such as:

a. Building scale;

Applicant response:

- *Building provides a step back along the south, west, and north facades that will mitigate the height difference between the tower and the surrounding context.*

b. Architectural character;

Applicant response:

- *Building is designed in a modern aesthetic that unites characteristics of the Old Education Building with the modern architecture of the neighboring Green Square Project.*
- *The volume and shape of the tower will create a landmark for the surrounding areas.*

c. Landscaping;

Applicant response:

- *This project is in the urban core. Street trees are being added to the site, not previously provided.*
- *Green roof is planned for the 6th floor to provide additional greenspace.*

- d. Amount and placement of impervious surfaces;

Applicant response:

- Project is an infill development. Impervious surfaces changed minimally.

- e. Placement of structures and vehicular surface areas;

Applicant response:

- *Building is sited inline with the old education building to maintain the current street corridor width.*
- *No vehicular surface areas are proposed to be visible- Structured parking.*

- f. Orientation of uses and entranceways.

Applicant response:

- *Entranceways are located on the NE Corner and North face to connect this project with Salisbury Street and the Green Square plaza.*

- (5) The site plan coordinates with existing and planned public facilities such as:

- a. Stormwater drainage structures;

Applicant response:

- *no impact- previous location of an office building and parking lot.*

- b. Public utilities;

Applicant response:

- *Project has improved the utilities in Salisbury Street to allow for this projects development.*

- c. Streets, sidewalks and on-street parking;

Applicant response:

- *Sidewalk width increased to the required 14ft. Loading zone area is reserved along the frontage outside of the turn radius into the parking garage.*

- d. Parks, greenways and recreational facilities;

Applicant response:

- *sidewalk has been expanded improving the pedestrian connection between Jones Street and Edenton Street.*

- e. Fire stations and community service facilities;

Applicant response:

- *no impact- previous location of an office building.*

- f. Schools;

Applicant response:

- *no impact – no residential*

- g. Trash collection;

Applicant response:

- *service dock incorporated internal to building*

- h. Transit facilities.

Applicant response:

-no impact

- (6) The plan provides for a unified development within the site and with adjoining properties when such properties are either:
- a. Under similar ownership as the site,
 - b. Are being developed in a coordinated manner with the site, or,
 - c. The site shares a common relationship with surrounding properties, where establishing similar architectural elements, landscaping, shared access or signage will promote good order, convenience and safety.

Situations a, b, and c may consist, among other things, of shared driveways, definitive streetscape character or block face, similar topography, both properties are located within a previously approved concept or master plan or within the same conditional use zoning ordinance.

Applicant response:

This project is being developed in an architectural style using materials and elements that compliment the surrounding development as well as existing historic properties.

- *Limestone on the parking garage is contextual to Old Education Building*
- *Glass store front and mullion patterns are complimentary to the Nature Resource Center (Green Square)*
- *Sidewalk is being replaced and brought up to City Standard*
- *Granite Curb is being added, replacing the current Concrete curb and gutter.*

- (7) The plan complies with all street, sidewalk, open space, drainage, greenway, transit, utility and other public facility dedication and improvement requirements of Part 10, chapter 3 and applicable conditional use zoning ordinances.

Applicant response:

This project is being developed in an architectural style using materials and elements that compliment the surrounding development as well as existing historic properties.

- *Limestone on the parking garage is contextual to Old Education Building*
- *Glass store front and mullion patterns are complimentary to the Nature Resource Center (Green Square)*
- *Sidewalk is being replaced and brought up to City Standard*
- *Granite Curb is being added, replacing the current Concrete curb and gutter.*
- *This project exceeds open space requirements,*
- *This project provides the 14' min sidewalk width, along most of the frontage, this is 20' or greater.*
- *This project adds street trees to a block that did not have any previously.*

- (8) The plan conforms to previously approved subdivision plans for the site. The site plan meets all applicable Code requirements, and if there are conflicts between Code provisions the more restrictive shall be met.

Applicant response:

Yes, pending the alternative means of compliance as requested of the Planning Commission.