



Raleigh Planning Commission Strategic Planning Committee

Agenda for **Tuesday, January 17, 2017 at 11 am.**

Location: Room 303, Raleigh Municipal Building, 222 West Hargett Street, Avery C. Upchurch Government Complex, Raleigh, North Carolina. For information call 996-2626 (Planning Department).

These items will be discussed during the meeting:

Alexander Place Master Plan/Brier Creek area planning issues

At its November 22, 2016 meeting, the Planning Commission considered Z-27-16 T.W Alexander Drive, which involved rezoning a 7.8-acre parcel from the Alexander Place planned development district. The request, which has since been approved by City Council, led to discussion about the Alexander Place master plan, which has seen several similar rezonings in recent years.

The Commission asked for more information about the current status of the plan and adjacent areas. Considerations included the provision of amenities under the master plan and the provision of parks in the area.

An analysis of those questions is included in a memo in the agenda packet. Also included is the staff report from Z-27-16.



To: Planning Commission – Strategic Planning Committee

From: John Anagnost and Jason Hardin, Comprehensive Planning Division

Date: January 11, 2017

Re: Review of Alexander Place Master Plan/Brier Creek area planning issues

The Alexander Place Master Plan has been the subject of recent rezoning activity which has removed the Planned Development designation and replaced it with standard City zoning categories. To date, seven rezonings involving a total of 14 parcels and 57 acres have occurred, with one more pending (see Appendix A). During review of the most recent case, Z-27-16, Planning Commission asked if collectively these rezonings result in: 1) Any master plan-designated community amenities being no longer feasible due to the removal of parts of the original plan area? 2) The broader intent of the Master Plan continuing to be achieved?

Overview

Alexander Place is a master planned development of more than 200 hundred acres in northwest Raleigh, just north of the intersection of Interstate 540 and Glenwood Avenue/U.S. 70. The original master plan was finalized in 2001, and a substantial amount of development has taken place under its authority. In recent years, several tracts have been rezoned out of the plan's Planned Development district, prompting the Planning Commission to question whether the intent and amenities of the plan are being realized. This memo analyses the development of the plan area, the provision of amenities required by the original plan, and park and transportation considerations in the area.

Primary findings include:

- Significant park resources exist in the broader northwest Raleigh area, including Umstead State Park and Lake Crabtree. The Alexander Place area is currently underserved by park facilities. Two planned parks will improve level of service: Erinsbrook Drive (near the future intersection of Leesville Road and T.W. Alexander Drive) and a potential park at city-owned property on Mt. Herman Road.
- The major streets of the Alexander Place master plan have been built. Future transportation projects will involve additional external connections, such as an extension eastward of T.W. Alexander Drive and the planned conversion of Glenwood Avenue to a freeway.

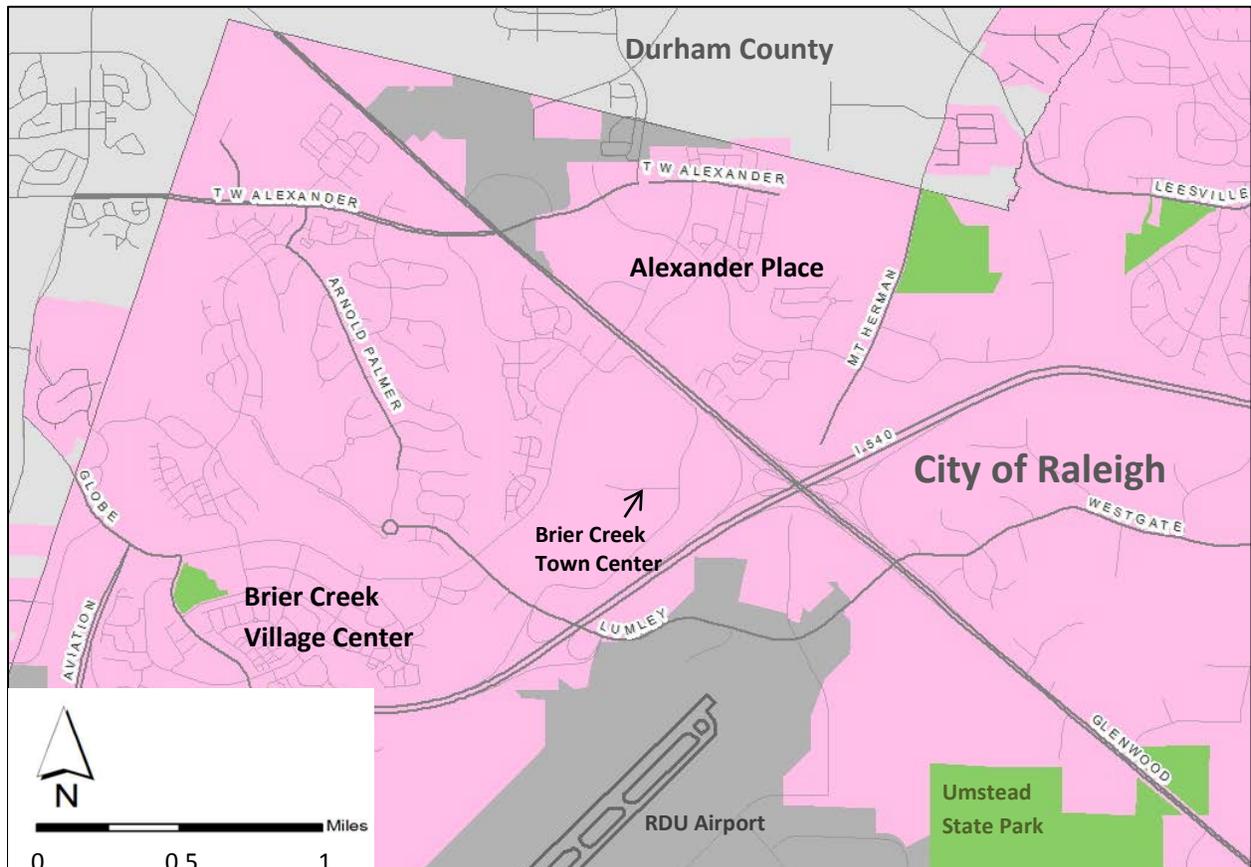
- Recent rezonings generally have not compromised the provision of amenities promised by the master plan. The plan specified relatively few amenities, which, with the exception of a private trail network, either have already been provided or were not relevant to the rezoned properties.
- The rezoning cases have generally reduced intensity in comparison to that required and allowed by the master plan. The original plan envisioned a relatively higher-intensity development with an urban form and adapted a very prescriptive approach to the amount of development, with a narrow range of maximum and minimum amounts per tract. Many of the rezoning cases stemmed from a desire to gain more flexibility in the minimum threshold for development.

Brier Creek Area Current Conditions

The portion of Raleigh to the north and west of Raleigh-Durham International Airport has experienced rapid development in recent decades, particularly since the completion of adjacent sections of Interstate 540 and the Triangle Expressway. The area is on the northwestern edge of the City of Raleigh and borders the City of Durham and Durham County (see map below).

Inside I-540, much of the area is occupied by the airport and Umstead State Park. Beyond it, a significant amount of residential, office, and retail development has taken place within City of Raleigh boundaries. Generally speaking, the area south of Glenwood Avenue is more fully developed, while the area north of Glenwood is still developing, with a partially complete street network and several large vacant tracts.

Vicinity Map



Much of the recent development has taken place in the form of large master planned developments. These include Brier Creek Village Center and Brier Creek Town Center, both south of Glenwood Avenue, and Alexander Place, to the north.

The Brier Creek Village Center Plan (approved in 2005) and now largely built out, includes a mix of uses on 186 acres at the western edge of the area. In addition to apartments, townhouses, and commercial buildings, the area currently includes an elementary school and Brier Creek Park, located at the intersection of Brier Creek Parkway and Globe Road. Brier Creek Town Center, which is located closer to I-540, is currently undeveloped. It includes 38 acres and envisions a higher-intensity mix of office, retail, and hotel uses.

Parks

Extensive regional park facilities exist in the form of Umstead State Park and Lake Crabtree, smaller and more accessible neighborhood parks are still needed.

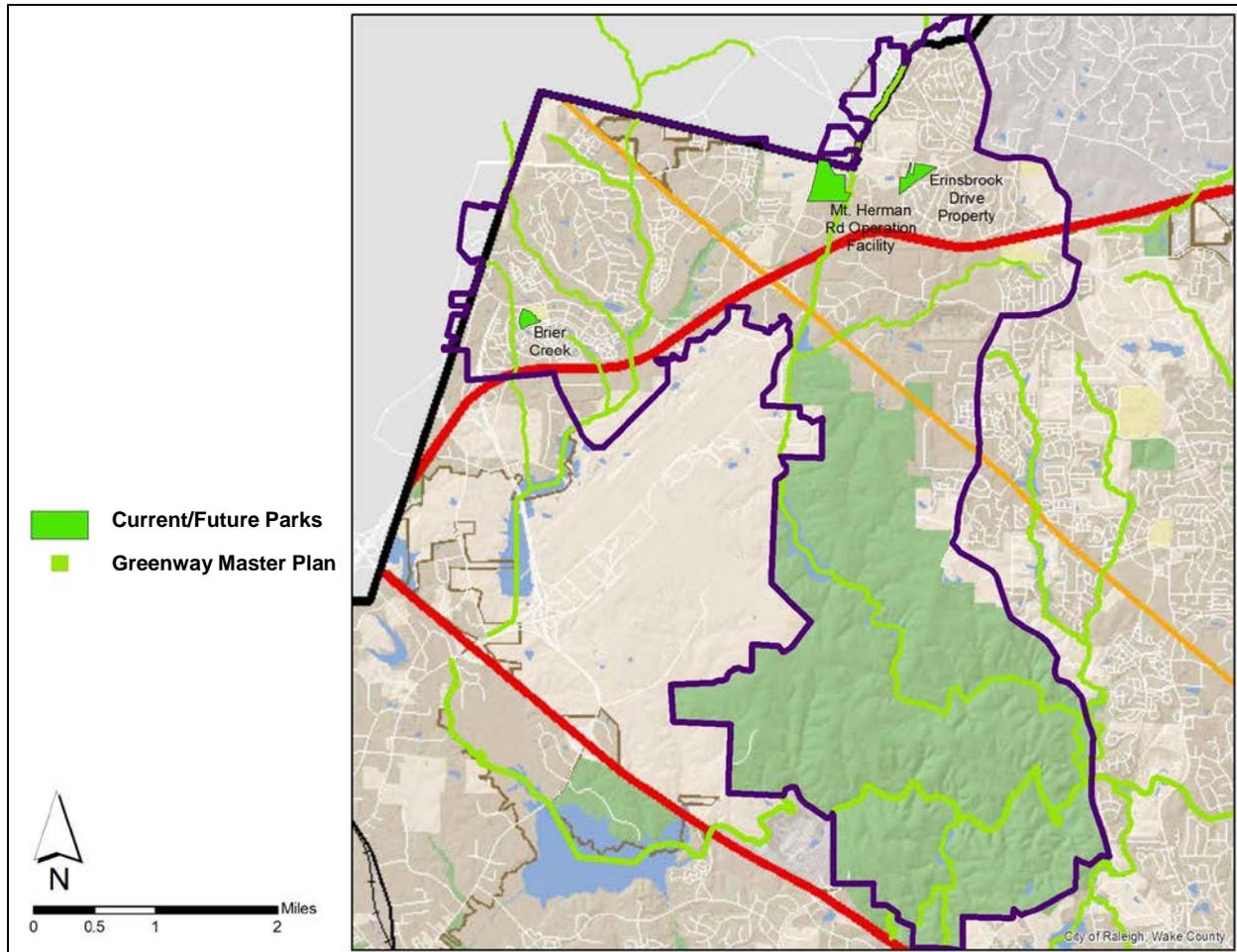
On the south side of Glenwood Avenue, the Brier Creek Small Area Plan and Brier Creek Village Master Plan both specified the provision of a public park in the area. That facility, Brier Creek Park, opened in 2006. Several greenway easements also run through the area, although at present no trails have been constructed. Future greenway connections to the south are also envisioned as a way to link Brier Creek Village to Umstead Park and Lake Crabtree.

On the north side of Glenwood Avenue, in the vicinity of Alexander Place, no parks currently exist. This lag is partly due to continuing rapid growth. The City's 2004 parks plan estimated population growth in the area's parks planning district to be 6.4 percent annually; actual growth has been at a 10.2% annual rate.

Given the lack of parks within or near Alexander Place, the current parks level of service is low. However, planned or potential new parks will increase park accessibility. A park planning process for City property on Erinsbrook Drive is currently underway. As measured by the current road network, the property is approximately two miles from the eastern edge of the Alexander Place. Once T.W. Alexander Drive is extended eastward to connect to Leesville Road (discussed more in the transportation section below), that distance will drop to approximately one mile.

Additionally, City property on Mt. Herman Road has been identified as a potential park facility. No park planning process is yet scheduled. If that property becomes a park, and with the extension of T.W. Alexander Drive, most of Alexander Place would be within one mile of a City park. According to Parks staff, development of Mt. Herman would meet level of service goals for the area. No other parks acquisition or development is currently planned in the area.

Additional park or recreation resources include the greenway and private trail network mentioned previously. The City greenway running along the east side of Alexander Place, when developed with trails, would provide both a transportation link and a recreational amenity. The greenway system could ultimately connect with a long-term future Mt. Herman Road park and the planned Erinsbrook Park. Greenway/trail connections to the south would likely be limited by Glenwood Avenue.



Transportation

The transportation network envisioned by the original Alexander Place master plan became fully built-out when the last link of T.W. Alexander Drive, from ACC Boulevard to Brier Creek Parkway, was finished in 2016. All of the plan’s transportation requirements have now been satisfied.

Future transportation projects in the area include additional linkages to the west, north, and east, with the planned extensions of ACC Boulevard (west), Brier Creek Parkway (north), and T.W. Alexander Drive (east). The first two of those three extensions involve other jurisdictions, as they extend into the City of Durham. The third project, the extension of T.W. Alexander Drive to the east, takes place within Wake County, largely within the City’s Extraterritorial Jurisdiction. That project involves an approximately 1-mile segment that would connect T.W. Alexander Drive with Leesville Road and a new road that would extend south to cross I-540 and eventually terminate at Westgate Road. None of the three projects are currently funded or scheduled.

A fourth major project involves the conversion of Glenwood Avenue to a freeway beginning at I-540 and running several miles northwest into Durham. The effort, which includes two separate NCDOT projects, could also involve widening the portion west of T.W. Alexander to six lanes (the portion to the east is already six lanes). Construction on the portion of the project in Raleigh, which will involve interchanges

at Brier Creek Parkway and T.W. Alexander, is scheduled to begin in 2021. The section in Durham County is in the scope and impact assessment phase. When completed, the projects will allow significantly more vehicles to travel to and through the area than at present.

On a smaller scale, and within the confines of the original master plan, block perimeter standards will be an ongoing consideration. While tracts remaining within the PD will not need to meet current UDO standards for maximum block perimeter, rezoned tracts will. This requirement is enforced at the time of site plan, so as rezoned tracts are developed, additional street or pedestrian passage connections may be required as a means to increase connectivity. The UDO does allow for exceptions to block perimeter standards in some cases, including when constraints such as steep topography or waterways exist. Both of those conditions are found at Alexander Place, which has a significant stream network. These constraints may mean block perimeter standards are difficult to meet in some areas; the use of pedestrian ways rather than streets may be an option in some locations.

Status of Master Plan

The Alexander Place Master Plan dates back to 2001. It covered 232 acres north of the intersection of Glenwood Avenue/U.S. 70 and Interstate 540. It was envisioned as a higher-intensity, mixed-use community including retail, residential, and office uses. The area closest to Glenwood Avenue was designated for regional-scale retail, while tracts farther from the core were designated primarily for office and multifamily and townhouse residential development.

The original master plan envisioned relatively dense development in an urban style, with narrow setbacks and taller buildings. Heights of up to 300 feet were allowed in several tracts, although in practice no buildings of significant height have been built.

As noted previously, the Alexander Place master plan has been slower to develop than Brier Creek Village. While the retail core to the northeast of the Glenwood Avenue/Brier Creek Parkway intersection developed soon after the approval of the plan, the outlying tracts have seen slower development. In recent years, significant tracts have been rezoned, suggesting additional development in the near future.

While the master plans include much of the developed area, development has taken place in other parts of the area, largely to the north of the portion of Brier Creek Parkway west of Glenwood Avenue. This includes a golf course community, Brier Creek Country Club, and substantial retail and multifamily development along both sides of Brier Creek Parkway west of Glenwood.

The Alexander Place Master Plan has been the subject of recent rezoning activity. The rezonings, which have all been approved, remove the master plan's Planned Development designation and replace it with standard City zoning categories. To date, seven rezonings involving a total of 14 parcels and 57 acres have occurred, with one more pending (see Appendix A). During review of Z-27-16, Planning Commission asked if collectively these rezonings result in: 1) Any master plan-designated community amenities being no longer feasible due to the removal of parts of the original plan area? 2) The broader intent of the Master Plan continuing to be achieved?

Community Amenities

The first question involves the amenities to be provided under the master plan. The potential concern is that, as tracts are removed from the PD district, the remaining tracts are forced to shoulder an outsized burden – or, due to geography, are physically unable to provide the amenities. In this case, the master plan included relatively few such amenities, and, with one exception, the removal of tracts has not affected their provision.

The following is a list of amenities to be provided, along with their current status:

- **Transit stops**
Status: Provided.

The plan called for the provision of at least two sites for “transit stops.” The plan did not specify the amenities at the stops (i.e., bench, shelter, etc.) Four transit stops marked by bus flags currently exist within the PD area. Easements have been offered on at least two other parcels, and as transit service increases in the area, additional stops and transit amenities can be added.

- **Offer of land for public safety facility**
Status: Offer not accepted, has expired.

This involved the offer to sell land at 90 percent of market value for use by the City as a public safety or similar facility. The offer expired in 2006 without the City exercising the option.

- **Offer of land for stormwater facility**
Status: Not accepted.

The master plan designated significant amounts of open space along floodplains that run through the area. Within that area, the plan offered land for sale to the City, at 90 percent of market value, for a regional stormwater impoundment facility. The City has not exercised this option, and doing so is unlikely, as individual developments in the area have provided their own stormwater devices.

- **Trail network**
Status: Partially provided.

As shown in the map below, the master plan called for two separate trail/open space networks. These included a City greenway on the east side and a privately constructed trail network, intended for internal connectivity and recreation, on the west side. The greenway segment has been dedicated to the City, but the trails on the west side have not been constructed.

This situation cannot be attributed strictly to the removal of properties from the PD, as a significant portion of the trail network to be provided was on tracts that were still in the PD at the time of development (and that still remain in the PD). Three rezoning cases did involve unbuilt properties where the private trail system was to have been provided. At present, no undeveloped tracts remain in the PD in which trails were envisioned but not provided.

Trail Network (edited to highlight trails in green)



Some tracts on which trails were to be provided have been removed from the PD but have not yet been fully developed. These tracts are now subject to the City's UDO regulations regarding block perimeter, which could mean the provision of pedestrian passageways provided within tracts, connecting two or more public streets.

Master Plan Intent

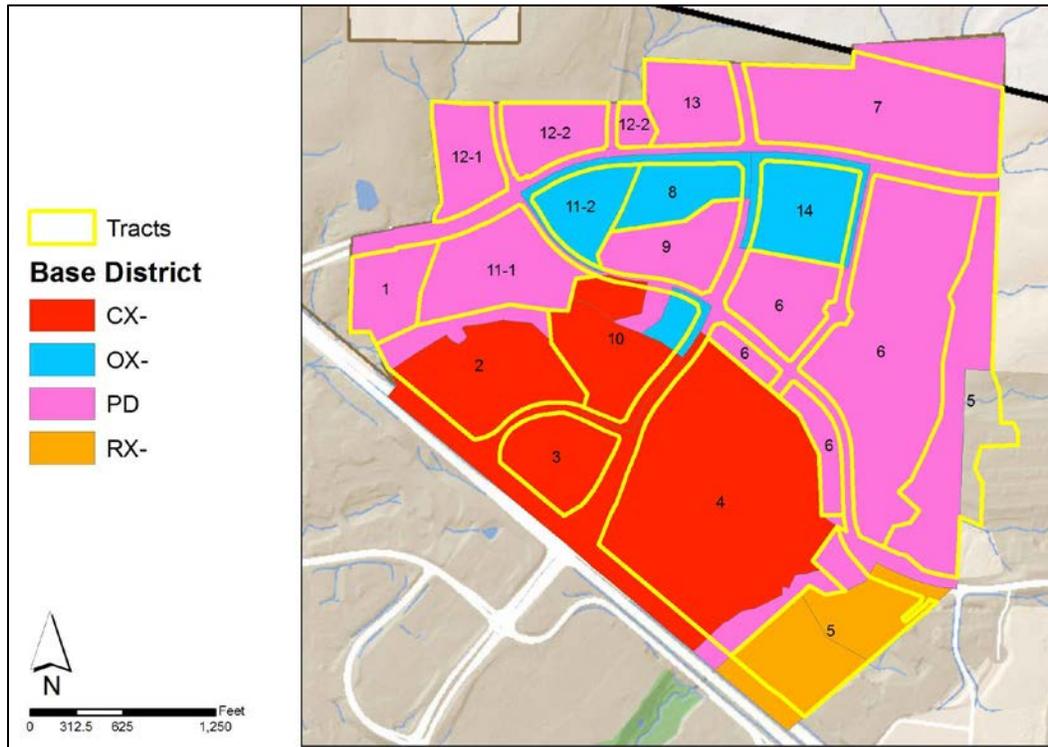
This memo analyzed the question of master plan intent in two ways: use and density/intensity of development in the rezoned tracts, and continuity of urban form, primarily in terms of frontage requirements.

Zoning changes and resulting differences are illustrated in the map and table on the following pages. As is evident from the table, differences in use are relatively small, while differences in intensity are somewhat greater. On all tracts but one, the amount of development has been less than that envisioned by the PD. As indicated by the allowed heights shown on the table, the original master plan was intended to allow significant flexibility in terms of height. The tallest buildings currently in the area are four stories high.

While the scale of development has been less intense than initial entitlements, the overall concept has generally developed as planned. A broad mix of uses exists, with a gradual transition from retail at the

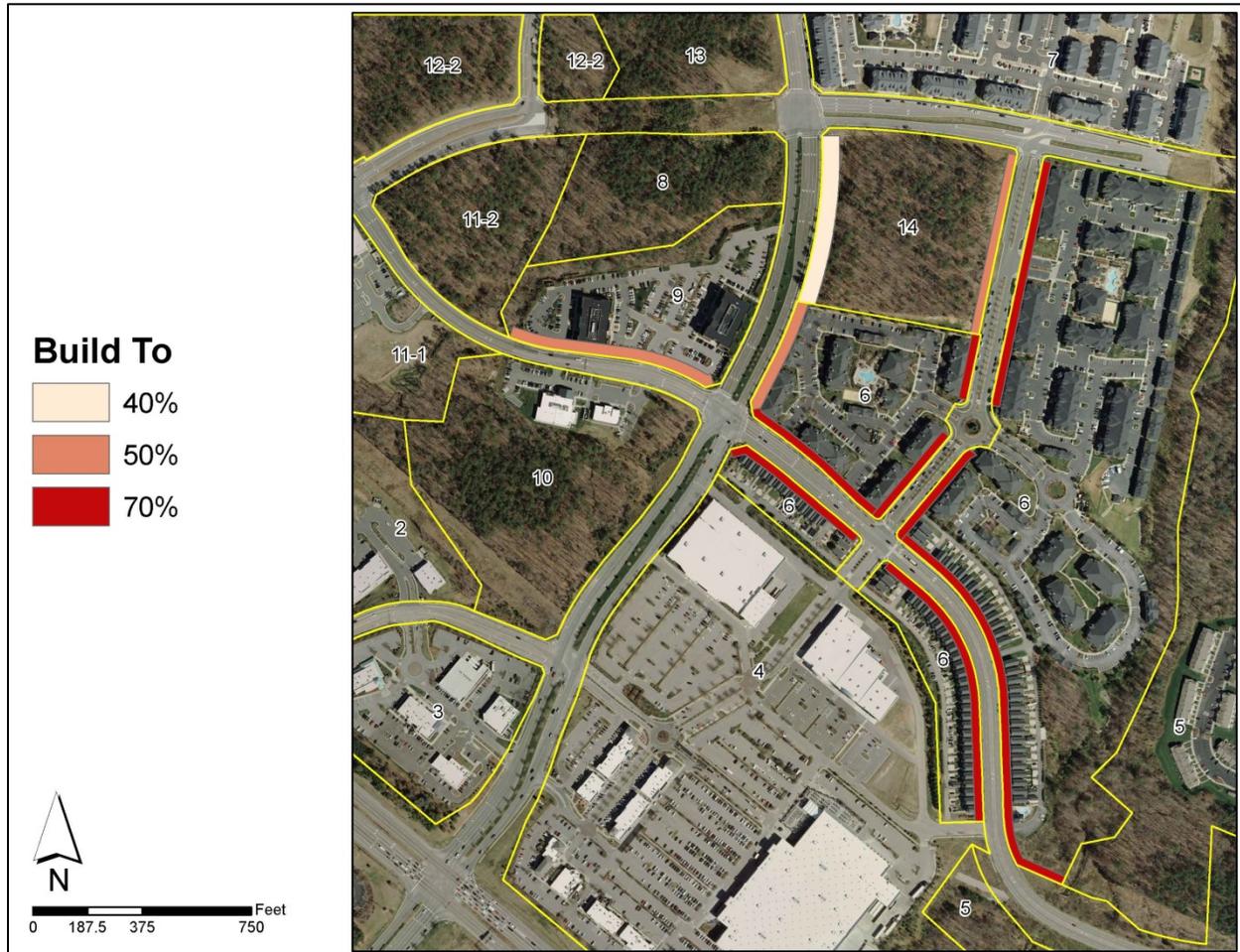
core to office and residential uses beyond. As noted in the table, the recent rezonings have not significantly altered the envisioned mix of uses.

Comparison of planned and zoned/built tracts



Tract	PD Proposed Use	Zoning	Built Use	PD Height	Built SqFt	Proposed SqFt in PD	Built Units	PD Proposed Units
1	Hotel	PD	Vacant	75	-	0	0	150
2	Retail	CX-3-CU	Retail	75	50,444	110,600	0	0
3	Hotel/Retail Regional	CX-3-CU	Retail	75	43,686	47,500	0	100
4	Retail	CX-3-CU	Retail	75	415,635	524,000	0	0
5	Office/Daycare	PD, RX-5-PL-CU, RX-5-CU	Residential/Vacant	75/100	95,935	208,300	63	0
6	Residential/Assist. Living	PD	Residential	50/100 /200	-	-	679	901
7	Office/Res	PD	Residential	300	-	-	432	430*
8	Office	OX-7-PL-CU	Vacant	300	-	73,000	0	0
9	Residential/Office	PD	Office	300	64,012	100,000*	0	160
10	Retail	PD, CX-7-PL-CU, OX-3-PL-CU	Retail/Office /Vacant	60	16,180	22,000	0	0
11-1	Office	PD	Medical	300	50,915	133,000	0	0
11-2	Office	OX-7-PL-CU	Vacant	300	-	110,000	0	0
12-1	Office/Hotel	PD	Vacant	300	-	46,200	0	150*
12-2	Office	PD	Vacant	300	-	101,000	0	0
13	Office	OX-5-PL-CU	Vacant	300	-	101,000	0	0
14	Retail	OX-5-CU	Under construction	60	-	84,800	0	0

In terms of urban form, the master plan included relatively small required setbacks throughout the area. In core locations, build-to lines also were included. The aerial photo below illustrates how the build-to lines have shaped development. Particularly along ACC Boulevard and Alexander Promenade Place, the build-to lines have created a walkable urban form.



Only one tract with a build-to line designated by the master plan (tract 14 above) has been rezoned out of the PD. It included conditions that specified a build-to line similar to the master plan's specification along Brier Creek Parkway, and it added a build-to line along T.W. Alexander Drive, in keeping with the apartment buildings to the north.

Beyond the core portion of the master plan, frontages are less urban, mirroring the master plan's original lack of specificity in those areas. Of the other five tracts that front along public streets, all received a Parking Limited frontage. That frontage specifies a build-to of between 0' and 100', with at least 50 percent of the building's facade to be placed within that area. That frontage also allows two bays of parking between the building and the street. One of those rezonings (for tract 13) included conditions that prohibited parking between the building at the street within 100' of the intersection of T.W. Alexander Drive and allowed only one bay of parking along the street elsewhere.

As any future rezonings and site plan reviews occur, care should be taken to continue to encourage a consistency of frontage between adjacent tracts. Maintaining the pedestrian-friendly approach of the already-built sections will be an important consideration.

Conclusion

The Brier Creek/Alexander Place area has been developing rapidly. In some respects, infrastructure is still being installed or scaled up to meet existing and future development. In particular, the provision of park resources north of Glenwood Avenue will be an ongoing priority.

In terms of the Alexander Place master plan, while multiple properties have been rezoned out of the PD, the provision of shared amenities has generally not been compromised, and the overall intent of the master plan is being followed.

Area of focus in the future will include creating ideal connectivity within the Alexander Place district as rezoned parcels are developed and can be held to UDO block perimeter standards, and ensuring that the form of new development meets the intent of the plan and is consistent with adjacent properties.

Potential next steps or ongoing considerations exist for each of the major topics addressed in the memo. These include:

Parks

As noted, additional park facilities will be needed to serve Alexander Place. Future actions include:

- Constructing the Erinsbrook Drive Park. The Erinsbrook Drive Park is well on its way to being realized. A draft master plan for the park is complete and community workshops are ongoing.
- More clearly determining the future of the Mt. Herman Road property. At present the city-owned property is identified as a future park facility, but no specific park planning activities have taken place there yet.

Trails

This issue overlaps with the question of park provision. Developing a trail/greenway network in the Alexander Place area will assist in providing adequate recreation opportunities, while also improving the transportation network. As noted, the trail network in the area is split into two sections, one a City greenway segment, the other to be privately provided. Future actions for each include:

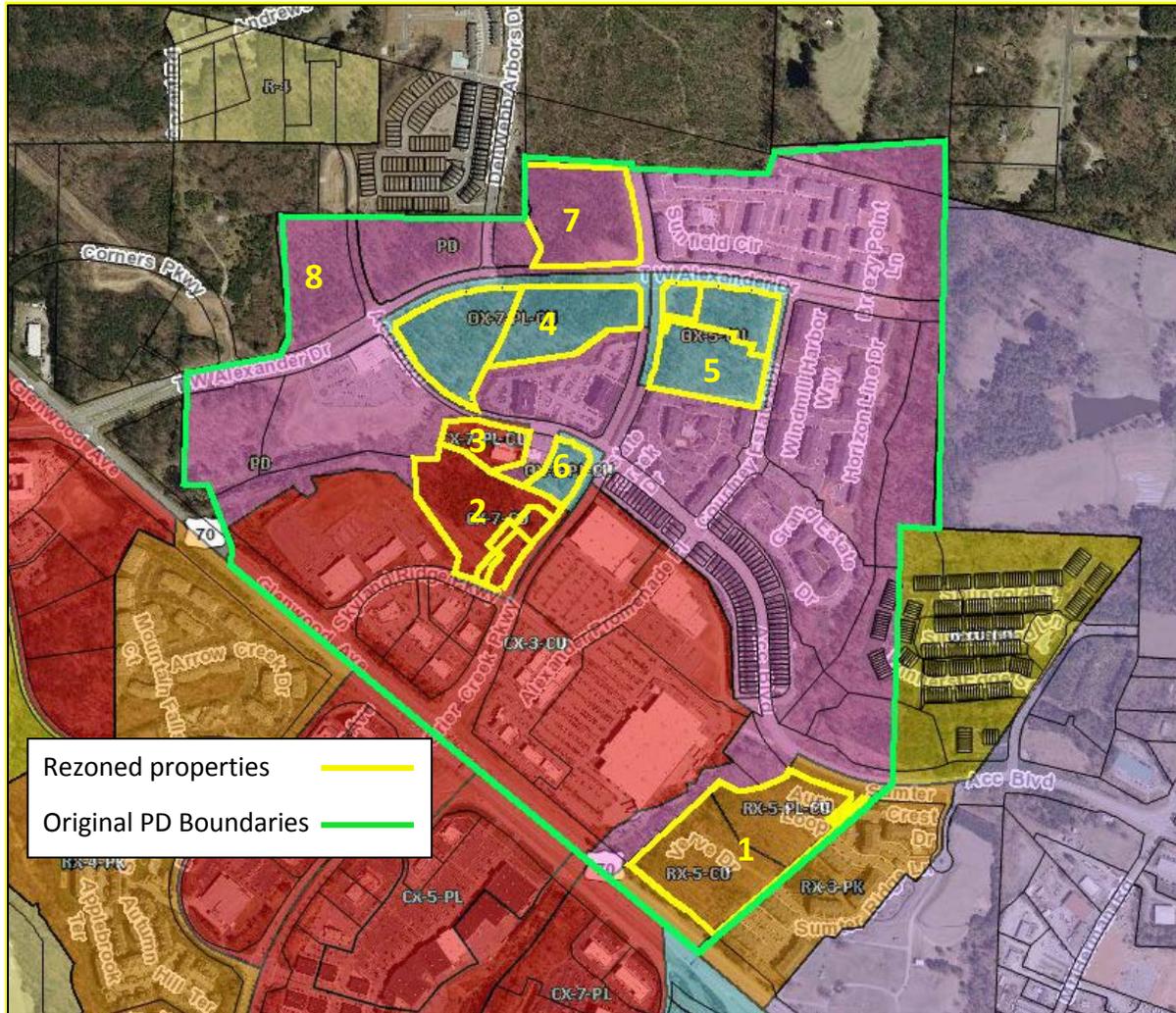
- Encourage the construction of trails in the City greenway segment on the east side of the property. Ideally, this would include a connection across Glenwood Avenue. However, topography and the width of Glenwood would make such a connection difficult.
- For the unbuilt private trail network, a possible action is to discuss the provision of trails on properties that have been developed and that remain in the PD. Significant trail connections could be realized in this way, although doing so may be difficult at this point.
- Use block perimeter standards, where applicable, to encourage, on undeveloped/developing properties, the provision of trail or walkway segments within blocks bounded by streets. Key connections could still be completed in this way.

Urban Form

Continuing to carefully consider the form of development in the area will be crucial in whether the final product maintains a walkable form and function. Recent rezoning cases have all included some form of Frontage designation, conditions designed to mimic one, or a frontage plus additional conditions to bolster the form beyond the basic Frontage.

As the original concept for the Alexander Place was to create a relatively dense, walkable development – a goal that aligns with current City planning priorities – continuing to work to minimize the presence of parking lots along streets and to create safe and engaging streetscapes will be an important ongoing consideration.

Appendix A: Alexander Place Master Plan and Subsequent Rezoning



1) ACC Boulevard and Glenwood Avenue (Z-30-14, approved 1/5/15) 14.5 acres. From Thoroughfare District Conditional Use District with Planned Development District to Residential Mixed Use-5 stories-Parking Limited-Conditional Use on ACC Blvd. parcel and Residential Mixed Use-5 stories- Conditional Use on Glenwood Ave. parcel. Conditions limited density.

2) Brier Creek Parkway (Z-37-14, approved 5/4/15) 8.76 acres. From Shopping Center Conditional Use District and Thoroughfare Conditional Use District with Planned Development District to Commercial Mixed Use-7 stories-Conditional Use. Site extends north from Skyland Ridge Parkway along the western edge of Brier Creek Parkway. Conditions specified build-to along Brier Creek Parkway and required a street-facing entrance with direct pedestrian access; also limited overall intensity. A transit easement was included.

3) ACC Boulevard (Z-44-15, approved 2/15/16) 2.32 acres. From Thoroughfare District Conditional Use District with Planned Development District to Commercial Mixed Use-7 Stories-Parking Limited-

Conditional Use. Involved a parcel on the south side of ACC Blvd, approximately 400 feet west of its intersection with Brier Creek Parkway. Conditions prohibited a number of otherwise permitted uses and limited development intensities to amounts determined by a trip budget.

4) T.W. Alexander Drive and ACC Boulevard (Z-19-15, approved 10/6/15) 12.56 acres. From Thoroughfare District Conditional Use District with Planned Development District to Office Mixed Use-7 Stories-Parking Limited-Conditional Use. Both properties are corner properties, sharing northern frontage on a section of T. W Alexander Drive. Conditions included the offer of a transit easement.

5) Brier Creek Parkway and T.W. Alexander Drive (Z-22-15, approved 11/16/15) 9.48 acres. From Thoroughfare District Conditional Use District with Planned Development District to Office Mixed Use-5 stories-Conditional Use. Allowed office and potential residential uses, neither of which was permitted under the current zoning, in addition to increasing potential retail development. Total development was limited to equivalent of traffic generated by 168,500 square feet of office uses. Build-to lines and pedestrian access/orientation were specified.

6) ACC Boulevard and Brier Creek Parkway (Z-14-16, approved 10/31/16) 1.72 acres. From Planned Development to Office Mixed Use-3 Stories-Parking Limited-Conditional Use. In addition to allowing residential density or office square footage and increasing allowed retail square footage, the zoning allowed smaller setbacks for all building types.

7) T.W. Alexander Drive and Brier Creek Parkway (Z-27-16, approved 1/3/17) 7.8 acres. Rezone property from Planned Development to Office Mixed Use-Five Stories-Parking Limited-Conditional Use. Northwest corner of Brier Creek Parkway and T. W. Alexander Drive, bordering the City of Durham. Conditions limit intensity to that allowed under the PD; limit use primarily to office, with an ancillary amount of retail permitted; and limit parking between buildings and the street.

8) ACC Boulevard (Z-37-16, case pending). Rezone from Planned Development to Commercial Mixed Use-7 Stories-Conditional Use. Northwest corner of T.W. Alexander and ACC Boulevard, bordering City of Durham. Conditions would limit uses to hotel and office and intensity would match existing zoning. The frontage along ACC Boulevard would mimic Parking Limited.

Z-58-2000
MP-1-00 Alexander Place

**MASTER PLAN
FOR A
PLANNED DEVELOPMENT DISTRICT**

**GLENWOOD AVENUE - T.W. ALEXANDER DRIVE
RALEIGH, NORTH CAROLINA**

**February 18, 2000
April 7, 2000
June 16, 2000
September 6, 2000
September 28, 2000
October 11, 2000
November 1, 2000
November 9, 2000
January 23, 2001**

**MASTER PLAN FOR A MIXED USE COMMUNITY
GLENWOOD AVENUE - T.W. ALEXANDER DRIVE
RALEIGH, NORTH CAROLINA**

I. INTRODUCTION

There are multiple purposes for this document. The primary purpose is to satisfy the requirements of the City of Raleigh's Planned Development Overlay District Master Plan process. We also hope to document the long-term vision for the use of this property and to provide a vehicle by which the unique nature of the project can be conveyed. Further, it is believed that through the dialogue that will be generated by this document a better understanding and acceptance of the goals and objectives of the Glenwood Avenue - T.W. Alexander Drive Master Plan can be established.

II. PROJECT LOCATION AND CONTEXT

Map MP-1 illustrates the general location of the site. The Glenwood Avenue - T.W. Alexander Drive tract is located on the north side of U. S. Highway 70 adjacent to its intersection with ACC Boulevard. The property site lies within the Umstead District Planning area and is included in the Triangle Regional Center Planning area. The 232-acre site is currently zoned Thoroughfare District CUD. This area is hereinafter defined as the Master Plan area. Adjacent land uses include La-Z-Boy Showcase Shoppes, Woodlawn Memorial Gardens Cemetery, the Brier Creek residential development (under construction), and a mixture of industrial uses. Surrounding zoning includes T.D. and Residential-4.

III. THE DEVELOPMENT CONCEPT

The Glenwood Avenue - T.W. Alexander Drive Master Plan proposes an urban intensity, mixed use community. The planned extensions of T. W. Alexander Drive, ACC Boulevard and Brier Creek Parkway through the Property will provide for internal traffic circulation as well as interconnectivity with U. S. Highway 70, Mt. Herman Road, Westgate Road and Leesville Road. The components of the master Plan include a mixture of office, institutional, retail and residential uses, while providing substantial open space. Where ever practical, land uses will be apportioned throughout the Master Plan so as to ease pedestrian and vehicular traffic between the uses, both by locating single use buildings in close proximity to one another and through the utilization of both vertical and horizontal mixed use buildings as defined in Article V (F) 13 of this document.

IV. SUPPORT FOR REZONING TO PLANNED DEVELOPMENT DISTRICT

A. Changed Circumstances

When the property was first brought into the City of Raleigh=s zoning jurisdiction, ten or more years ago, the then owners of the property petitioned the City Council to zone the property TD, conditional use. With the petitioner=s consent, action on the rezoning was delayed until the city=s Comprehensive Plan was amended to include the Umstead Planning District. Eventually, in November 1988, the City Council voted to zone the property TD, conditional use (Z-90-86).

The reason for this rezoning is to modify phasing and realignment of the different land uses permitted under that zoning designation. This rezoning request is filed contemporaneous with a Shopping Center CUD request on adjoining parcels. The effect of

these dual filings will allow for the development of the property in a unified, yet feasible manner. The code requires that the first 25 acres of a Master Plan be developed for non-retail uses. Given the Code=s broad definition of >retail=, only office and residential uses set back farther into the site would qualify as non-retail. The extension of arterial and thoroughfare roads and utilities through and past the Subject Property would be required for phasing in accordance with the master plan code requirements.

B. Developed in Harmony with the Comprehensive Plan

The Glenwood Avenue - T.W. Alexander Drive Master Plan complies with the Comprehensive Plan. The property is located in the Employment Area north of U. S. Highway 70 and Interstate 540. The considerable amount of office development called for in the Glenwood Avenue - T.W. Alexander Drive Master Plan advances the City=s vision for this area. Although Employment Areas, as such, are not designated for residential development, the size of the Glenwood Avenue - T.W. Alexander Drive Tract provides the City with a unique opportunity to allow a mixed use development with high intensity uses and high density residential to fulfill the conceptual goals of the Comprehensive Plan. Placing high density residential developments next to high intensity office space and retail centers discourages use of the automobile and encourages use of the pedestrian traffic system called for in this plan.

The development of the Glenwood Avenue - T.W. Alexander Drive Tract will include the extension and intersections of a secondary arterial (T. W. Alexander Drive) a minor thoroughfare (Brier Creek Parkway) and a collector (ACC Boulevard). These roadway

improvements will give many commuters alternatives to Interstate 540 and U. S. Highway 70.

C. Benefits to the Community

The community as a whole will benefit from the development of this site. The approval of this rezoning and the accompanying PDD request will allow this uniquely situated property to develop to its fullest potential thereby greatly expanding the City's tax base. The proposed rezoning of the property in question is in accordance with the Comprehensive Plan. The proposed development will provide for the extension of arterial, thoroughfare and collector roads through the property.

V. GLENWOOD AVENUE - T.W. ALEXANDER DRIVE MASTER PLAN

It is the intent of this Master Plan that the Master Plan area be developed with the uses and intensities shown on the Land Use Summary Table attached hereto as Exhibit AA@ and incorporated herein by reference. The parcel sizes, land use classifications, square footage numbers, dwelling number and hotel room numbers shown thereon are the target uses and intensities for the individual parcels shown on MP-1. If site plans are submitted to City Staff which do not meet these target uses and intensity numbers, plus or minus ten percent (10%), then those such site plans shall be subject to Planning Commission or City Council site plan approval per Code Section 10-2132.2. Building height limits shown on the Land Use Summary Table are not targets, but maximum height limits as customarily used in the Code, and as such shall not be exceeded without a variance granted by the Board of Adjustment. The standards to which all Master Plan site plans shall be approved are as follows:

A. Office and Institution - Tract 51, 52, 53, 54, 55, 56, 7, 8, 9, 111, 112, 121, 122, and 13

1. **Uses.** The primary use anticipated for these tracts are customary office uses. Office square footage shall be limited to those prescribed for each tract on the Land Use Summary Table found on MP-1, plus or minus 10%. As for Parcels 55 and 56, the land use designations on the Land Use Summary Table provide for office and/or day care. Either or both uses shall be approved administratively provided the total square footage is within ten percent (10%) of the target shown on the Land Use Summary Table. As for Parcels 7 and 9, the Land Use Summary Table reflects both office square footage and residential density are shown. Should either tract be developed for solely one such use, the corresponding square-footage or density numbers shall govern, otherwise, such numbers shall be prorated per acre of land for mixed development in such parcel. As for Parcel 121, the Land Use Summary Table reflects both a target office square footage and a target number of hotel rooms. Should this tract be developed for solely one such use, the corresponding square-footage or hotel room numbers shall govern, otherwise, such numbers shall be prorated per acre of land for mixed development in such parcel.

a. In the event any portion of these tracts designated for Office and Institution uses are developed for residential uses, such development

shall achieve a density of no less than 15 units per acre. In the event any portion of these tracts designated for Office and Institution uses are developed for uses other than those shown on the Land Use Summary Table, then all uses allowed within the Raleigh Office and Institution-2 zoning classification shall be permissible except for the following:

- (i) Airfield landing strip
- (ii) Cemetery
- (iii) Emergency shelter type B

b. Hotel/motel uses may be located on these tracts subject to the overall hotel room limit established herein.

2. **Building Height Limits.** Building height maximums shall be those listed in the Land Use Summary Table.

3. **Pedestrian Orientation.** Structures may be located anywhere on the site, but a pedestrian connection must be made to link with the public sidewalk system and with the internal recreational path system outlined on sheet MP-3. It must be linked with each major pedestrian entrance to all buildings on the site, and must be made of a permanent, non-erodible surface at least 5= in width. All public streets to serve this site shall incorporate sidewalks on both sides of the street, however, such sidewalks may be located outside of the public right-of-way within corresponding public easements.

4. **Transit Access.** The provision of the pedestrian link noted above shall be coordinated at the time of approval of each site plan with a transit access system for the site, to be approved by the Transportation Department. If transit stops will be provided elsewhere in the Master Plan area, pedestrian linkages will be provided to allow direct access from any structure to the transit stop utilizing on-site and public walk systems.
5. **Unity of Development.** All structures on these tracts shall conform to unity of development requirements for the overall Master Plan area as defined herein.

B. Hotel - Tract 1, Retail - Tract 10 and Village Retail - Tract 14

1. **Uses.** The intended uses for these parcels are commercial. Tract 1 is intended for hotel use with a target of 150 rooms. Tract 10 is intended for approximately 22,000 square feet of retail use(s), subject to the limitation of sub-paragraph (a) below. Tract 14 is intended for approximately 84,800 square feet of retail uses making up a neighborhood scale shopping center, subject to the limitations of sub-paragraph (a) below.
 - a. In the event any portion of these three tracts are developed for uses other than those shown on the Land Use Summary Table, then all uses allowed within the Raleigh Neighborhood Business zoning classification shall be permissible except for the following:
 - (i) Cemetery.

- (ii) Dance, recording, music studio.
- (iii) Free-standing telecommunications tower, not located on the roof of an occupiable building.
- (iv) Airfield, landing strip or heliport.
- (v) Correctional/Penal facility.
- (vi) Outside stadium, outdoor theater, outdoor racetrack, outdoor movie theater.
- (vii) Power plant, electric utility substation.
- (vii) Landfill
- (vii) Emergency Shelter Type A.

b. On Tract 14, no hotel/motel uses shall be permitted, and no single retail user other than a grocery store shall exceed 20,000 square feet, gross floor area. For purposes of this section, Grocery store@ shall mean a Retail sales - convenience@ facility, as the same is defined in the Code, provided no less than fifty-one percent (51%) of its public square footage is devoted to the display and/or sale of food stuffs.

2. **Building Heights.** Building height maximums shall be those listed in the Land Use Summary Table.
3. **Pedestrian Orientation.** Structures may be located anywhere on the site, except as noted in VII.B. herein. A pedestrian connection must be made to link with the public sidewalk system and with the internal recreational path system outlined on sheet MP-3. It must be linked with each major pedestrian entrance to all buildings on the site, and must be made of a permanent, non-erodible surface at least 5= in width. All public streets to serve this site shall

incorporate sidewalks on both sides of the street, however, such sidewalks may be located outside of the public right-of-way with corresponding public easements.

4. **Transit Access.** The provision of the pedestrian link noted above shall be coordinated at the time of approval of each site plan with a transit access system for the site, to be approved by the Transportation Department. If transit stops will be provided elsewhere in the Master Plan area, pedestrian linkages will be provided to allow direct access from any structure to the transit stop utilizing on-site and public walk systems.
5. **Unity of Development.** All structures on these tracts shall conform to unity of development requirements for the overall Master Plan area as defined herein. Unity of development for Tract 14 shall share at least two (2) common elements with the unity of development for Tracts 62 and 63.

C. Single-Family Attached - Tract 61

1. **Uses.** The primary use anticipated for this tract is approximately 48 single-family attached townhouses. In the event this tract is not developed as such, all uses allowed within the Raleigh Residential-10 Zoning District shall be permissible except:
 - a. Church synagogue or religious education building.
 - b. Library, art gallery, or museum- governmental.
 - c. Utility service or substation.
 - d. Private or parochial school.
 - e. Recreational outdoor use- commercial.

- f. Outdoor stadium, outdoor theater, outdoor racetrack.
- g. Parking (lot, deck or garage) as a principal use for a residential institution (off site.)
- h. Free-standing telecommunications tower, not located on the roof of an occupiable building
- i. Guest house (visitor lodging)
- j. Rooming house, boarding house, lodging house, or tourist home
- k. Bed and breakfast.

2. **Townhouse Orientation.** The front entrances to dwellings built on lots abutting the southern right-of-way of ACC Boulevard shall be oriented towards ACC Boulevard or the intersecting street as the same is shown on MP-3, hereinafter referred to as the Apedestrian street.@ Such development shall achieve a minimum density of 6 units per acre (or minimum of 40 dwelling units) and shall comply with the *Urban Density Group Housing* standards as the same are defined herein.
3. **Building Heights.** Building heights shall be limited to those prescribed for each tract on the Land Use Summary Table found on MP-1.
4. **Pedestrian Orientation.** Principal structures must be located within 30= of the right-of-way of ACC Boulevard as noted in VII.B. herein. All pedestrian-level front entrances must be oriented to ACC Boulevard and be linked directly with the public sidewalk system and with the AThru-Street@ outlined on sheet MP-3. A continuous row of street trees will be established along both streets abutting this tract. No direct vehicular access will be allowed from ACC Boulevard. All units will have rear-access drives. All

parking areas for these units will be on the side of the building opposite ACC Boulevard. Special pedestrian crossing signalization and/or crosswalk design as approved by the Transportation will be provided at the intersection of the APedestrian Street@ with ACC Boulevard.

6. **Transit Access.** The provision of the pedestrian link noted above shall be coordinated at the time of approval of each site plan with a transit access system for the site, to be approved by the Transportation Department. If transit stops will be provided elsewhere in the Master Plan area, pedestrian linkages will be provided to allow direct access from any structure to the transit stop utilizing on-site and public walk systems.
7. **Unity of Development.** All structures on these tracts shall conform to unity of development requirements for the overall Master Plan area as defined herein.

D. High Density Residential - Tract 62

1. **Uses.** The intended use for this tract is high density residential consisting of approximately 630 dwelling units. All uses allowed within the Raleigh Residential-30 Zoning District shall be permissible except:
 - a. Church synagogue or religious education building.
 - b. Library, art gallery, or museum- governmental.
 - c. Utility service or substation.
 - d. Private or parochial school.
 - e. Recreational outdoor use- commercial.
 - f. Outdoor stadium, outdoor theater, outdoor racetrack.
 - g. Free-standing telecommunications tower, not located on the roof of

- an occupiable building
- h. Guest house (visitor lodging)
- i. Rooming house, boarding house, lodging house or tourist home
- j. Bed and breakfast.

2. **Density.** Residential developments in this tract area shall achieve a minimum density of 15 units per acre, and shall comply with the *Urban Density Group Housing* standards as the same are defined herein.
3. **Building Heights.** Building heights shall be limited to those prescribed for each tract on the Land Use Summary Table found on MP-1.
4. **Pedestrian Orientation.** Structures may be located anywhere on the site, except as noted in VII.B. herein. Where abutting the APedestrian Street@, ACC Boulevard or Brier Creek Parkway, pedestrian level entrances for structures must be oriented to these streets and be linked directly with the public sidewalk system, the internal pedestrian pathway system and with the AThru-Street@ as outlined on sheet MP-3. A continuous row of street trees will be established along all streets abutting this tract. No direct vehicular access will be allowed from ACC Boulevard and Brier Creek Parkway, except as approved by the Transportation Department and except as shown on MP-3. All parking areas for these units will be on the side of the building opposite ACC Boulevard, the APedestrian Street@ and Brier Creek Parkway, except for parking along access drives. (The intent is to limit parking between buildings and public streets.) Special pedestrian crossing signalization and/or

crosswalk design as approved by the Transportation will be provided at the intersection of the APedestrian Street@ with ACC Boulevard. All public streets to serve this site shall incorporate sidewalks on both sides of the street, however, such sidewalks may be located outside the public right-of-way within corresponding public easements.

5. **Transit Access.** The provision of the pedestrian link noted above shall be coordinated at the time of approval of each site plan with a transit access system for the site, to be approved by the Transportation Department. If transit stops will be provided elsewhere in the Master Plan area, pedestrian linkages will be provided to allow direct access from any structure to the transit stop utilizing on-site and public walk systems.
6. **Unity of Development.** All structures on these tracts shall conform to unity of development requirements for the overall Master Plan area as defined herein. The unity of development scheme for these tracts shall share at least two common elements with the unity of development scheme for adjacent Tract 14.

E. Assisted Living - Tract 63

1. **Uses.** The primary use anticipated on this tract is an Assisted Living Facility consisting of approximately 226 dwelling units. An AAssisted Living Facility@ shall contain the open space and facilities of a Congregate Care Facility as defined by the Raleigh City Code. If not developed as an Assisted

Living Facility, all uses allowed within the Raleigh O&I-2 District shall be permissible except for the following:

- a. Cemetery.
- b. Dance, recording, music studio.
- c. Free-standing telecommunications tower, not located on the roof of an occupiable building.
- d. Airfield, landing strip or heliport.
- e. Correctional/Penal facility.
- f. Outside stadium, outdoor theater, outdoor racetrack, outdoor movie theater.
- g. Emergency shelters.
- h. Power plant, electric utility substation.
- i. Landfill.

In the event the property is not developed as a Assisted Living Facility, it shall be developed as any use permitted under O&I-2 zoning district, exclusive of the special use permitted therein, and shall meet all of the standards in subsection A above for offices, or subsection D above for residential uses.

2. **Density**. An Assisted Living Facility consisting of cumulative development totals for areas designated Tract 63 shall achieve a minimum density of 15 dwelling units per acre and shall comply with the *Urban Density Group Housing* standards as the same are defined herein.
3. **Building Heights**. Building heights shall be limited to those prescribed for each tract on the Land Use Summary Table found on MP-1
4. **Pedestrian Orientation**. Structures may be located anywhere on the site, except as noted in VII.B. herein. Where abutting the APedestrian Street@,

pedestrian level entrances for structures must be oriented to this street and be linked directly with the public sidewalk system, the internal pedestrian pathway system and with the AThru-Street@ as outlined on sheet MP-3. A continuous row of street trees will be established along all streets abutting this tract. No direct vehicular access will be allowed from T.W. Alexander Drive, except as approved by the Transportation Department, and except as shown on MP-3. Special pedestrian crossing signalization and/or crosswalk design as approved by the Transportation will be provided at the intersection of the APedestrian Street@ with T.W. Alexander Drive. On this site a minimum of 1,000 square feet of pedestrian court area(s) must be provided with landscape amenities and seating areas conducive to pedestrian use and interaction, with appropriate focal points. This pedestrian court is to be linked directly to pedestrian entrances to structures on site and the major pedestrian linkage to the public street system, and should be a prominent feature of the site plan for the development.

5. **Transit Access.** The provision of the pedestrian link noted above shall be coordinated at the time of approval of each site plan with a transit access system for the site, to be approved by the Transportation Department. If transit stops will be provided elsewhere in the Master Plan area, pedestrian linkages will be provided to allow direct access from any structure to the transit stop utilizing on-site and public walk systems.

6. **Unity of Development.** All structures on these tracts shall conform to unity of development requirements for the overall Master Plan area as defined herein. The unity of development scheme for these tracts shall share at least two common elements with the unity of development scheme for adjacent Tract 14.

F. STANDARDS APPLICABLE TO ALL SECTIONS

1. **Unity of Development.** Unity of Development Guidelines approved by the City of Raleigh Planning Director shall be established for the entirety of the Glenwood Avenue - T.W. Alexander Drive Master Plan Area prior to the issuance of building permits for new construction. Separate unity of development criteria may be established for each individual residential section and for non-residential uses, must be related to the overall unity statement. The Guidelines among other things shall establish complementary combination of elements such as wall and roof treatments, roof pitch, window fenestration, building colors, signage, and landscaping.
2. **Transitional Protective Yards.** Transitional Protective Yards will be provided where required by the City of Raleigh's landscape ordinance on the boundaries of the site. Transitional Protective Yards within the site will be provided based on the highest land use specified in the master plan except where the differing land uses are separated by a public street. Staff may approve alternative means of compliance on a case-by-case basis where

shared parking, shared access or private streets separate designated land uses on the master plan. Such alternative means may take into account the mixed-use and pedestrian friendly nature of this development project which encourages divergent uses to be located adjacent to one another without transition, but shall achieve, as a minimum, a Type-D transitional protective yard, or its equivalent. Where multiple uses are allowed in the master plan, 2 the width and planting requirements of transitional protective yards on developing tracts must be provided adjacent to vacant tracts anticipating the highest impact land use allowed in the master plan on the vacant tract.

3. **Landscape Maintenance and Location.** A property owners association will be established to maintain all common areas, open space and all planting islands located within public street rights-of-way. Required street yard plantings along any zero-setback street may be installed in the right-of-way. Encroachment agreements must be approved by the City Council prior to approval of planting plans for these facilities, where used. Any tree planting requirement under CP&L right of way shall be satisfied through alternate means of compliance acceptable to the power company and the city, as per normal City policies.
4. **Internal Pedestrian Pathway.** A sidewalk, bike trail or pedestrian way as shown on MP-3 shall connect to all public and private sidewalks and pedestrian crossings shown in the Master Plan, or in a similar location as

authorized by the Raleigh Director of Transportation. Except for the Raleigh Greenway, pathways shall be constructed by the developer of each individual tract and shall be constructed in accordance with the Phasing Plan noted herein.

5. **Stormwater Management.** Except for land that drains directly into a FEMA mapped watercourse, stormwater runoff shall not exceed R-4 levels for the 2-year and 10-year storms.
6. **Annexation Phasing.** Property Owners will submit voluntary annexation petitions prior to the issuance of any building permits, based upon the Phasing Plan noted herein.
7. **Right-of-Way Reimbursements.** Notwithstanding the foregoing, there shall be no reimbursement for right-of-way necessary for the relocated ACC Boulevard east of Brier Creek Parkway.
8. **Transit Access.** Property owners will make available to the City and/or TTA sites for transit stops in no less than two (2) locations throughout the PDD area. Locations of such sites to be determined prior to issuance of building permits for the parcels on which they are to be located.
9. **Residential Development in TD Zone.** Any residential development, as permitted herein, may be constructed on tracts smaller than 10-acres.

10. **Street Interconnectivity.** The city's policy of street interconnectivity in residential developments may be achieved with public and/or private through streets, as shown on MP-3.
11. **Visibility from Rights-of-Way.** Building rears which are visible from public rights-of-way will be of similar materials and architectural design and features as the building front.
12. **Mixed-Use Buildings.** Nothing contained herein shall prohibit the development of a mixed use building (vertical or horizontal) wherein residential, office, retail, or other uses are combined. It is the expressed intent of the applicant to incorporate mixed use buildings throughout the Master Plan area wherever practical. It is understood that any vertical mixed use building will justify exceeding the maximum square footage for such parcel as shown on the Land Use Summary Table. A vertical mixed use building is a building of more than a single occupied floor and containing more than a single land use. A horizontal mixed use building is a single story building containing more than a single land use.
13. **Maximum Number of Hotel Rooms.** Notwithstanding anything herein to the contrary, the maximum number of hotels rooms permitted in the Master Plan area as defined herein shall be six hundred (600).
14. **Public Facility.** A minimum of one (1) site shall be reserved for five (5) years and made available to the City of Raleigh for use as a fire station, police

station, or other such similar public need. Such site shall be located in the area of Parcels 5 or Parcel 14. The reservation described herein shall be from the date of administrative approval of the site plan on which such reserved site is identified. The site may be a tract of land no less than 1 acre in size, or may be leased space within a structure incorporating the neo-traditional pedestrian-friendly environment described by this Master Plan. The site would be provided to the City of Raleigh at 90% of its appraised fair market value. In addition to the public safety facility referred to above, should it be determined by the proper authorities that a site along Brier Creek is appropriate for a regional stormwater impoundment facility, such a site, not to exceed the boundaries of the designated open space as shown on map MP-1, would be provided to the City of Raleigh at 90% of its appraised fair market value.

15. **Floodplains**. No development shall be permitted in the floodplains as the same are shown on MP-1, except for installation and maintenance of public and private street crossings, pathways, bridges, utilities, stormwater management facilities, or pedestrian furnishings. Excluding disturbance for the installation and maintenance of any regional stormwater facilities, not more than thirty percent (30%) of the floodplains and open space may be disturbed, without site plan approval pursuant to Code section 10-2132.2.

G. Group Housing Alternative Designs

In order to achieve the higher residential densities as shown in the plan in an urban setting, the following alternative designs to the Group Housing Standards (to be approved by the Planning Commission concurrent herewith) are incorporated into the Master Plan.

1. **Tree preservation**: Credit for existing trees may be taken from adjacent dedicated open space sites.
2. **Open Space**: The 12% tree preservation provision may be reduced to 8% and the 18% re-vegetation requirement may be reduced to 12%.
3. **Building to Building Relationships**: Building to building relationships (distance) may be reduced by 25%, subject to NC Building Code restrictions, and Fire Department access requirements. Front yards may be reduced so that the minimum front yard shall be the same as noted in Table 1 above, in order to achieve the City's Comprehensive Plan objective of urban scale development in the Regional Center area.

VI. GLENWOOD AVENUE - T.W. ALEXANDER DRIVE ALTERNATIVE DESIGNS

A. Streets

Public streets and private streets, if any, within the development shall conform to the current City of Raleigh standards with the following exceptions and clarifications:

1. City administration may approve provisions for traffic calming devices, including traffic circles, on a case by case basis at the subdivision approval stage. Any such variation will be approved only if the public interest is served and provisions for emergency service vehicles are fulfilled, as shown on MP-3.
2. The attached Diagrams 1a, 1b, and 1c show alternative street designs which may be employed as noted on MP-3, excluding T.W. Alexander Drive, ACC Boulevard, and Brier Creek Parkway.

B. Pedestrian Circulation

In order to provide a safe and attractive walk-able community, the following alternative designs must be incorporated into the Master Plan:

1. Location of sidewalks within rights-of-way may vary from City of Raleigh standards. Alternatives to City of Raleigh standard sidewalks such as combination bike trail/pedestrian way may be utilized on thoroughfares and may be located outside the right-of-way in a public pedestrian easement, or in the right-of-way subject to a standard City encroachment agreement.

2. Street trees may be located between curbs and sidewalks within the public right-of-way subject to sight distance standards, a vegetative permit and to a standard City encroachment agreements if located in public rights-of-way.

C. Streetscapes and Streetyards

1. **Streetscapes**

The streetscapes for the streets in the master plan area shall conform to the minimum street yard and tree planting and preservation standards set forth in Tables 1 and 2 below. In addition to these tree plantings, streetscapes may include additional vegetation, pedestrian furnishings, and/or other hardscape features subject to standard City encroachment agreements if on public rights-of-way. MP-3 shows alternative designs which may be implemented for the pedestrian street.

Streetyard Tree Planting & Preservation Standards

Along Streets	Streetyard Planting	Median Planting (If Provided)	Tree Preservation
US Highway 70	18" caliper (C) Per 50 linear feet(LF) (Where no trees exist or for replacing)	-	50' average/35' minimum (excluding Shopping Center CUD)
TW Alexander Drive	9" C/50 LF (each side)	3" C/50' LF of plantable area	Tree protection occurs at three open space nodes average 50'
ACC Boulevard	6" C/50 LF *	-	-
Brier Creek Parkway	6" C/50 LF	3" C/50' LF of plantable area	-
Pedestrian Street*	6" C/50 LF *	2" C/50 LF *	-
Other Public Streets	6" C/50 LF *	-	-

* Flowering, understory, or evergreen trees/shrubs may be substituted for shade trees in confined areas.

Note. Parking areas shall be screened/filtered according to conditions herein and city landscape ordinance.

Table 1

2. **Streetyards**

The streetyards widths for the Glenwood Avenue - T.W. Alexander Drive

Master Plan shall be as shown on the following Table 2.

From Streets	Street Yard Table (Average/Minimum)			
	Residential	Office/Institutional	Retail	Other
US Highway 70*	50/35	50/35	50/35	50/35
T.W. Alexander Drive	25/15	25/15	25/15	25/15
ACC Boulevard	20/10	20/10	20/10	20/10
Brier Creek Parkway	25/15	25/15	25/15	25/15
Pedestrian Street**	N/A	N/A	N/A	N/A
Other Public Streets	15/7.5	15/7.5	15/7.5	15/7.5
Private Streets	N/A	N/A	N/A	N/A

* Note. Does not apply to Shopping Center CUD.

** Note. See Tree Planting Standards (Table 1) for Pedestrian Street
Table 2.

VII. SETBACKS AND BUILDING ORIENTATION.

A. **Building Setbacks.** Minimum building setbacks shall be as shown in Table 3 below.

From Streets	Building Setback Table Land Use			
	Residential	Office/Institutional	Retail	Other
US Highway 70	50	50	50	50
T.W. Alexander Drive	15	15	15	15
ACC Boulevard	10	10	10	10
Brier Creek Parkway	15	15	15	15
Pedestrian Street	0	0	0	0
Other Public Streets	10	10	10	10
Private Streets	5	5	5	5
From Interior Lot Lines	5	5	5	5
From Perimeter Lot Lines	Defaults to minimum protective yard width, or 10' if no transitional protective yard is required.			

Table 3

B. **Building Orientation Along Certain Rights-of-Way.**

1. **ACC Blvd. Eastern Portion**

Seventy (70%) percent of the frontage along the residential portion of ACC Boulevard, east of its intersection with Brier Creek Parkway, shall be fronted by buildings or other similar structures designed to continue the edge created by the other buildings. The closest part of such buildings shall be no more than thirty (30') feet from the right-of-way of ACC Boulevard. Such buildings shall be spaced not more than 60 feet apart, excluding drives and/or rights-of-way. The intent of these standards is to create a pedestrian friendly area which places buildings close to the streets which serve them and locates parking on the side of such buildings opposite of the right-of-way. Because the non-residential portion of ACC Blvd is separated from the residential portion by Brier Creek and related open space, the standards listed above shall not apply to Tracts 52, 53 and 54.

2. **ACC Blvd. Western Portion**

Fifty (50%) percent of the frontage along the residential portion of ACC Boulevard west of Brier Creek Parkway shall be fronted by buildings or other similar structures designed to continue the edge created by the other buildings. The closest part of such buildings shall be no more than forty (40') feet from the said right-of-way. Such buildings shall be spaced not more than 175 feet apart, excluding drives and/or rights-of-way. The intent of these standards is to create a pedestrian friendly area which places buildings close to the streets which serve them and locates parking on the side of such buildings opposite of the right-of-way. This provision shall not

apply to residential developments containing buildings of 4 stories or more and which do not utilize the Urban Density Group Housing Standards set forth herein.

3. **Pedestrian Street**

Seventy (70%) percent of the frontage along the high density residential portion of the pedestrian street shall be fronted by buildings or other similar structures designed to continue the edge created by the other buildings. The closest part of such buildings shall be no more than thirty (30') feet from the said right-of-way. Such buildings shall be spaced not more than 60 feet apart, excluding drives and/or rights-of-way. The intent of these standards is to create a pedestrian friendly area similar to that along ACC Boulevard; however, because this boulevard will be designed for a lower speed limit, on-street parking as shown on pedestrian boulevard street cross-sections may be permitted by City Council. Otherwise, parking shall be located on the side of such buildings opposite of the right-of-way.

Due to the unique needs of Assisted Living Facility residents, if this land use is located on Tract 63, buildings may be set back further from the right-of-way, up to an additional 30 feet, and building separations may be increased to 120', exclusive of drives and rights-of-way.

Fifty (50%) percent of the frontage along the village retail portion of the pedestrian boulevard shall be fronted by buildings or other similar structures designed to continue the edge created by the other buildings. The closest part of such buildings shall be no more than thirty (30') feet from the said right-of-way, except for

highway retail sales uses or other uses with drive-through facilities, where the closest part of these such buildings shall be no more than sixty (60) feet from the right-of-way. Such buildings shall be spaced not more than 175 feet apart, excluding drives and/or rights-of-way.

4. **Brier Creek Parkway**

Fifty (50%) percent of the frontage along the high density residential portion of Brier Creek Parkway shall be fronted by buildings or other similar structures designed to continue the edge created by the other buildings. The closest part of such buildings shall be no more than forty (40') feet from the said right-of-way. Such buildings shall be spaced not more than 175 feet apart, excluding drives and/or rights-of-way.

Forty (40%) percent of the frontage along the village retail portion of Brier Creek Parkway shall be fronted by buildings or other similar structures designed to continue the edge created by the other buildings. The closest part of such buildings shall be no more than forty (40') feet from the said right-of-way, except for retail sales - highway uses or other uses with drive-through facilities, where the closest part of these such buildings shall be no more than sixty (60) feet from the right-of-way. Such buildings shall be spaced not more than 175 feet apart, excluding drives and/or rights-of-way.

VIII. PHASING

The Glenwood Avenue - T.W. Alexander Drive Master Plan shall be executed in phases primarily determined by market conditions. The phasing is subject to change based upon market conditions, availability of funding and site characteristics discovered upon field engineering and surveying. The anticipated phasing sequence is designated on Master Plan Map MP-2 and described further on the Transportation Plan Exhibit E attached hereto and incorporated herein by reference. Notwithstanding the foregoing, the petitioner reserves the right to develop any tract without regard to the Phasing Plan once all necessary infrastructure to serve such tract is in place. Amendments to the Phasing Plan will be subject to review and approval of the Raleigh Planning Director. The Aconstructed@ requirement of '10-2057(f)(4)b.4, shall be satisfied with the issuance of a building permit pursuant to a site plan approved for the 25-acre minimum of non-retail development.

IX. ANNEXATION

To date annexation petitions for the eastern most portion of the master plan property have been submitted to the city. To facilitate the smooth phase development of the property, the remaining property will be annexed in no more than four additional annexation requests. The next such annexation request shall include as a minimum the remainder of property located east of Brier Creek Parkway. The remaining annexations will follow the phasing sequencing as designated on Master Plan Map MP-2, and will include the entirety of any development tract included therein. Amendments to the Annexation Plan will be subject to review and approval of the Raleigh Planning Director. Notwithstanding the foregoing, upon site plan approval or subdivision approval of any property, such property shall be petitioned to be annexed into the city in accordance with current City policy.

X. ROAD DEPICTIONS

The roads depicted in the Master Plan are illustrations and may be altered by the City and the Applicant in accordance with the City policies.

XI. AMENDMENTS

As long as the parties who have submitted this application own property within the Master Plan area, only these parties shall have the right to petition for changes to the master plans, but only to the extent the plan affects their properties. The owners association created to own and maintain the common open space and landscape amenities must join in all other amendments to the Master Plan. Any amendment to the Master Plan that requires re-hearing must include the signatures of all property owners affected.

- A. **Administrative Changes.** Staff will approve site plans for all uses in this development, as well as unity of development plans and landscape plans for street rights-of-way. Staff may approve minor changes in the acreage and location of development tracts, as determined by the Planning Director. Staff may approve expansions or reductions in square footage or number of units up to a maximum expansion of 10% in any development tract, as long as the overall development intensity throughout the development remains the same and is noted on a revised land use summary, but may not approve any change in land uses from that designated on the land use summary included in the master plan, unless a site plan is first approved by the City Council after a recommendation is made by the Planning Commission. Staff may not approve any expansion of any retail area. Staff may approve changes

in public street and collector locations, driveway access points, and minor changes in street or sidewalk construction standards in accordance with the Streets Sidewalk and Driveway Access Manual that do not affect the traffic-carrying capacity of the facility.

- B. **Planning Commission Changes.** The City Council or Planning Commission (depending on whether the proposed use is designated for City Council or Planning Commission approval in City Code Section 10-2132.2), will approve site plans for development tracts under the procedures in 10-2132.2 where a change in land use or an expansion of greater than 10% is proposed in a development tract. Planning Commission shall approve all group housing alternate designs as per normal City policies. Planning Commission shall resolve any question of interpretation of the Master Plan that may arise in the administrative approval of any site plan within the Master Plan area, if not resolved between City Administration and the applicant.
- C. **City Council Changes.** The City Council or Planning Commission (depending on whether the proposed use is designated for City Council or Planning Commission approval in City Code Section 10-2132.2), will approve site plans for development tracts under the procedures in 10-2132.2 where a change in land use or an expansion of greater than 10% is proposed in a development tract. The City Council, after a recommendation by the Planning Commission, shall approve any hotel use that exceeds 600 units, and shall approve any substantial change in location or any expansion or reduction of retail areas as determined by the Planning Director. City

Council and the Board of Adjustment will approve all Special Use Permits that may be required for uses within the Master Plan area. City Council, after a recommendation from the Planning Commission, shall approve any change in the Master Plan not addressed above.



Certified Recommendation

Raleigh Planning Commission

CR#

Case Information Z-27-16

<i>Location</i>	T.W. Alexander Drive, north side, at its intersection with Brier Creek Parkway Address: 7800 T.W. Alexander Drive PIN: 0769504120
<i>Request</i>	Rezone property from Planned Development (PD) to Office Mixed Use-Five Stories-Parking Limited-Conditional Use (OX-5-PL-CU)
<i>Area of Request</i>	7.8 acres
<i>Property Owner</i>	SLF Ruby Jones LLC
<i>Applicant</i>	Ballentine Associates
<i>Citizens Advisory Council (CAC)</i>	Northwest CAC
<i>PC Recommendation Deadline</i>	February 20, 2017

Comprehensive Plan Consistency

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

Future Land Use Map Consistency

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

Comprehensive Plan Guidance

<i>FUTURE LAND USE</i>	Office and Residential Mixed Use
<i>URBAN FORM</i>	City Growth Center
<i>CONSISTENT Policies</i>	Policy LU 1.2 – Future Land Use Map and Zoning Consistency. Policy LU 1.3 – Conditional Use District Consistency. Policy LU 2.6 – Zoning and Infrastructure Impacts. Policy LU 7.4 – Scale and Design of New Commercial Uses Policy UD 1.10 – Frontage Policy UD 7.3 – Design Guidelines
<i>INCONSISTENT Policies</i>	None

Summary of Proposed Conditions

1. Development limited to 90,000 square feet office/10,000 square feet commercial
2. No parking or driveways located between any building at T.W. Alexander Drive/Brier Creek Parkway intersection and the street.
3. Parking elsewhere limited to either beside buildings or to a single bay of parking between buildings and the street.

Public Meetings

<i>Neighborhood Meeting</i>	<i>CAC (Northwest)</i>	<i>Planning Commission</i>	<i>City Council</i>
8/9/2016	9/13/16 10/11/16 (Y-4, N-0)	11/22/16 (recommended approval)	12/6/16 1/3/17

Attachments

1. Staff report
2. Proposed conditions
3. Traffic Study Worksheet

Planning Commission Recommendation

<i>Recommendation</i>	Approval. City Council may now schedule this proposal for Public Hearing, or refer it to committee for further study and discussion.
<i>Findings & Reasons</i>	<ol style="list-style-type: none"> 1. The proposal is consistent with the Comprehensive Plan and Future Land Use Map. 2. The proposal is consistent with the Urban Design Guidelines and would focus development within a City Growth Center.
<i>Motion and Vote</i>	Motion: Swink; Second: Alcine. Yes – 9; No – 0.

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

Planning Director

Date

Planning Commission Chairperson

Date

Staff Coordinator:

Jason Hardin: (919) 996-2657; Jason.Hardin@raleighnc.gov



Zoning Staff Report – Case Z-27-16

Conditional Use District

Case Summary

Overview

The site consists of 7.8 acres of land in Northwest Raleigh, approximately a mile north of the intersection of Glenwood Avenue and I-540. The property is at the northwest corner of Brier Creek Parkway and T. W. Alexander Drive, which was recently extended to the area immediately south of the property. The site's northern edge, and a portion of its western edge, border the City of Durham.

The site is currently vacant, as are parcels to the north, west, and south. To the east are apartment buildings along Brier Creek Parkway. The area farther south, closer to the Glenwood/540 intersection, is characterized by more intensive commercial uses.

The property is designated for Office and Residential Mixed Use on the Future Land Use Map, as are all adjacent properties within the City of Raleigh. To the north and west, nearby properties in the City of Durham are designated as Low/Medium Density Residential. The property is shown on the Urban Form Map, where it is part of the Brier Creek City Growth Center.

The property is currently zoned Planned Development and is part of the Alexander Place Master Plan, which was approved in 2001. The Master Plan for that development designates this parcel for office uses and permits a height of up to 300'. Much of the surrounding area has been built under that plan. However, some nearby parcels have recently been rezoned under the City's new UDO, partly because the PD specifies relatively narrow maximum and minimum square footages for each parcel. While this rezoning would allow more flexibility in how the site is developed than the PD, it envisions a similar ultimate build-out for this parcel in terms of use and square footage. It would not create any nonconformities on other portions of the existing PD.

The request in this case is to rezone the parcel from PD to Office Mixed Use-Five Stories-Parking Limited-Conditional Use (OX-5-PL-CU). Properties to the east and west are zoned PD, while the property to the south is zoned OX-7-PL-CU. The property to the north is zoned Planned Development Residential by the City of Durham.

Proposed conditions would limit the amount of development to that allowed under the existing Planned Development and would limit use primarily to office, with an ancillary amount of retail permitted. They would also limit parking between buildings and the street.

Outstanding Issues

<p><i>Outstanding Issues</i></p>	<ol style="list-style-type: none"> 1. Sewer and fire flow matters may need to be addressed upon development. 2. Technical clarifications are needed for conditions. <ul style="list-style-type: none"> -The limits on square footage should be expressed in terms of a floor area ratio, or an allocation covenant created to designate how the total would be distributed among any future subdivided lots. - In order to allow consistent interpretation, Condition 2 should specify a distance from the intersection in which the condition applies. - Condition 3 should specify that it applies to areas not included in Condition 2. 	<p><i>Suggested Mitigation</i></p>	<ol style="list-style-type: none"> 1. Address sewer and fire flow capacities at the site plan stage. 2. Revise condition language.
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Existing Zoning Map

Z-27-2016



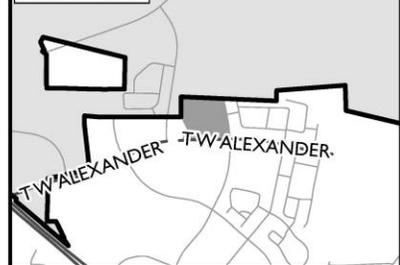
Submittal Date

9/1/2016

Request:

7.8 acres from
PD
to OX-5-PL-CU

VICINITY MAP



Map Date: 9/1/2016

Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
<i>Existing Zoning</i>	PD	Planned Development Residential (City of Durham)	OX-7-PL-CU	PD	Partly PD, partly Planned Development Residential City of Durham)
<i>Additional Overlay</i>	None	None	None	None	None
<i>Future Land Use</i>	Office and Residential Mixed Use	Low/Medium Residential; Recreation/Open Space; (City of Durham)	Office and Residential Mixed Use	Office and Residential Mixed Use	Partly Office and Residential Mixed Use; partly as shown to north (City of Durham)
<i>Current Land Use</i>	Vacant	Vacant	Vacant	Residential – apartments	Vacant
<i>Urban Form (if applicable)</i>	City Growth Center	None (City of Durham)	City Growth Center	City Growth Center	Partly City Growth Center, partly none

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
<i>Residential Density:</i>	-	-
<i>Setbacks:</i>		
<i>TW Alexander Dr:</i>	15' setback	0-100' build-to
<i>Brier Creek Pkwy:</i>	15' setback	0-100' build-to
<i>Side:</i>	5' setback	0'
<i>Rear:</i>	10' setback	0'
<i>Retail Intensity Permitted:</i>	-	10,000 sf
<i>Office Intensity Permitted:</i>	101,000 sf	90,000 sf

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning*
<i>Total Acreage</i>	7.80	7.80
<i>Zoning</i>	Planned Development	OX-5-PL-CU
<i>Max. Gross Building SF (if applicable)</i>	101,000	100,000
<i>Max. # of Residential Units</i>	-	-
<i>Max. Gross Office SF</i>	101,000 sf	90,000 sf
<i>Max. Gross Retail SF</i>	-	10,000 sf
<i>Max. Gross Industrial SF</i>	-	-
<i>Potential F.A.R</i>	.30	.29

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

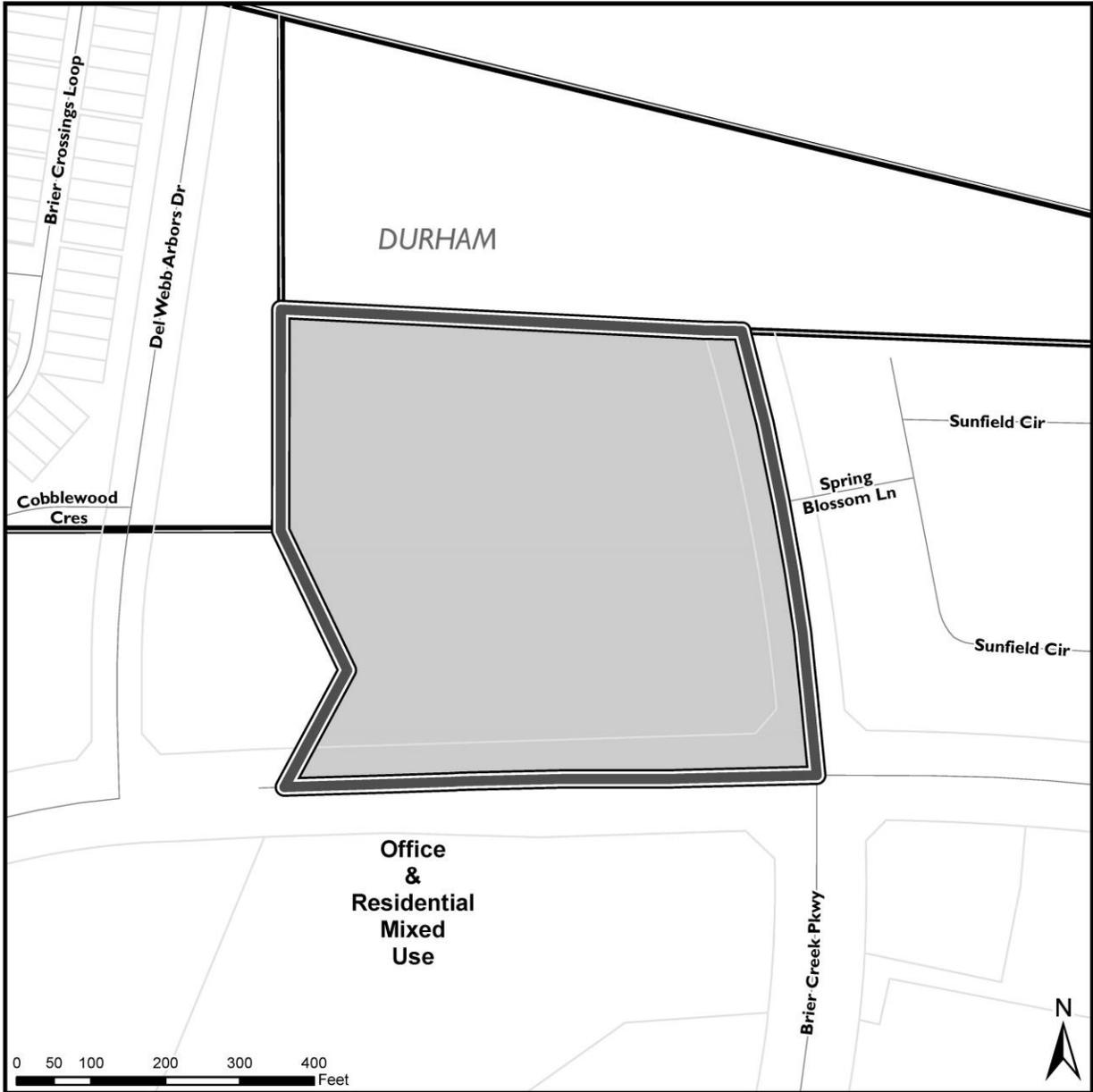
The proposed rezoning is:

Compatible with the property and surrounding area.

Incompatible.

Future Land Use Map

Z-27-2016



Submittal Date

9/1/2016

Request:

7.8 acres from
PD
to OX-5-PL-CU

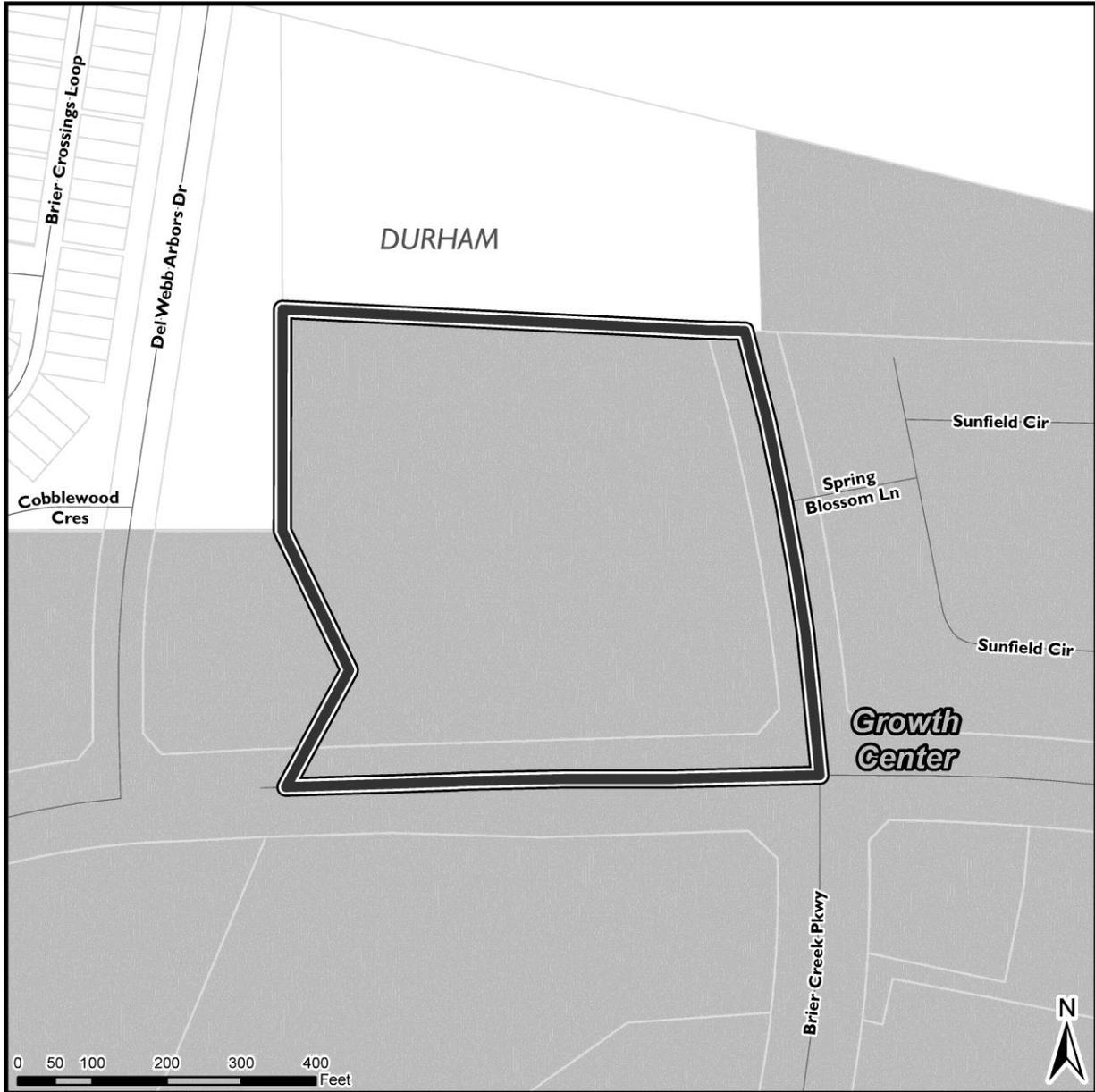
VICINITY MAP



Map Date: 9/1/2016

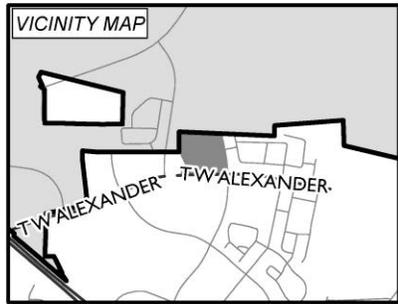
Urban Form Map

Z-27-2016



Submittal Date
9/1/2016

Request:
7.8 acres from
PD
to OX-5-PL-CU



Map Date: 9/1/2016

2. Comprehensive Plan Consistency Analysis

2.1 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?
- B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
- 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?
- D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

- A. The proposal is consistent with the vision, themes, and relevant policies of the Comprehensive Plan. The proposal is consistent with the Future Land Use Map and the Urban Form Map, which envision the proposed use and scale allowed by the rezoning.
- B. The Future Land Use map places the site within an Office and Residential Mixed Use area, in which the Comprehensive Plan “encourages a mix of residential and office,” adding that “OX is the closest corresponding zoning district.” OX is the zoning requested by the rezoning proposal.
- C. Not applicable.
- D. The rezoning will not increase the amount of development allowed on the property. Existing infrastructure appears sufficient to accommodate potential development.

2.2 Future Land Use

Future Land Use designation: Office and Residential Mixed Use

The rezoning request is:

Consistent with the Future Land Use Map.

Inconsistent

Analysis of Inconsistency:

The property is an area designated as Office and Residential Mixed Use; the proposed zoning of OX is consistent with this designation. In terms of height, the proposal represents a reduction from the existing Planned Development, which permits buildings of up to 300'. In the Office and Residential Mixed Use category, the Comprehensive Plan recommends heights of up to seven stories in “Core” areas and, in “General” areas, five stories for office use, the primary use allowed by this proposal. The property immediately south of the subject property is zoned for seven stories. As the subject property can be considered to be in a General area, the proposal is consistent with this guidance.

2.3 Urban Form

Urban Form designation: **City Growth Center**

Not applicable (no Urban Form designation)

The rezoning request is:

Consistent with the Urban Form Map.

Inconsistent

Analysis of Inconsistency:

The Urban Form Map of the Comprehensive Plan shows the subject property to be within a City Growth Center. The proposal's frontage designation of Parking Limited conforms to the recommendation of a hybrid or urban frontage for these areas.

2.4 Policy Guidance

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

Policy LU 1.2 – Future Land Use Map and Zoning Consistency. The proposal is consistent with the map.
Policy LU 1.3 – Conditional Use District Consistency. The proposed conditions are consistent with the FLUM and the Plan.
Policy LU 2.6 – Zoning and Infrastructure Impacts. The proposal does not increase development intensity, and existing infrastructure appears sufficient.
Policy LU 7.4—Scale and Design of New Commercial Uses. The proposed height is compatible with surrounding areas, stepping down slightly from properties to the south.
Policy UD 1.10 – Frontage. The proposed frontage and relevant conditions are compatible with adjacent properties.
Policy UD 7.3 - Design Guidelines. The proposed conditions regarding the placement of parking meet the standards regarding prohibiting parking at intersections and limiting it between buildings and the street.

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

None

2.5 Area Plan Policy Guidance

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

Not applicable

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- The proposal encourages and helps focus development within a City Growth Center, where economic development is desired.
- The proposal meets the City's Urban Design Guidelines, creating a form that is compatible with its surroundings and that provides a more comfortable environment for pedestrians.

3.2 Detriments of the Proposed Rezoning

None

4. Impact Analysis

4.1 Transportation

The site is located in the northwest quadrant of Brier Creek Parkway and T.W. Alexander Drive. Both streets are maintained by the City of Raleigh. Brier Creek Parkway currently has a five-lane cross section with curbs and sidewalks on both sides. Both streets are classified as major streets in the UDO Street Plan Map. Brier Creek Parkway is classified as an Avenue, 6-Lane, Divided while T.W. Alexander Drive is an Avenue, 4-Lane, Divided.

The NCDOT's Strategic Transportation Investments program calls for upgrading Glenwood Avenue to a freeway/expressway. Project U-5518C will convert the existing intersection of Glenwood/Brier Creek to an interchange. In addition, NCDOT has plans to convert the intersection of Glenwood Avenue at T.W. Alexander to an interchange.

Offers of cross access to adjacent parcels shall be made in accordance with the Raleigh UDO section 8.3.5.D. There are no public street stubs abutting the Z-27-2016 parcel.

Site access will be provided via Brier Creek Parkway and T.W. Alexander Drive. Due to the planned median, any access points on T.W. Alexander Drive will be limited to a right-in, right-out driveway. The access on Brier Creek Parkway will be a full movement driveway. In accordance with UDO section 8.3.2, the maximum block perimeter for OX-5 zoning is 2,500 feet. Due to ongoing patterns of development, the street system for this area of the City is incomplete. There are many planned street connections that will only be constructed as vacant parcels are developed. The block perimeter for Z-27-2016 cannot be computed. The existing land is vacant generates no traffic. Current zoning allows the property to be developed as a 101,000 sq. ft. Office building. Revised conditions (October 17, 2016) limit potential buildout to 90,000 sq. ft. of Office and 10,000 sq. ft. of Retail uses. Approval of case Z-27-2016 would increase average peak hour trip volumes by 67 vehicles/hour in the PM peak; daily trip volume will increase by 1,064 vehicles/day.

Impact Identified: A traffic impact analysis report is not needed for case Z-27-2016.

4.2 Transit

TW Alexander Drive is not currently served by transit. The closest transit stop is on Brier Creek Parkway at Skyland Ridge Parkway approximately 0.5 miles away. Neither the City of Raleigh

Short Range Transit Plan nor the Wake County Transit Plan call for future transit on TW Alexander Drive. There are no transit requests.

Impact Identified:

Increased development will increase demand for transit but it is not expected to exceed the capacity of the current system.

4.3 Hydrology

<i>Floodplain</i>	City of Raleigh Flood Study #348 and Existing flood storage easement
<i>Drainage Basin</i>	Little Briar
<i>Stormwater Management</i>	Article 9.2 of the UDO
<i>Overlay District</i>	none

The site is subject to stormwater regulations under UDO 9.2; Neuse buffers and City of Raleigh floodplain exist on the site.

Impact Identified: No impacts associated with rezoning identified.

4.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	135,000 gpd	135,000 gpd
<i>Wastewater</i>	135,000 gpd	135,000 gpd

1. Development under the proposed rezoning would add approximately 135,000 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 a 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 this analysis to meet fire flow requirements will also be required of the Developer.

Impact Identified: The developer may be required to submit a downstream sanitary sewer capacity study and those required improvements identified by the study must be permitted and constructed in conjunction with and prior to the proposed development being constructed.

Verification of available capacity for water fire flow is required as part of the building permit process. Any water system improvements required to meet fire flow requirements will also be required.

4.5 Parks and Recreation

1. There are no greenway trails, connectors, or corridors within or adjacent to this site. Nearest trail access is Hare Snipe Creek, 7.0 miles. The Briar Creek Greenway Corridor is approximately .29 miles to the east and bike and pedestrian access from this parcel to the

corridor is expected via TW Alexander. This corridor does not have a schedule for implementation.

2. Recreation services are provided by Brier Creek Community Center, 2.5 miles.

Impact Identified: None.

4.6 Urban Forestry

Tree conservation areas were previously recorded in BM 2014 page 154. These will need to remain undisturbed.

Impact Identified: None.

4.7 Designated Historic Resources

There are no historic properties within 1,000 feet of the site.

Impact Identified: None

4.9 Impacts Summary

Sewer and fire flow matters may need to be addressed upon redevelopment.

4.10 Mitigation of Impacts

Address sewer and fire flow capacities at the site plan stage.

5. Conclusions

The proposed rezoning would permit development at a scale and intensity consistent with the Comprehensive Plan while allowing for more flexibility in site development. The proposal is consistent with the Urban Form Map and Urban Design Guidelines and is compatible with adjacent properties.