



Certified Action of the City of Raleigh Planning Commission

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

Case File / Name: SP-32-12 / Dillon Supply Warehouse Redevelopment

General Location: The block of land bounded by W. Morgan Street to the north, S. West Street to the east, W. Hargett Street to the south and the CSX railroad to the west.

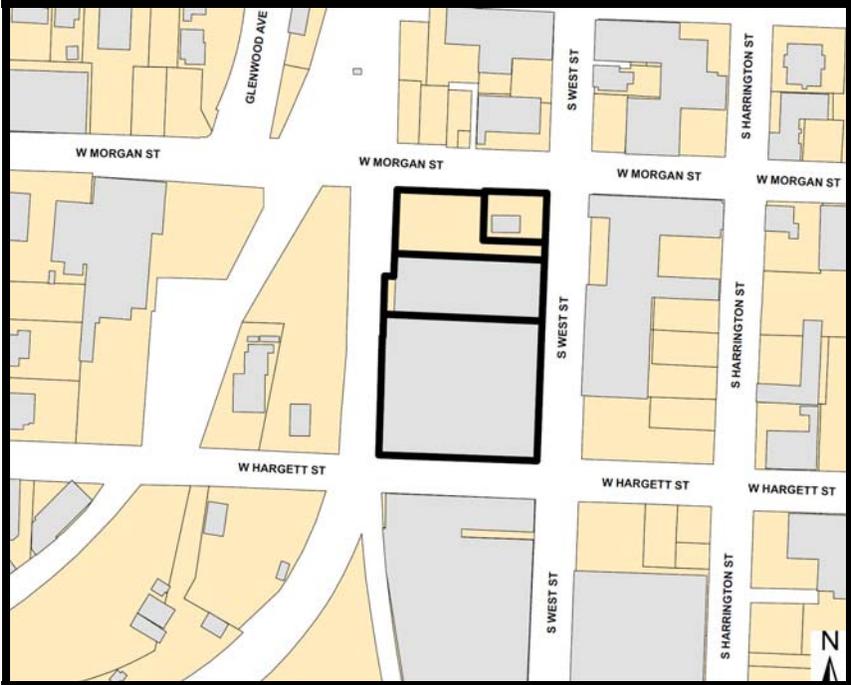
Owner: The Crown Companies, LLC
Designer: Kimley-Horn & Associates

CAC: Central

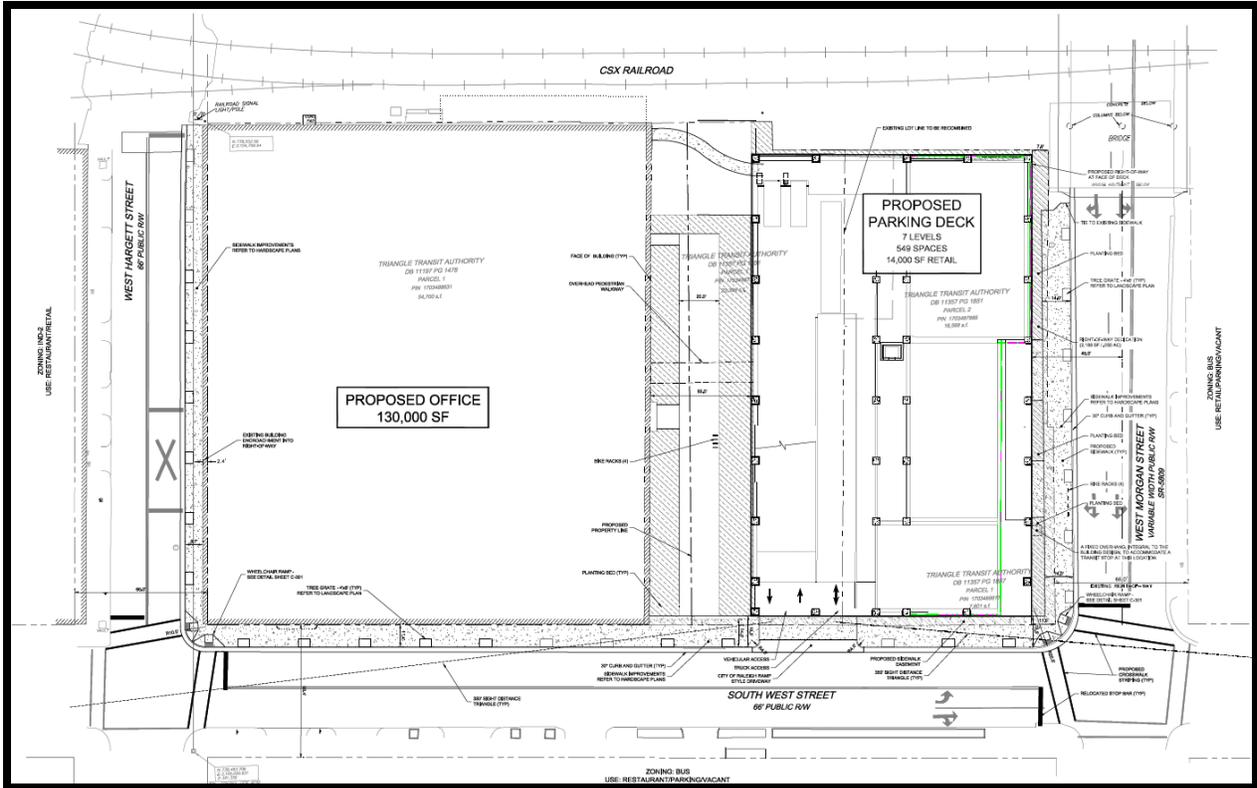
Nature of Case: The redevelopment/expansion of an existing warehouse building to provide 130,000 square feet of office space and the construction of a parking deck containing 14,000 square feet of retail space and a minimum of 325 parking spaces on a 2.38 acre site zoned Industrial-2 and Downtown Overlay District. The plans also include an optional 224 parking spaces that, if built, would provide a total of 549 parking spaces within the deck. At full build-out of the deck it would be 79.5' in height but allow for possible vertical expansion with a future building. This proposal requires Planning Commission approval because it is for both a change of use and a new building, both of which are over 10,000 square feet in the Downtown Overlay District.

- Key Issues:**
- Need to refine the appearance of the proposed parking deck.
 - Considerations for future transit improvements on site.

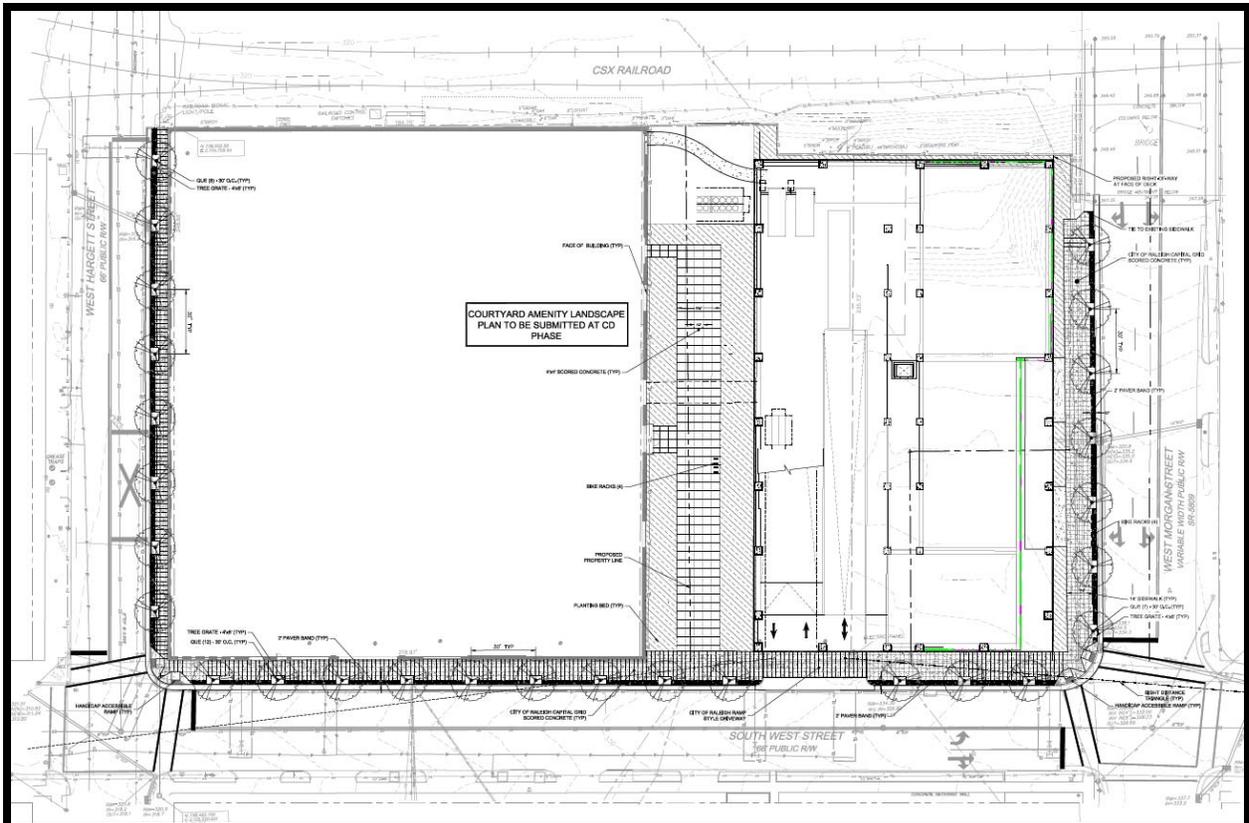
Contact: Sal Musarra, Kimley-Horn & Associates



SP-32-12 Dillon Supply Warehouse Redevelopment – Site Location Map



SP-32-12 Dillon Supply Warehouse Redevelopment – Preliminary Site Plan



SP-32-12 Dillon Supply Warehouse Redevelopment – Preliminary Landscape Plan

SUBJECT: SP-32-12 Dillon Supply Warehouse Redevelopment

**CROSS-
REFERENCE:** N/A

LOCATION: This site is located on the block of land bounded by W. Morgan Street to the north, S. West Street to the east, W. Hargett Street to the south and the CSX railroad to the west, inside the City Limits.

REQUEST: This request is to approve the redevelopment/expansion of an existing warehouse building to provide 130,000 square feet of office space and the construction of a parking deck containing 14,000 square feet of retail space and a minimum of 325 parking spaces on a 2.38 acre site zoned Industrial-2 and Downtown Overlay District. The plans also include an optional 224 parking spaces that, if built, would provide a total of 549 parking spaces within the deck. At full build-out of the deck it would be 79.5' in height but allow for possible vertical expansion with a future building. The office building and the parking deck will be located on two separate parcels subject to recombination.

OFFICIAL ACTION: Approval with conditions

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

FINDINGS: The Planning Commission finds that with the following conditions of approval this request conforms to Chapter 2, Part 10, Sections 10-2047, 10-2051, 10-2132.2, Chapter 3, Part 10, Sections 10-3001-3059. This approval is based on a preliminary plan dated 9/20/12, owned by The Crown Companies, LLC, submitted by Kimley-Horn and Associates.

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

**VARIANCES /
ALTERNATES:** An alternate method of compliance with the Downtown Overlay District's open space requirement for 14' wide sidewalks is being requested given the existing site constraints where existing buildings are proposed to remain. The Code allows the approving body to approve alternate methods of compliance. The proposed open space exceeds the minimum 5% requirement by 4,610 square feet.

A design exception was granted by the City's Public Works Director to allow the applicants to forgo additional right-of-way dedication along W. Hargett Street because the existing buildings, which are proposed to remain, preclude the dedication of the additional right-of-way per standards of the City's Thoroughfare Plan (see attached letter). W. Hargett Street is designated as a minor Thoroughfare which ordinarily would have a right-of-way width of 80'. W. Hargett Street in this location, just outside the historic Christmas Plan for the City of Raleigh, has a 66' right-of-way, consistent with most of the streets within the historic Christmas Plan area.

To PC: 10-9-12

Case History:

Staff Coordinator: Eric Hodge, AICP

Motion: Mattox
Second: Haq
In Favor: Butler, Buxton, Fluhrer, Harris Edmisten, Haq, Mattox, Terando
Opposed: Sterling Lewis

Excused:

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

Signatures: (Planning Dir.)

date: _____

(PC Chair)

Linda H Edmisten

date: October 9, 2012



Staff Report

**RECOMMENDED
ACTION:** Approval with Conditions

**CONDITIONS OF
APPROVAL:** Planning Commission Actions:

- (1) That as allowed by City Code Section 10-2051(d)(4)b and 10-2132.2(d) , the Planning Commission finds that the increase in building height to 54' and 79.5', without setbacks, are in accordance with the general plans for the physical development of the City as embodied in the current Raleigh Downtown Urban Design Guidelines;
- (2) That as allowed by City Code Section 10-2051(d)(5), the Planning Commission finds that the alternate method of open space proposed regarding maintaining sidewalks less than 14' in width is approved only for those portions of the site where existing buildings proposed to remain preclude the installation of 14' wide sidewalks;
- (3) That the Planning Commission finds that this site plan meets the standards of section 10-2132.2(d);
- (4) That the Planning Director approve the design for the parking deck in keeping with the standards of 10-2051(d)(1)c.3 that includes ground floor space designed to accommodate retail and that the exterior of the structure contain screening, pattern, colors and materials at all levels that are compatible with the adjacent warehouse renovation, paying particular attention to the portion of the deck visible from South West Street, West Morgan Street, and the railroad right of way;

Administrative Actions:

Prior to issuance of Site Review Permits or Construction Drawing Approval, whichever comes first:

- (5) That as the owner has noted that there will be no encroachment into the CSX property, should the proposed work encroach into the CSX property, notarized permission or recorded temporary construction easements signed by CSX appointed agents will be required prior to site grading permitting or construction drawings, whichever occurs first;
- (6) That the site is exempted from the stormwater regulations of part 10, chapter 9 through showing no increase in impervious surfaces. If the impervious surfaces exceed existing conditions, the requirements of Part 10, Chapter 9 of the Raleigh City Code will apply. That the final site plan shall demonstrate sufficient landscape areas and pervious surfaces to demonstrate compliance with the exemption as currently proposed, specifically the landscaped area between the building and the parking deck;

Prior to issuance of building permits:

- (7) That recombination maps be recorded, recombining the existing lots into two tracts as shown on the preliminary site plan; The public sidewalk easements required shall be shown on the recombination plat;
- (8) That the City Attorney approve a public sidewalk easement deed for any portion of the proposed pedestrian ways on private property adjacent to public right-of-way on surrounding streets including West Street and Morgan Street;
- (9) That a landscape permit is obtained from the urban forester in the Parks and Recreation Department for landscaping in the public right-of-way;
- (10) That a demolition permit for the buildings proposed for removal be issued by the Inspections Department and this building permit number be shown on all maps for recording;
- (11) That 1/2'-90' in width of right of way along W. Morgan Street be dedicated to the City of Raleigh and a copy of the recorded plat be provided along with plans submitted for permit review;
- (12) That an encroachment agreement for any existing buildings to remain, plantings, planters, awnings, bicycle racks or stormwater drainage systems that carry private drainage to be located within the public right-of-way is approved by the City Council and/or NCDOT (if applicable) by separate action. An application for encroachment into the public right of way for the landscaping located within the right of way as indicated on the preliminary plan, shall be submitted to the City's Encroachment Coordinator in the Public Works Department for review, and that the City Council approve the encroachment request. Following City Council approval of the encroachment, an encroachment agreement, prepared in accordance with Raleigh City Code Sections 12-1001 and 12-1021(a), shall be filed with the Public Works Department, and the encroachment agreement is to be recorded with the Wake County Register of Deeds. Maintenance of the encroachment shall be the responsibility of the owner;
- (13) That an encroachment agreement through NCDOT be obtained for any work proposed in the West Morgan St. right-of-way;
- (14) That all building construction design will require review by COR Fire Department showing compliance with all NC and local fire and building codes and city ordinances and the building will be required to meet apparatus access requirements at time of building construction permitting or provide an acceptable alternate. Fire flow requirements shall be determined by an approved method 507.3 NCFC;
- (15) That the applicant shall submit with the application for a building permit a description of all off-site parcels used to meet off-street parking requirements, together with either a certificate of ownership of these parcels or an attested copy of the leasing agreement or recorded cross parking easement. All off-site parking areas shall conform to the City Code. The applicant shall also agree in writing that he, or his successors or assigns, shall provide the required off-street parking on these parcels or their equivalent, so long as the principal use shall continue, and shall agree that the principal use shall be discontinued, should the required off-street parking no longer be provided on these off-site parcels or their equivalent;

Prior to issuance of a certificate of occupancy permit:

- (16) That the first phase of the parking deck will be completed prior to the issuance of a Certificate of Occupancy for the office building and will include a minimum of 325 parking spaces.

ZONING:

ZONING DISTRICTS: Industrial-2 and Downtown Overlay District.

SETBACKS / HEIGHT:

This plan conforms to all minimum setback standards. Front yard = 0'-4', rear yard = 1'-2", corner side yard = -2.4'-0'. The Industrial-2 District allows for all setbacks to be 0' and for buildings to be constructed to any height except buildings greater than 50' shall add one foot additional width to each required district yard setback for each foot of height greater than 50 feet high. Proposed height of the existing building is being increased to 54' and proposed height of the parking deck is 79.5'. The proposed buildings do not carry the setbacks called for in the underlying zoning but the Planning Commission can approve the increase in height as allowed by the Downtown Overlay District. Through code section 10-2051-(d)(4)b., the Downtown Overlay District allows the Planning Commission to approve height increases after a finding that such increase in height is in accordance with the general plans for the physical development of the City as embodied in the Raleigh Comprehensive Plan and the site plan meets the standards of City Code Section 10-2132.2(d).

PARKING:

Off-street parking conforms to minimum requirements: 325 spaces required, based on 1 parking space per 400 square feet of office use and zero parking for the retail space (30,000 SF exemption) as allowed by the Downtown Overlay District Standards. A minimum of four levels, containing 325 spaces, are being provided within the proposed deck. The request includes an option to build up to seven levels of parking, containing a total of 549 parking spaces, with the initial development or to build the additional 224 optional spaces at a future date. The deck is structured so that an additional building could be constructed on top of it as well in the future. All of the parking is within the proposed deck. The deck has only one driveway and is located on West Street.

The parking deck/retail space is proposed to be on a separate parcel from the proposed office use. The applicant shall submit with the application for a building permit a description of all off-site parcels used to meet off-street parking requirements, together with either a certificate of ownership of these parcels or an attested copy of the leasing lease agreement or recorded cross parking easement. All off-site parking areas shall conform to the City Code. The applicant shall also agree in writing that he, or his successors or assigns, shall provide the required off-street parking on these parcels or their equivalent, so long as the principal use shall continue, and shall agree that the principal use shall be discontinued, should the required off-street parking no longer be provided on these off-site parcels or their equivalent.

LANDSCAPING:

Street yard landscaping in conformity with Section 10-2082.5 is shown in the street r/w. No vehicular surface area landscaping is required as all of the proposed parking is within a parking structure. No transitional protective yards are required.

TREE

CONSERVATION: No tree conservation areas are required because the site will be comprised of two individual parcels, each less than 2 acres and there are no stands of trees on the site located within 50' of a Thoroughfare meet the requisite standards of code section 10-2082.14.

DEVELOPMENT

INTENSITY: Proposed floor area ratio (FAR) is 2.38 and building lot coverage for the office building is 85%.

PHASING: The parking deck may be constructed in phases. The first phase will be completed prior to the issuance of a Certificate of Occupancy for the office building and will include a minimum of 325 parking spaces. The deck may contain an additional 224 optional spaces either at the time of construction or with a later phase. The retail area within the deck is also proposed to be utilized for parking until such time that a retail tenant is found and then the space will be converted from parking to retail space. The future retail space within the deck will be given a shop-front appearance along the street edges while being used for parking. The deck is being constructed in such a way that in the future, it is possible to construct a building on top of it. No approval is being given for the potential building on top of the parking deck.

OPEN SPACE: The Downtown Overlay District requires that a minimum of 5% of the total land area of the development to be set aside as open space. "Open space" is defined to include: greenways; any common outdoor landscaped and recreation spaces; outdoor decks; roof gardens and other similar outdoor community space accessible to and available for use by visitors of the development." The Code calls for open space first to be met by widening the sidewalks to a minimum of 14' in width. After that is achieved, any deficit in open space can be met with courtyards, roof gardens, outside dining and recreation space so long as 1/2 of the required open space shall be in one continuous part with a minimum length and width dimension of 20 feet.

Based on the property's acreage of 2.35 acres, the base minimum amount of open space required for the development is 5,118 square feet. The applicant's plan for a minimum of 9,728 square feet of qualifying open space to be provided through a proposed qualifying courtyard located between the existing building that is proposed to remain and the new parking deck in the center of the site. The configuration of this open space meets the provisions of the code.

There are areas of the site, along W. Hargett Street and S. West Street where existing the existing building precludes the installation of the full 14' wide sidewalks and the applicants are seeking an alternate approval, in accordance with Code Section 10-2051(d)(5), to allow this structure to remain. Staff supports the requested alternate. The proposed open space exceeds the minimum 5% requirement by 4,610 square feet and the alternate open space is available for use by employees and visitors.

UNITY OF DEVELOPMENT:

Unity of development and sign criteria are not required in this development.

COMPREHENSIVE PLAN:

GREENWAY: There is no greenway on this site.

**THOROUGHFARE
/ COLLECTOR
PLAN:**

Dedication of right-of-way and construction of the following streets are required by the Thoroughfare and Collector Street Plan:

Street	ROW	Dedicating	Slope Esmt.
W. Morgan	90'	½ 90'	N/A
W. Hargett	80'	No additional	N/A

Additional right-of-way along W. Morgan Street is being dedicated as called for in the City's Thoroughfare Plan to provide for ½ of a 90' ROW.

A design exception was granted by the City's Public Works Director to allow the applicants to forgo additional right-of-way dedication along W. Hargett Street because the existing buildings, which are proposed to remain, preclude the dedication of the additional right-of-way ordinarily called for by the City's Thoroughfare Plan. W. Hargett Street in this location, just outside the historic Christmas Plan for the City of Raleigh, has a 66' right-of-way, consistent with most of the streets within the historic Christmas Plan area.

TRANSIT:

The following transit-oriented features of this site are incorporated into the proposed plan: a fixed overhang has been integrated into the building design to accommodate transit users waiting along the W. Morgan Street right-of-way. This site is presently served by the existing transit system and there are fixed-route transit options proposed in the immediate vicinity. The Planning Department, in discussion with Triangle Transit and the building development team, strongly encourages the provision or future accommodation of an interior, enclosed pedestrian connection along West Street and Morgan Street to accommodate transit users and enhance the connection between Union Station and the proposed Triangle Transit light rail station on Morgan Street, should the D-6 alternative alignment move forward into the Environmental Impact Statement (EIS) phase of the Triangle Transit light rail initiative. This direct connection furthers the goals of intermodal connectivity as outlined in the *Union Station: Raleigh's Multi-Modal Transit Center* report, endorsed by City Council in 2010.

**COMPREHENSIVE
PLAN:**

The site is located within the Central CAC, and is designated as Central Business District on the future land use map. The Central Business District category is intended to enhance Downtown Raleigh as a vibrant mixed use urban center Staff has reviewed the following Comprehensive Plan policies:

- Policy LU 4.8—Station Area Land Use
- Policy T 2.9—Curb Cuts
- Policy T 5.2—Incorporating Bicycle and Pedestrian Improvements
- Policy T 5.10—Building Orientation
- Policy UD 1.2—Architectural Features- *Elements of quality architecture include...primary entrances on the front façade; transparent storefront windows and activated uses on the ground floor...*
- Policy UD 1.3—Creating Attractive Facades
- Policy UD 2.1—Building Orientation
- Policy UD 2.2—Multi-modal Design
- Policy UD 2.3—Activating the Street
- Policy UD 2.6—Parking Location and Design
- Policy UD 3.8—Screening of Unsightly Uses
- Policy UD 6.1—Encouraging Pedestrian-Oriented Uses
- Policy UD 6.4—Appropriate Street Tree Selection
- Policy UD 7.3—Design Guidelines

Policy DT 2.8—Priority Pedestrian Streets – **West Street-** *For all public/private sector design and traffic engineering/operations decisions made for Priority Pedestrian Streets shown on Map DT-4, the needs, safety, and comfort of pedestrians should be given priority.*

Policy DT 3.2 Ground Floor Uses on Secondary Retail Streets -**Morgan and West Streets-** new Development should dedicate at **least 50 percent of its linear frontage along the public right-of-way of Secondary Retail Streets as identified on Map DT-5 for ground-floor space designed and constructed for the uses encouraged on primary streets or service retail and professional services** including but not limited to: fitness centers, dry cleaners, shoe repair, and medical offices.

Policy DT 7.2—Maintaining Consistent Setbacks

Policy DT 7.3 – Streetwalls

Policy DT 7.4 – Building Entries

Policy DT 7.5 – Ground Level Design

Policy DT 7.6 – Minimizing Service Entrance Visibility

Policy DT 7.19 – Downtown Design Guideline Consistency (all guidelines apply to the project. The ones in the following table are particularly relevant and/or highlight items that need further attention).

APPENDIX C:

Table DT-1 Downtown Urban Design and Facade Grant Guidelines

#	Guideline
2	Loading or service entrances should be embedded within the block where possible. If embedding the loading dock is not possible, the loading dock should be located to the side or rear of a building. The width should be minimized and doors or gates should shield the loading docks from view. Roll down gates should be decorative if facing the public realm.
3	Surface and structured parking should be landscaped, emphasizing interior tree canopies in surface lots, formal borders and street trees to reinforce the streetwall.
5	The widths of all curb cuts at parking deck entrances should be minimized, and design techniques such as lane splits should be used within the deck to encourage consolidated single exit or entrance lanes at the street side and / or columns between lanes to reduce the perceived size of the openings while maintaining adequate ingress and egress capacity to provide efficient operations and meeting air quality conformity.
6	Building entries should be emphasized with architectural features, changes in roofline, different massing, or unique materials.
7	The primary pedestrian building entrances should be located along the store front. For buildings that front on 3 streets, the primary pedestrian entrances should be located on the axial street or the corner if the building is located at an intersection.
9	The level of architectural detail should be most intense at street level, within view of pedestrians on the sidewalk.
11	Facades should be broken into distinct 20-30 foot modules or bays from side to side to prevent a monolithic edge to the street.
12	Large unarticulated walls are discouraged, and should have a window or functional public access at least every 10 feet.
13	The articulation of the façade should be designed to appear more vertical than horizontal.
15	Recessed entries are encouraged. They should be no wider than one-third of the width of the storefront or 20 feet, whichever is less. Recessed entries should be a minimum of 4 feet deep, except where necessary to meet fire code.
16	A minimum of 2/3 of the first story facade should be windows. Of the total amount of glass on the first floor façade, a minimum of 85% must be transparent. Tinted or reflective glass is discouraged. First story windows should be located a maximum of three (3) feet above the adjacent sidewalk

#	Guideline
17	Windows should be used to display products and services and maximize visibility into storefronts. Windows should not be obscured with elements that prevent pedestrians from seeing inside.
20	The use of deep awnings and canopies on the first story is recommended to help mitigate wind, reduce glare, and shade ground level spaces.
23	Outdoor ground plane that abuts or is adjacent to the public right-of-way should be paved with terrazzo, concrete pavers, concrete, stone, brick, tile, or another high quality hardscape material. Asphalt and loose paving materials such as gravel are discouraged. The paving design and materials should complement the building or storefront architecture.
24	In larger courtyard style spaces, visible from the public right of way, use groundcovers, shrubs, and flowers to accent and fill blank areas with interest. Minimize the use of bare mulch and rocks. Areas of bare earth are discouraged.
28	Public art, performance facilities and/or civic monuments should be an integral part of any building plan.
32	Designs should be contextual to adjacent buildings, including their cornice lines and horizontal banding.
33	Innovative design and unusual lighting of the exterior of the building is important to emphasize the monumentality of government buildings.
34	The principal building entrance should be easily identified by building features and landscape elements; additional public entrances should be provided at every street face
35	Building materials should be of stone, brick, or similar durable, high quality materials. Building form, articulation and materials should respect and be sympathetic to the major governmental and institutional buildings in the area.
36	Preferred materials (other than glass) include metal, brick, stone, concrete, plaster, and wood trim and discouraged materials include vinyl siding, pressed wood siding, and exterior insulated finishing systems (EIFS).
38	A minimum of 35 percent of each upper story should be windows.
39	Building corners that face an intersection should strive for a distinctive form and high level of articulation.
40	Buildings may step back further at intersections in order to articulate the corners.
41	Buildings downtown and in Pedestrian Business Overlays should have stepbacks and articulated facades to mitigate wind effects and increase light and air. Buildings should step back 10 to 15 feet at the 60-foot point above the ground on a wide street and 15 feet on a narrow street. A wide street is 75 feet in width or more, and a narrow street is less than 75 feet in width.

HISTORIC / DISTRICTS:

The existing building is not a designated Historic Structure. This site is not located in or adjacent to a designated Historic District.

APPEARANCE COMMISSION:

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

Comment	Response
The Commission recommends that the project meet all applicable Downtown Urban Design Guidelines. (Table DT-1 of the 2030 Comprehensive Plan). These were not addressed specifically by the applicant during the presentation to the Commission, but many of the	The design team is committed to developing the site in a manner that is complementary to the Downtown Urban Design Guidelines, while working within the constraints imposed by the existing structure and the programmatic requirements of the owner and tenant. Please note the project is still in design

fundamental items commonly included in Downtown infill development have not been included in the current design proposal. Some of these are addressed specifically herein:

The parking deck needs additional design work to address the following issues:

- Lack of screening at all levels
 - Lack of active ground floor uses.
- Specifically, the Commission discourages the placement of ground floor parking in designated future retail locations, even temporarily. The Commission recommends use of storefront assembly, including glazing for all portions of the ground floor of the parking deck adjacent to the right of way, understanding that, until tenanted, there will not be a finished retail shell behind the storefront assembly. [Commensurate with Code Sec. 10-2132.2(d)(2)].

The Commission applauds the adaptive reuse of the Dillon Warehouse. To further integrate the building into the emerging pedestrian-oriented warehouse district, we suggest the following:

- Incorporate additional significant architectural features such as doors, continuous canopies and /or other strong design techniques to further articulate the façade, announce entryways, and
- Enhance the pedestrian experience along both Hargett and West Streets.
- The Commission supports any requests for encroachments that are necessary to fulfill this objective. [Commensurate with Code Sec. 10-2132.2(d)(2)].

and as we get closer to the final construction documents more the of the details will support our efforts to ensure that the project is a suitable addition to the Warehouse district. We have attached the latest renderings of the warehouse facades which support some of the Commission's concerns noted below.

No response from applicants.

The design team concurs with the Commission's suggestion to add canopies and is seeking to do so in a manner that will enhance the aesthetics of the building as well as provide additional natural lighting benefits for the tenant. To that end, we have hired a Day Lighting consultant to advise on the addition of light shelves and canopies over the windows. In keeping with the character of the warehouse district, the supports for the canopies will be made from re-claimed steel located within the existing warehouse structure. To further enhance the pedestrian experience, the design team has also introduced a Vertical Photo Voltaic Panel array that will be hung off of the tower at the corner of Hargett and West Streets. In addition to being a visible source of renewable power generation for the warehouse, this feature will become a landmark for the district, signifying the importance of the Hargett & West Street intersection. We appreciate the Commission's endorsement of encroachment requests to make these improvements to the facades.

If public entrances cannot be added adjacent to the right of way, the entry sequence in the courtyard needs to be enhanced through signage and architectural features that give an indication of where the public entrance to the building is located. [Commensurate with Code Sec. 10-2132.2(d)(2)].

Due to the natural terrain slope across the site, additional public entrances cannot be added from the right of way. However, the design team envisions a circular entrance pad to the court yard that would sit partially on the right of way. The pavers used within the court yard will be extended into the sidewalk and an over-head trellis / brise-soleil structure will be created on top of this circular pad. The over-head structure will be manufactured using reclaimed steel from the warehouse. The change in pavement along with the over-head structure will be a strong visual cue to visitors that the entrance of the building is located through the courtyard.

The Commission supports the design of the courtyard in a way that is akin to a public pocket park. Plantings, fountains or other features are encouraged to terminate the vista at the west end of the courtyard and screen utilities, loading and parking areas. [Commensurate with Code Sec. 10-2132.2(d)(2)].

Detailed designs for the courtyard are in early development and will be completed during the construction document phase. The design intent is to use architectural screens and landscape elements to screen mechanical yard and provide a sight line terminus from the street to the west end of the amenity space.

The Commission suggests the use of root paths, structural soils or other measures to ensure that the required street trees can thrive in the constrained urban planting environment. [Commensurate with Code Sec. 10-2132.2(d)(2)].

No response from applicants.

**SUBDIVISION
STANDARDS:**

BLOCK LAYOUT: The existing street layout conforms to City Code, providing for efficient circulation of traffic within the entire neighborhood area. The maximum block length in this development meets the 1500-foot standard as noted in the Streets, Sidewalks and Driveway Access Handbook

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

SOLID WASTE: Refuse collection facilities are located internal to the proposed deck and are accessed via the deck's access drive from the site's only driveway, located on West Street and shall meet the standards of the Solid Waste Collection Manual. Individual lot service is to be provided by private contractor.

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

PEDESTRIAN: Proposed sidewalk locations conform to City regulations. A 14' wide sidewalk is required along the property's frontage on Morgan Street, West Street and Hargett Street where construction activity is proposed. Along Hargett Street and West Street where there is an existing building proposed to remain, the applicants are seeking an alternate open space design that would allow them to remain as shown on the plans. Staff supports the alternate open space proposal.

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

**STORMWATER
MANAGEMENT:** This developer is showing compliance with part 10, chapter 9 of the Raleigh City Code by proposing no net increase in impervious surface coverage as a result of the proposed development as allowed by City Code Section 10-9021(6). The developer provided stormwater calculations that indicate 2.38 acres of impervious surface coverage in both the pre and post developed condition. Staff has concerns with the ability of the proposed vegetated areas between the parking deck and building to thrive due to a lack of sunlight, prior to site grading permitting or construction drawings, whichever occurs first, the owner is to provide more detailed information as to how vegetation can be established. If the concern cannot be addressed, the owner is to show compliance through alternate means; whether that be by additional open space or stormwater best management practices.

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

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