

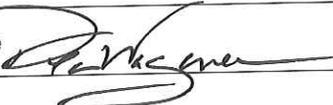


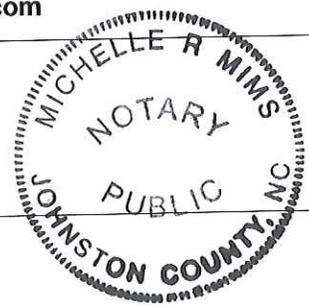
# Planning & Development

**Development Services Customer Service Center**  
 One Exchange Plaza, Suite 400  
 Raleigh, North Carolina 27601  
 Phone 919-996-2495  
 Fax 919-516-2685

## Administrative Alternate

Administrative Alternate Request	OFFICE USE ONLY
Section(s) of UDO affected: <b>3.3.3 (Building Massing)</b> <b>1.5.8 (Pedestrian Acces) / 3.4.9 (Shopfront)</b>  Provide an explanation of the alternate requested, along with an applicant's statement of the findings <b>See attached documents</b>  Provide all associated case plan numbers including zoning and site plan: <b>Z-1-2015</b>	Transaction Number

GENERAL INFORMATION		
Property Address <b>223 S West , 410 W Martin, 218 S Harrington, 403 W Hargett, 406 W Hargett, 126 S Harrington, 210 S Harrington, 401 W Hargett</b>		Date <b>11/3/15</b>
Property PIN <b>1703580296,1703581503,1703581004, 1703581586,1703581165,1703582309,1703581357, 1703582304</b>	Current Zoning <b>DX-20-SH-UC</b>	
Nearest Intersection <b>West St and Martin St</b>	Property size (in acres) <b>2.52 ac</b>	
Property Owner <b>Dillon Supply Co</b>	Phone <b>919-838-4200</b>	Mail <b>440 Civic Boulevard Raleigh, NC 27610</b>
	Email <b>ahicks@dillonsupply.com</b>	
Project Contact Person <b>Greg Kuruc</b>	Phone <b>919-719-5438</b>	Mail <b>4321 Lassiter At North Hills Ave, Suite 250, Raleigh, NC 27609</b>
	Email <b>gkuruc@kanerealtycorp.com</b>	
Property Owner Signature 	Email <b>ahicks@dillonsupply.com</b>	
Notary Sworn and subscribed before me this <u>3<sup>RD</sup></u> day of <u>November</u> , 20 <u>15</u>	Notary Signature and Seal  <u>3/25/2017</u>	





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## Administrative Alternate Checklist

TO BE COMPLETED BY APPLICANT		YES	N/A
<b>ADMINISTRATIVE ALTERNATE REQUIREMENTS</b>			
1.	The property owner must be the applicant.	X	
2.	An application, signed by the property owner and notarized to that effect, is required.	X	
3.	The applicant must submit stamped envelopes addressed to the property owners within 100 feet of the subject property as indicated in Chapter 10.2 of the Unified Development Ordinance. City staff will mail the public hearing notices.	X	
4.	The applicant shall submit pertinent material necessary for review of the alternate; in addition to the submittal material required for a subdivision, plot plan or site plan. This may include architectural renderings, materials samples or other project-specific information.	X	

### **Administrative Alternate – Building Massing 3.3.3**

#### Summary

The current stepback requirements for building massing standards requires a 15'-0 stepback between the 3<sup>rd</sup> and 7<sup>th</sup> story for all street frontages. A different configuration for this project is proposed that includes more significant stepbacks on the north and south with not stepping back on the east and west as well as stepping back after the 8<sup>th</sup> story. The massing solution proposed meets the intent of the regulations by providing more access to light and air at the street level, mitigating wind impacts, maintaining a consistent street scale, and visually reducing the perceived scale of the building.

#### **Administrative Alternate Findings**

The Planning and Development Officer may in accordance with Sec. 10.2.17. approve an alternate building massing standard, subject to all of the following findings:

- 1. The approved alternate meets the intent of the building massing regulations.**
  - a. Project proposes to step back the building significantly beyond the 15' requirement in two orientations while not stepping back in the other two. See diagram.
  - b. The proposed stepback is 101' above the ground floor elevation. While this occurs on the 9<sup>th</sup> floor of the building as indicated in the elevations, the floor to floor height is lower since they are parking levels and are shorter than typical mixed use floor heights.
  - c. Setback from Martin Street is 50' to 65' horizontally reducing the scale perception from the street and eliminating a canyon effect by orienting the longest faces of the building set back from surrounding streets. Furthermore, the building steps back approximately 233'-0 from Hargett Street.
  - d. The building minimizes wind impact through the use of perforated metal panels and open areas of the elevated parking garage to increase cross ventilation through the site and not creating a wind tunnel effect.
  - e. The approved zoning allows 17 levels for the building. The building is designed to 16 levels to keep the scale of the building as minimal as possible. Three of the office levels above 12 floors are over the 25,000 sqft limit by an average of 700sqft. It was decided to reduce the building height with only minor increases in floor plate sizes to reduce the scale of the building. Additionally, the building slopes back architecturally reducing each higher floor plate size further reducing the mass of the building.
  - f. The southwest corner of the site steps back the full height of the site to create a public plaza which is also defined in the approved zoning conditions. Uniquely saving the existing masonry wall at the south and west helps create an inviting outdoor plaza that can be used for many purposes while preserving a piece of the neighborhood's history. The location of the stepback was very intentional to respond to the new Union Station project directly across the street in creating a strong sense of connectivity to the new project.
  - g. See attached diagram

**2. The approved alternate conforms with the Comprehensive Plan and adopted City plans.**

- a. We have included a select grouping of examples from the Comprehensive Plan policies that the new development conforms to:
- i. The property is designated "Central Business District" on the Future Land Use Map, and this category "is intended to enhance Downtown Raleigh as a vibrant mixed use urban center. The category recognizes the area's role as the heart of the city, supporting a mix of high-intensity office, retail, housing, government, institutional, visitor-serving, cultural, and entertainment uses." The proposed development is consistent with this guidance, confirmed by the rezoning action that deemed the request to be consistent with the Future Land Use Map and the Comprehensive Plan.
  - ii. Policy DT 7.15 "Downtown Gateways" states "Prominent gateways into downtown such as South Saunders Street south of the intersection with South Street, Edenton Street at Bloodworth and East streets, Morgan and Hillsborough streets at St. Mary's Street, and Capital Boulevard by the train tracks at Peace Street, shall be enhanced to create a sense of arrival and define the geographic boundaries of downtown." The proposed development will be highly visible to those entering downtown from the south and from Union Station, and the proposed building enhances the area to create a sense of arrival and serves as a landmark for the warehouse district.
  - iii. Table LU-2 Recommended Height Designations – Based on Central Business District designation on Future Land Use Map and location within a Core/Transit area on the Urban Form Map, the Comprehensive Plan supports height of up to 40 stories on the property. The rezoning for a 17-story building, along with all of the zoning conditions, was deemed to be consistent with the Future Land Use Map and recommended height table. So, plans for such building height is consistent with the Comprehensive Plan.
  - iv. Policy LU 4.7 "Capitalizing on Transit Access", which states "Sites within a half-mile of planned and proposed fixed guideway transit stations should be developed with intense residential and mixed-uses to take full advantage of and support the City and region's investment in transit infrastructure." The proposed development is located immediately across the street from the City's major transit hub, and the proposed development is of a size, scale, height and intensity so as to support the City's investment in the transit infrastructure.
  - v. Table LU-2 Recommended Height Designations – Based on Central Business District designation on Future Land Use Map and location within a Core/Transit area on the Urban Form Map, the Comprehensive Plan supports height of up to 40 stories on the

property. The rezoning for a 17-story building, along with all of the zoning conditions, was deemed to be consistent with the Future Land Use Map and recommended height table. So, plans for such building height is consistent with the Comprehensive Plan.

3. **If the approved alternate uses a change in building materials to mimic a change in wall plane, the most substantial and durable building materials are located at the bottom floors of the building.**
  - a. A change in materials is used at the building base, different than what is being used above to screen parking. Base materials are the most durable. The areas where a significant amount of the existing Dillon warehouse is being saved are unique, including a section of wall along West Street to Martin Street.
  
4. **If the approved alternate proposes a building setback behind the sidewalk in lieu of a required setback, the resulting open space includes public amenities such as seating areas, trees and landscaping or outdoor dining.**
  - a. Not applicable to project.
  
5. **The building contains architectural treatments for delineating the base, middle and top of the building.**
  - a. The building is delineated with a:
    - i. **Base**; masonry, including salvaging of an existing brick wall helping to preserve a part of the original building and scale of the warehouse district.
    - ii. **Middle**; use of a perforated metal paneling to maintain an open yet screened parking garage, as well as other scale elements that connect the base to the middle and to the top proportions of the building.
    - iii. **Top**; can be described at two levels, one at the top of the garage where an outdoor terrace and a taller amenity level is provided as well as the tapering form of the office building on top of the garage and amenity level.

#### **Administrative Alternate – Pedestrian Access 1.5.8 / Shopfront 3.4.9**

##### Summary

On Martin Street, the combination of the existing building being saved, the desired maximum sidewalk width, and the 4' change in grade does not allow doors to be placed at 50'-0 on center. The slab elevation of the ground floor retail space along Martin is set to preserve the historic railroad tracks running through the building. Openings in the

existing brick wall have been provided with storefront glazing for retail to activate the street frontage. There are two entrances on Martin Street. One is located across from CAM; activating the existing plaza. The other is into the Portico / Plaza closer to the Union Station plaza. Additionally, unique access points for the retail spaces are located on the West and the East, where the original railcars entered the building. This is also where the existing railroad openings have been saved for the project.

**The Planning and Development Officer may in accordance with Sec. 10.2.17 allow a non-street facing entrance, subject to all of the following findings:**

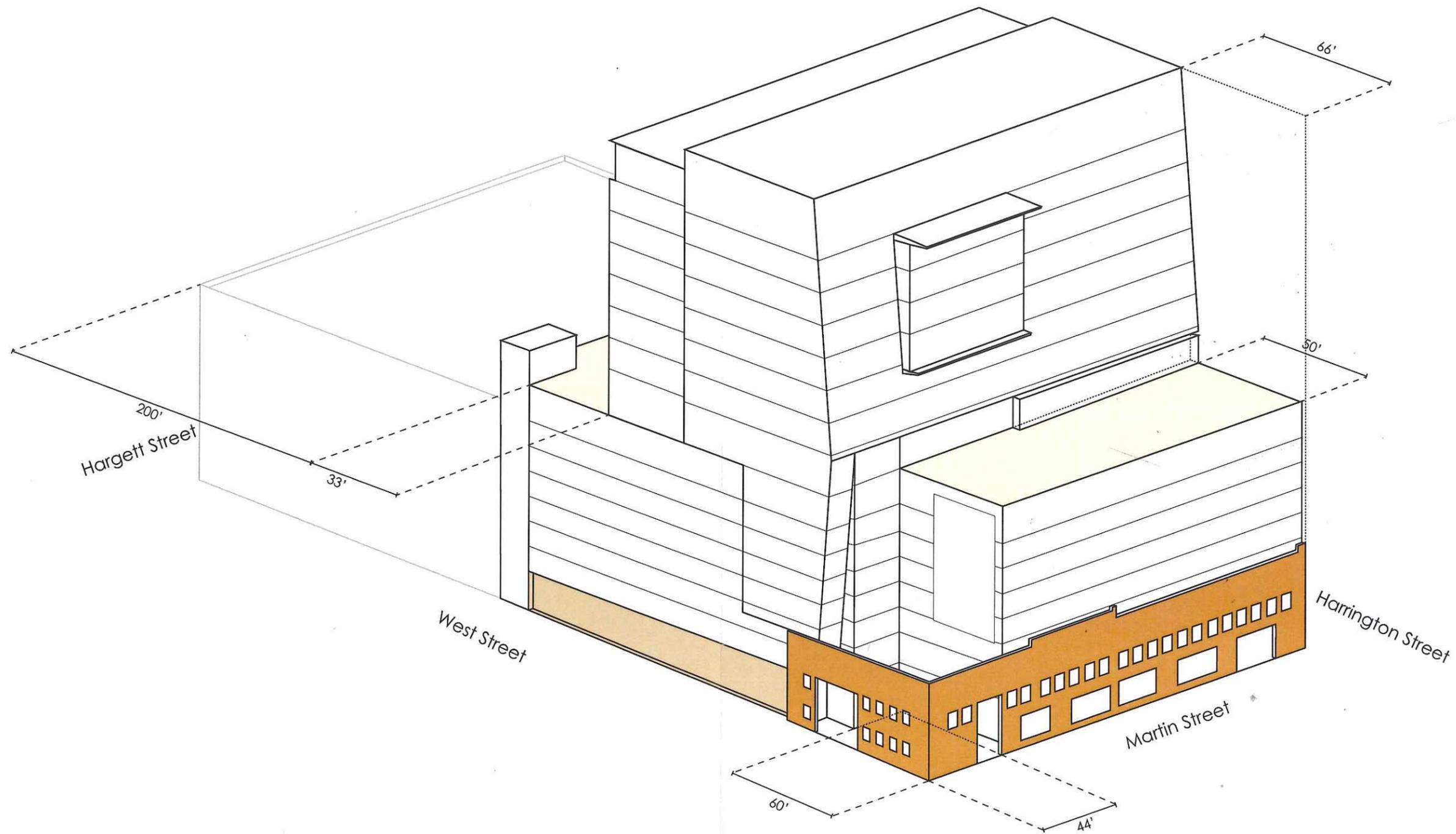
- 1. The approved alternate meets the intent of the street facing regulations.**
  - a. The zoning conditions require the developer to integrate the existing historic brick wall along Martin Street into the building design. Currently, the existing wall has no street level openings, providing no pedestrian activity or identifiable entrances. The proposed building design provides six large, evenly spaced, storefront openings along Martin Street, including the required plaza space at the corner of Martin and West Streets. There are two proposed street facing entrances on Martin: one across from CAM at the corner of Harrington and Martin and the other across from Union Station at the corner of Martin and West. These locations, along with a sidewalk width increase, reinforce the pedestrian activity along the street edge as well as provide an easily identifiable entrance for patrons accessing the building from the street. Both entrances are visible and accessible via a direct path.
  
- 2. The approved alternate conforms with the Comprehensive Plan and adopted City plans.**
  - a. We have included a select grouping of examples from the Comprehensive Plan policies that the new development conforms to:
    - i. Policy AP-DWG 4 "Historic Preservation" states "Historically significant and contributing structures should be preserved and renovated wherever feasible and not in conflict with other major plan goals. New construction should use the existing architectural and historic character within the area as a guide." The proposed development complies with this policy by retaining the warehouse building façade along Martin Street.
    - ii. Policy DT 2.8 "Priority Pedestrian Streets" states "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." Martin Street is a priority pedestrian street. The proposed development complies with this policy, even with the requested alternate, by providing a high level of transparency and pedestrian-level interest.
    - iii. Policy DT 7.4 "Building Entries" states "The main entrance of new buildings should front onto a public street. Where buildings abut multiple streets and one of which is an axial street, the main

entrance of the building should front onto the axial street. This policy also applies, where practicable, to existing buildings undergoing major renovations or rehabilitation." The proposed development complies with this policy by locating main entrances along Martin Street. Also, this policy recognizes that primary building entrances may be constrained when an existing building is being renovated/rehabilitated by stating that entrances should comply with the policy "where practicable". Based on the project retaining the warehouse building façade along Martin Street, it is not practicable to meet the number and spacing requirements.

- 3. The pedestrian access point is easily identifiable by pedestrians, customers and visitors.**
  - a. The two proposed street facing entrances have been located across from CAM at the corner of Harrington and Martin and across from Union Station at the corner of Martin and West in identifiable locations. The proposed Union Station Plaza will greatly increase pedestrian activity at the corner of Martin and West, making this the ideal location for the plaza entrance. CAM already draws significant pedestrian activity both in their plaza and within the exhibition space. This is accomplished in a similar manner, with an entrance at the corner of Harrington and Martin and glass storefront allowing pedestrians to see into the space while walking along Martin.
  - b. Please see diagram attached.
  
- 4. Recessed or projecting entries or building elements have been incorporated into the design of the building to enhance visibility of the street facing entrance.**
  - a. Part of the approved zoning conditions is the requirement to provide a setback at the corner of West and Martin (25'x 50'). The proposed design incorporates this setback into a main pedestrian plaza entrance, framed by the historic brick façade and existing rail lines. The size of this plaza has been maximized (44' x 60') to accommodate for the expected vibrancy created by the addition of Union Station Plaza on the other side of the street. Additionally, visible elevators are proposed to reinforce the visual connection to the parking provided above, another visual cue for pedestrians.
  - b. To enhance the street facing elevation, instead of leaving the existing Martin Street Dillon building façade as solid brick with no openings, new storefront windows were added to activate the street presence. Additionally, two openings for access were provided at the corners where they would be optimally used.
  - c. See diagram.
  
- 5. The pedestrian route from the street and bus stops and other modes of public transportation to the entrance is safe, convenient and direct.**
  - a. The elevation of the existing rail lines that run across West Street and into the existing building rests at 313'. The proposed plaza at the corner of West and Martin will sit at the same elevation to both preserve the existing

lines and create a seamless transition from the new Union Station to public parking access and plaza space. This 313' elevation is approximately 4' higher than the grade long Martin Street, where the elevation drops. The elevation climbs back up to 313' on the East façade below the historic Dillon Supply sign, where the historic tracks exit the building. Because of the preservation of these feature and the alignment to Union Station and its plaza, the retail space within the Martin Street retail is also 313', 4' higher than Martin Street.

- b. The provided pedestrian routes provide safe, convenient and direct access from public transportation.



DILLON SUPPLY SETBACK DIAGRAM - RALEIGH, NC

OCTOBER 26, 2015