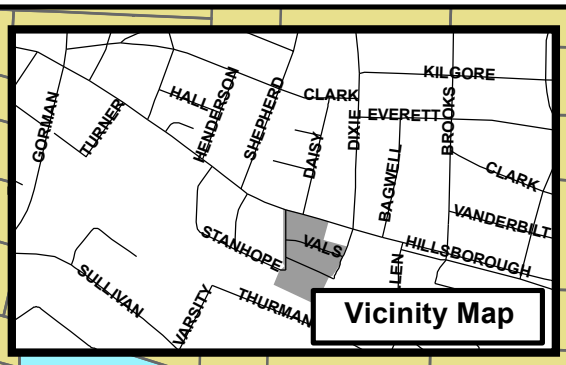
Existing Zoning Map
Case Number: Z-37-12



SC

NB

RB

CUD NB

PDD

PBOD

BC

CUD O&I-2

IND-2

O&I-2

O&I-1

HILLSBOROUGH

DAISY

DIXIE

BAGWELL

ROSEMARY

CONCORD

M E VALENTINE

VALS

FRIENDLY

STANHOPE

THURMAN

N

190 Feet

Request:

6.96 acres to amend PDD

City of Raleigh Public Hearing
October 16, 2012
(February 24, 2013)

Certified Recommendation

Raleigh Planning Commission

CR# 11501

Case Information Z-37-12 (MP-2-12) Hillsborough St.

Location	Hillsborough Street, southeast quadrant of its intersection with Concord Street
Size	6.96 acres
Request	Amend PDD Master Plan

Comprehensive Plan Consistency

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

A checked box signifies consistency with the applicable 2030 Comprehensive Plan policy:

Future Land Use Designation	☐ ☒	Neighborhood Mixed Use/ High Density Residential
Applicable Policy Statements	☒ ☐ ☐ ☐ ☐ ☒ ☐ ☒ ☒ ☒	LU 2.2 Compact Development LU 5.1 Reinforcing the Urban Pattern LU 5.6 Buffering Requirements LU 7.4 Scale and Design of New Commercial Uses UD 2.4 Transitions in Building Intensity UD 7.3 Design Guidelines HP 3.4 Context Sensitive Design AP-SV 1 Hillsborough Street Building Frontages AP-SV 4 Residential Uses AP-SV 6 Stanhope Village Balconies

Summary of Conditions

Submitted Condition	1. Site development will be in accordance with the revised Master Plan.

Issues and Impacts

Outstanding Issues	1. Inconsistency with Comprehensive Plan. 2. Building height, scale, and massing.	*Suggested Conditions*	1. & 2. Modify provisions to improve transitions between existing built context and potential site build-out.
Impacts Identified	1. Potential downstream sanitary sewer impacts. 2. Potential impacts on City historic resources.	*Proposed Mitigation*	1. Provide downstream sanitary sewer improvements (if needed). 2. Incorporate development & design strategies minimizing impacts on City historic resources (e.g., resource preservation; future building height & massing).

Public Meetings

Neighborhood Meeting	*Public Hearing*	*Committee*	*Planning Commission*
5/25/12	10/16/12	COW – 11/6/12	11/27/12

☐ ***Valid Statutory Protest Petition***

Attachments
1. Staff report
2. Existing Zoning Map
3. Future Land Use Map

Planning Commission Recommendation

Recommendation	The Planning Commission finds that the proposed rezoning is inconsistent with the Comprehensive Plan. However, based on the findings and reasons stated herein, it recommends that the request be approved in accordance with zoning conditions dated November 27, 2012.
Findings & Reasons	1. The request is inconsistent with the Future Land Use map. The map designates the north half of the site Neighborhood Mixed Use, for which a maximum density of 40 dwelling units is recommended; the proposal would exceed that amount. The proposal is also inconsistent with certain Comprehensive Plan policies. 2. The request includes provisions intended to increase compatibility of future build-out with current and anticipated development. The request could add to the mix of uses found in the surrounding area, while bringing compact residential development up to Hillsborough Street. Master Plan provisions include minimum articulation and stepback standards for the street facades on Hillsborough and Concord streets. 3. The request is reasonable and in the public interest. Increasing density at the Hillsborough/ Concord intersection brings future site residents in closer proximity to nearby non-residential uses, and offers additional housing options adjacent to the NCSU campus.
Motion and Vote	W.H. – Motion M.F. – Second Vote – 6-2 In favor – Chair Harris Edmisten, Butler, Fluhrer, Haq, Sterling-Lewis, Terando. Opposed – Fleming, Schuster.

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.

			November 28, 2012
Planning Director	Date	Planning Commission Chairperson	Date

Staff Coordinator: Doug Hill, Doug.Hill@raleighnc.gov

Zoning Staff Report – Case Z-37-12

Conditional Use District

Request

Location	Hillsborough Street, southeast quadrant of its intersection with Concord Street
Request	Amend certain PDD Master Plan provisions
Area of Request	6.96 acres
Property Owner	Courtland Apartments LLC
PC Recommendation Deadline	February 24, 2013

Subject Property

	Current	***Proposed***
Zoning	NB, O&I-2 & IND-2 w/ PDD	NB, O&I-2 & IND-2 w/ PDD (as amended)
Additional Overlay	PBOD	PBOD
Land Use	Vacant, residential	Residential, retail, office
Residential Density	Approx. 74 units/ acre overall (max. 520 units)	Approx. 74 units/ acre overall (max. 520 units)

Surrounding Area

	North	***South***	***East***	***West***
Zoning	Neighborhood Business	Industrial-2, Office & Institution-2	Neighborhood Business CUD w/ PBOD; Office & Institution-2, Industrial-2	Neighborhood Business; Industrial-2; Office & Institution-2 CUD
Future Land Use	Neighborhood Mixed Use	Institutional	Neighborhood Mixed Use, Institutional, High Density Residential	Neighborhood Mixed Use; Office & Residential Mixed Use
Current Land Use	Retail; Retail (w/ Residential pending)	Railroad Right-of-Way; Parking Deck	Retail (w/ Residential pending); Parking Decks	Office; Parking Lot; Parking Deck

Comprehensive Plan Guidance

Future Land Use	Neighborhood Mixed Use (north)/ High Density Residential (south)
Area Plan	Stanhope Center
Applicable Policies	LU 2.2 Compact Development

	LU 5.1 Reinforcing the Urban Pattern LU 5.6 Buffering Requirements LU 7.4 Scale and Design of New Commercial Uses UD 2.4 Transitions in Building Intensity UD 7.3 Design Guidelines HP 3.4 Context Sensitive Design AP-SV 1 Hillsborough Street Building Frontages AP-SV 4 Residential Uses AP-SV 6 Stanhope Village Balconies

Contact Information

Staff	Doug Hill: 919-996-2622; Doug.Hill@raleighnc.gov
Applicant	Ed Sconfienza: 919-835-4787; ed@thesitegroup.net
Citizens Advisory Council	Mike Rieder: 919-755-1352; Mrieder1945@gmail.com

Case Overview

The proposal seeks to amend certain provisions of the Master Plan governing development within the Planned Development District to redefine the respective areas of district subsections, shift residential unit counts, alter estimated square footages of uses per subsection, and increase the maximum building height permitted at Hillsborough and Concord streets (Section C of the PDD area).

The proposal represents the latest in an iterative series of rezonings and site plans which are transforming this former industrial area into primarily residential development. Some construction is already in progress, predicated on previous approval of two site plans: SP-125-07, which permits a single, 102-foot tall, chiefly residential building adjacent to the railroad right-of-way (along with an off-site parking deck), and SP-43-11, which as adopted permits an 8-level, 7-story parking deck partially wrapped in residential units at the center of the subject site, a five-story/ 74-foot tall building stepped back 20 feet above the 3-story level at the corner of Friendly Drive and Hillsborough Street, and a 3-story building at the Hillsborough/ Concord corner.

The amendments propose the following shifts in dwelling units per section of the PDD, altered acreages of the section areas, and resulting changes to residential densities within the site:

PDD SECTION	DWELLING UNITS		ACREAGE		DENSITY (DU/ ACRE)	
	Current	*Proposed*	*Current*	*Proposed*	*Current*	*Proposed*
A	350	300	3.60	2.57	98	117
B	140	126	2.66	2.51	53	50
C	30	94	0.75	1.87	40	50

The amendments also incorporate the following changes to square footage of site land uses, per section:

PDD SECTION	RESIDENTIAL		RETAIL		PARKING		OPEN SPACE	
	Current	*Proposed*	*Current*	*Proposed*	*Current*	*Proposed*	*Current*	*Proposed*
A	214,000	374,000	1,000	2,150+	210,000	44,200*	43,750	41,837
B	126,000	101,000	4,000	--	12,000	324,225**	14,900	14,150
C	25,000	115,150	35,000	37,850	12,000	14,650***	13,100	12,650
Total	365,000	590,150	40,000	40,000	234,000	383,075	71,750	68,637

+Includes office square footage
** In off-site deck, plus 1,800 sf of surface parking, **Includes 4,225 sf of surface parking, ***Surface parking only*

Commensurate with these changes, the proposal seeks an increase in the maximum building height on Hillsborough Street from 40 feet to 86 feet. To date, planning and development efforts approved for that portion of the PDD site have envisioned low-rise development there. The following represent key points of decision in that regard:

2002	*Approved Height Limit*
Stanhope Village Small Area Plan (as originally adopted)	***2½ stories***
Z-55-02/ MP-3-02 *(current PDD Master Plan)*	**40 feet**
Stanhope Center PBOD Streetscape and Parking Plan	**40 feet/ 3 stories**
2009	
Stanhope Village Area Plan (in 2030 Comprehensive Plan)	***(Height not specified)***
2011	
SP-43-11	**40 feet/ 3 stories**
2012	*(Proposed Height Limit)*
Z-37-12/ MP-2-12 *(proposed Master Plan amendments)*	**86 feet** (w/ min. 10-foot stepback on Hillsborough Street above 3 stories if building is 5 or 6 stories, min. 12-foot/avg. 16-foot if 7 stories; 10' average stepback on Concord)

As noted above, the respective Area Plan, as approved with the Comprehensive Plan in 2009, does not stipulate a height limitation for Section C. However, the subsequently-approved SP-43-11 maintained the cap specified in the Streetscape and Parking Plan (i.e., 40 feet/ 3 stories).

Exhibit C & D Analysis

1. Consistency of the proposed rezoning with the Comprehensive Plan and any applicable City-adopted plan(s)

1.1 Future Land Use

Inconsistent. The Future Land Use map designates the southern part of the site (essentially corresponding with Section A of the PDD) for High Density Residential, and the north portion (essentially PDD Sections B & C) as Neighborhood Mixed Use.

The proposal is consistent regarding the former, which applies to "apartment buildings and condominiums that are generally four stories or more" with note that "Although this is a residential category, ground floor retail uses (with upper story housing) may be permitted under certain circumstances". A 102-foot tall apartment building, with 1,520 square feet of retail, has been approved and constructed there.

Of Neighborhood Mixed Use designation, the Comprehensive Plan notes: "This category applies to neighborhood shopping centers and pedestrian-oriented retail districts," adding that "while this is primarily a commercial category, mixed-use projects with upper story housing are also supported by this designation."

Regarding density within Neighborhood Mixed Use areas, the Comprehensive Plan notes: "Where residential development complements commercial uses, it would generally be in the Moderate to Medium density range (less than 28 units per acre)," although "there could be greater incentives for 'vertical mixed use' or higher density housing (up to about 40 units per acre) where these zones adjoin future transit stations, or are on traditional 'walking' streets." The PDD site is within ¼ mile of a future rail stop, proposed at Dan Allen Drive. Per the proposed Master Plan amendments, though, density in the Neighborhood Mixed Use area of the subject site could rise to 50 units per acre, inconsistent with the density guidance noted above.

However, the site is also within a Pedestrian Business Overlay District, which encourages increased densities. In approving the site plan currently applicable to the Neighborhood Mixed Use area, SP-43-11, the City Council did find that that proposal met Code standards for approval of higher density residential development.
The key consideration of the rezoning request is whether such high density should be immediately adjacent to this section of Hillsborough Street, and whether the resulting urban form is consistent with the concept and intent of neighborhood-scaled redevelopment.

1.2 Policy Guidance

The following policy guidance is applicable with this request:

Policy LU 1.3—Conditional Use District Consistency
All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan

Inconsistent. The proposal seeks a significant increase in the permitted building height, in contrast with the existing and anticipated built context on Hillsborough Street, Comprehensive Plan policies supporting transition of form, and minimizing impacts on historic resources.

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

Consistent. While no net increase in density is proposed across the PDD area, the amendments could shift densities closer to Hillsborough Street.

Policy LU 5.6—Buffering Requirements
New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts. *(See Text Box: Transitions Defined.)*

Policy UD 2.4—Transitions in Building Intensity
Establish gradual transitions between large-scale and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single family or row houses) can be made more pleasing when the transition is gradual rather than abrupt. The relationship can be further improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the adjacent properties planned for lower density.

Inconsistent. The proposal would permit an 86-foot tall building in Section C, the northern part of the PDD site. Such height would make it the tallest building brought up to the right-of-way on the entire Hillsborough Street corridor. (Even downtown, the main body of the 20-story Clarion Hotel is set back more than 40 feet from the street.) Under the Master Plan, no building setbacks are required *(see "Criteria", p. 5)*. Mitigation of the nature outlined in the above policies is focused on a single stepback at the 3-story level along Hillsborough Street—a minimum of 10 feet if the building is 5 or 6 stories, or 12 feet minimum/ 16 feet average if the building is 7 stories; no stepback would be provided if the building is 4 stories or less. On Concord, an *average* stepback of 10 feet is proposed (i.e., at some points it could be zero, with the building rising there a sheer 86 feet). Otherwise, transitions to the properties north and west are left to the widths of adjacent streets.

The Text Box cited in the LU 5.6 policy statement *("Transitions Defined")* includes the following note:

> "A transition in height should consist of a combination of distance and height that allows access to light and air, and can be achieved through a combination of height limits, setbacks, and/or stepbacks."

Ostensibly, a future site building could fully occupy all of site Section "C". Under that scenario, an 86-foot tall building could cast a wintertime shadow well beyond the right-of-way on the north side of Hillsborough Street. By contrast, wintertime shadows from the 3-story building already approved for the corner site (per SP-43-11) would never extend across the street.

The subject site is located within the Stanhope Center Pedestrian Business Overlay District (PBOD). One of the locational guidelines for a PBOD [Code §10-2055(f)d.2.] is that "It possesses unifying distinctive built environmental characteristics that create an identifiable pedestrian setting, character or association." The Stanhope Center Streetscape and Parking Plan provides specific guidance regarding those characteristics, noting for the Concord/ Hillsborough corner "…the building will be a maximum of 40' tall and have three stories..." *(p. 12).* The proposed building height is not consistent with that vision.

Latest amendments to the proposal do provide for some articulation of the building façade (offsets every 60 feet, measuring at minimum 4 feet deep by 8 feet wide), potentially shrinking some building shadow lines. However, the proposal specifically allows for balconies to interrupt stepback planes, which could encroach into off-site access to sunlight.

To comply with the above policy, the Master Plan should at minimum incorporate transition measures designed to reduce building mass to heights and to stepback(s) commensurate with those of buildings on the respective opposite street sides.

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

Policy LU 7.4—Scale and Design of New Commercial Uses
New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.

Inconsistent. The Master Plan amendments would shift height and density toward Hillsborough Street. The proposed maximum 86-foot height, with no building setback, would be unique on the subject section of the street The only nearby building of like height is the D.H. Hill Library, which is 11 stories tall; the bulk of that building, however, is set back some 80 feet from the right-of-way. The proposed amendments provide that a building on the subject site could rise three stories above Hillsborough Street to a minimum 10-foot stepback, but then continue uninterrupted up to a 6 story height. Adding a seventh story could increase that third-floor minimum stepback 2 feet (with an average of 16 feet); no additional stepbacks are proposed. A minimum average stepback of 10 feet would be provided on Concord Street. East and south building elevations, which face into the subject site, could rise an uninterrupted 86 feet above grade.

At the next intersection east—the southwest corner of Friendly Drive and Hillsborough—approved site plan SP-43-11 requires a 20-foot stepback at three stories, on a building a maximum of 5 stories (74 feet) tall. The Stanhope Center Streetscape and Parking Plan provides that the building at the corner of Hillsborough and Concord streets "be a maximum of 40' tall and have three stories" *(p. 12).* SP-43-11 is consistent with that provision, providing a three-story mixed use building at the subject site.

To comply with these policies, the proposal should incorporate provisions limiting building form to height, mass, and scale consistent with the existing urban fabric of the Hillsborough Street corridor; i.e., provide multiple stepbacks, beginning at a floor level consistent with the closest neighboring buildings along Hillsborough Street, and adding more, at additional levels, as the building rises.

Policy UD 7.3—Design Guidelines
The design guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments, or rezoning petitions and development applications in mixed-use areas such as Pedestrian Business Overlay Districts, and mixed use designations on the Future Land Use Map, including preliminary site and development plans, petitions for the application of the Pedestrian Business or Downtown overlay districts, Planned Development Districts, and Conditional Use zoning petitions.

Elements of Mixed-Use Areas

1. All Mixed-Use Areas should generally provide retail (such as eating establishments, food stores, and banks), office, and residential uses within walking distance of each other.
   Applicant Response: *The PDD provides for ground floor retail on Hillsborough Street with office and/or residential uses above. This is consistent with the Stanhope Small Area Plan (SAP). Existing uses in the area include restaurants and night clubs. Potential uses include retail, office, institutional (educational) as well as residential.*
   Staff Comment: Consistent.

Mixed-Use Areas /Transition to Surrounding Neighborhoods

2. Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.
   Applicant Response: *The proposed height and uses immediately to the west offer appropriate transitions to nearby residential uses. Note that existing residential uses are one or more blocks to the west. The proposed 7 story height limit is consistent with the 7-10 story developments to the south and east.*
   Staff Comment: Not applicable (no low-density neighborhoods are adjacent to the PDD site).

Mixed-Use Areas /The Block, The Street and The Corridor

3. A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.
   Applicant Response: *The subject property is part of the Stanhope Center Planned Development District (PDD). The approved Stanhope Center Master Plan provides appropriate pedestrian, bicycle and vehicular connections to adjacent properties.*
   Staff Comment: Consistent.

4. Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.
   Applicant Response: *Existing roads will be maintained, no dead end streets are proposed. Pedestrian, bicycle and vehicular cross connections will be provided north-south and east-west in accordance with the Stanhope Village SAP and the Stanhope Village Master Plan.*
   Staff Comment: Consistent.

5. Block faces should have a length generally not exceeding 660 feet.
   Applicant Response: *The existing block length is close, but a little less than 600 feet.*
   Staff Comment: Consistent.

Site Design/Building Placement

6. A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.
   Applicant Response: *The Stanhope Village SAP, the Stanhope Center Streetscape and Parking Plan and the Stanhope Center Master Plan and the recently approved Site Plan effectively address building placement and parking in this area. These documents provide for a building fronting on Hillsborough Street with a limited amount of surface parking and the majority of the parking in a nearby parking deck. Loading areas are provided to the rear of the building.*
   Staff Comment: Consistent.

7. Buildings should be located close to the pedestrian street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.
   Applicant Response: *The placement of the building on this property is addressed by the SAP and the Master Plan. The recently approved Site Plan for this area approved a building on this property immediately adjacent to the pedestrian areas on Hillsborough and Concord Streets with parking adjacent to and behind the building.*
   Staff Comment: Consistent.

8. If the building is located at a street intersection, the main building or part of the building placed should be placed at the corner. Parking, loading or service should not be located at an intersection.
   Applicant Response: *The Stanhope Center Master Plan, the Stanhope Center Streetscape and Parking Plan and the recently approved Site Plan* [SP-43-11] *provide for a building at the corner of this site.*
   Staff Comment: Consistent.

Site Design/Urban Open Space

9. To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.
   Applicant Response: *The PBOD requires 14 ft sidewalks on all public streets and a minimum of 5% open space. The Stanhope Center PDD requires a minimum of 15% open space. Sun exposure and views were accounted for during the recently approved Preliminary Site Plan Approval process.*
   Staff Comment: Inconsistent. The proposed amendments could result in a building which could block sun access from pedestrian spaces on the subject site and opposite sides of the streets much of the year.

10. New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.
    Applicant Response: *Again, the SAP, the PDD and recently approved Preliminary Site [Plans] address pedestrian access and transparency.*
    Staff Comment: Consistent.

11. The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.

Applicant Response: *The SAP, the PDD and the Streetscape Plan are all geared to achieving these objectives. They all envision ground floor retail on this property with office, institutional or residential uses above.*
Staff Comment: Consistent.

12. A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.
Applicant Response: *The approved Small Area Plan, Master Plan, the Streetscape Plan and the recently approved Site Plan considered this objective and incorporated guidance accordingly.*
Staff Comment: Consistent.

Site Design/Public Seating

13. New public spaces should provide seating opportunities.
Applicant Response: *Public benches are required by the Stanhope Center Streetscape and Parking Plan and were incorporated in the Site Plan* [SP-43-11 & SP-127-07].
Staff Comment: Consistent.

Site Design/Automobile Parking and Parking Structures

14. Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.
Applicant Response: *The majority of parking will be in structured parking. This is in accordance with the SAP, the Master Plan and the Streetscape Plan. All previously prepared guidance documents envisioned a more-or-less continuous pedestrian commercial frontage on Hillsborough Street. Continuity of pedestrian routes is explicit in all the above referenced documents.*
Staff Comment: Consistent.

15. Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.
Applicant Response: *The SAP, the Master Plan and the Streetscape Plan provided for parking along the western* [?] *comply with this guideline.*
Staff Comment: Consistent (per approval of SP-43-11).

16. Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements cane make a significant improvement.
Applicant Response: *The SAP, the Master Plan and the Streetscape and Parking Plan envision parking structures 'wrapped' with active uses for all sides fronting on public streets or major private connectors. Any façade not wrapped by an active use must utilize the same building materials and design features applicable to principal structures.*
Staff Comment: Consistent.

Site Design/Transit Stops

17. Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.
Applicant Response: *Hillsborough Street is served by CAT, TTA, and the Wolf Line. Stops are in close proximity to the subject property. The potential for mixed use development offers opportunities for internal capture of people walking to these services.*
Staff Comment: Consistent.

18. Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.

Applicant Response: *No part of the subject property will be more than one block from a transit stop.*
Staff Comment: Consistent.

Site Design/Environmental Protection

19. All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.
Applicant Response: *The subject property has been previously developed and is highly urbanized. Redevelopment will provide street trees, open space and other features that will improve environmental impacts over existing conditions.*
Staff Comment: Consistent.

Street Design/General Street Design Principles

20. It is the intent of these guidelines to build streets that are integral components of community design. Streets should be designed as the main public spaces of the City and should be scaled for pedestrians.
Applicant Response: *The PBOD and Streetscape and Parking Plan offer 14' sidewalks, street trees, public benches, bicycle racks and trash receptacles on all public and private streets. The stated goal of these documents is to implement this goal.*
Staff Comment: Consistent.

21. Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.
Applicant Response: *The minimum Code requirements for a PBOD addresses this objective.*
Staff Comment: Consistent.

22. Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.
Applicant Response: *Incorporating the requirements of the Stanhope Center Streetscape and Parking Plan addresses this goal.*
Staff Comment: Consistent.

Street Design/Spatial Definition

23. Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.
Applicant Response: *The SAP, the Master Plan and Streetscape Plan incorporate design criteria designed to achieve spatial definition of the street environment.*
Staff Comment: Consistent.

Building Design/Facade Treatment

24. The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.
    Applicant Response: *Code requirements for PBOD's and the language of the PDD establish minimum façade requirements. The recently approved preliminary Site Plan provided the architectural and functional detail identified by these criteria.*
    Staff Comment: Consistent.

25. The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.
    Applicant Response: *Again, Code requirements for PBOD's and the criteria established by the PDD and the Stanhope Center Streetscape and Parking Plan provide guidelines for these items. As stated above, the recently approved Site Plan provided a pedestrian oriented product in this area.*
    Staff Comment: Consistent.

Building Design/Street Level Activity

26. The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.
    Applicant Response: *The SAP, the PDD and the Streetscape Plan all work to insure that this criteria is met.*
    Staff Comment: Consistent.

Policy HP 3.4—Context Sensitive Design
Use the existing architectural and historical character within an area as a guide for new construction.

Inconsistent. The three storefront buildings on site at the corner of Hillsborough and Concord streets are one story tall, with parapet roofs. That across Concord—the Lulu headquarters (formerly North Carolina Equipment Company)—is two stories. Those on the immediately-opposite side of Hillsborough are one story. No existing building fronting Hillsborough Street and standing three or more stories is located within 200 feet of the site. The architectural and historical context is low-rise.

To comply with this policy, the proposal should provide design specifications cued from adjacent structures (e.g., building height and massing, materials, design motifs, etc.).

1.3 Area Plan Guidance

The site is subject to the Stanhope Village Area Plan. As adopted in October, 2002, the plan calls for the PDD area to redevelop with the tallest site buildings (4½ to 6½ stories) concentrated toward the railroad right-of-way. Those fronting Hillsborough Street were earmarked to be 2 to 3 stories.
Subsequent site plans and rezonings (SP-125-07, Z-12-11 and SP-43-11) have been approved which have superseded several Area Plan provisions, among them street design (e.g., Policy AP-SV 14 Stanhope Village Service Road), location of open and pedestrian-oriented space (especially along Concord Street), and building heights.
The current proposal seeks to depart further from Area Plan provisions.

Policy AP-SV 1—Hillsborough Street Building Frontages
Hillsborough Street should have an identifiable and relatively continuous building frontage, punctuated by focal point buildings and accessory plazas notched in at mid-block with pedestrian passageways to parking behind.

Consistent. The proposal would maintain the zero setback allowance currently in the Master Plan, but, as noted above, with potentially significant change to the overall vertical dimension.

Policy AP-SV 4—Residential Uses
Residential uses should be predominant, particularly for the upper floors of mixed-use buildings and within the interior of the plan area.

Consistent. The proposal would maintain the estimated residential square footage allocations of the site, while keeping the total unit cap at 520. However, the number of units would be shifted by internal area such that the Hillsborough Street edge of the site would increase in density.

Policy AP-SV 6—Stanhope Village Balconies
Upper floor residential units should have balconies.

Consistent. The proposal requires at least 95 percent of the dwelling units in site Section C to have balconies.

2. Compatibility of the proposed rezoning with the property and surrounding area

Under the proposal, most provisions of the approved Master Plan would remain unchanged. What could change, however—an increase in permitted building height and a shift in density—could result in building(s) of massing and scale taller than any structure abutting the right-of-way on all of Hillsborough Street. By contrast, the building recently approved for the site (under site plan SP-43-11) would be 3 stories tall. The potential impacts from the current proposal, including those to the character of the low-rise street corridor and the West Raleigh National Register Historic District, and on surrounding properties' access to sunlight and air, conflict with the adopted Stanhope Center Streetscape Plan as well as previous site plans approved for the site.

3. Public benefits of the proposed rezoning

The proposal could bring greater density to Hillsborough Street, and with it, the possibility of increased pedestrian activity along the street corridor. It also could help meet needs for increased student housing units in close proximity to the university. However, while overall site density would not change, the potential for multi-bedroom units afforded by the proposed increase in Section C's building height could fuel congestion. The PBOD Streetscape Plan and approved site plans focus density—and height—away from the street corridor, closer to pedestrian connections to the NC State campus and a future rail transit stop.

4. Detriments of the proposed rezoning

The proposed shift in height could result in a marked change in the built form of the Hillsborough Street corridor, which is characterized by low-rise buildings. Where taller buildings do exist (e.g., North Residence Hall), they are typically associated with increased setbacks. While it is noted that the proposed single stepback at the 3-story level echoes Condition 2 of Z-12-11 (which addresses the building at the Friendly Drive intersection), that building is limited to 74 feet in height; moreover, in the subsequently-approved site plan for that building (SP-43-11), the stepback was increased to 20 feet. Currently, under the same site plan, any future building at the corner of Hillsborough and Concord streets is limited to 40 feet in height. Under the proposed

Master Plan amendments, the building could be up to 86 feet in height, with one stepback atop the third story level on Hillsborough Street, and a minimum averaged stepback on Concord. The building could also become the second-tallest on the entire PDD site, as the finished Stanhope apartments to the south are limited to a maximum of 102 feet, and the mid-site parking deck is to be only 77 feet tall.

5. The impact on public services, facilities, infrastructure, fire and safety, parks and recreation, etc.

5.1 Transportation

Primary Streets	**Classification**	**2011 NCDOT Traffic Volume (ADT)**	**2035 Traffic Volume Forecast (CAMPO)**			
Hillsborough Street	Major Thoroughfare	20,000	18,800			
Concord Street	Commercial Street	N/A	N/A			
Street Conditions						
Hillsborough Street	**Lanes**	**Street Width**	**Curb and Gutter**	**Right-of-Way**	**Sidewalks**	**Bicycle Accommodations**
Existing	4	36'	Back-to-back curb and gutter section	40'	5' sidewalks on both sides	None
City Standard	3	65'	Back-to-back curb and gutter section	90'	minimum 5' sidewalks on both sides	Striped bicycle lanes on both sides
Meets City Standard?	**NO**	**NO**	**YES**	**NO**	**YES**	**NO**
Concord Street	**Lanes**	**Street Width**	**Curb and Gutter**	**Right-of-Way**	**Sidewalks**	**Bicycle Accommodations**
Existing	2	28'	Curb and gutter on west side of the street	40'	5' sidewalks on west side of the street	None
City Standard	2	41'	Back-to-back curb and gutter section	60'	minimum 5' sidewalks on one side	N/A
Meets City Standard?	**YES**	**NO**	**NO**	**NO**	**YES**	**N/A**
Expected Traffic Generation [vph]	Current Zoning	Proposed Zoning	Differential			
AM PEAK	167	167	**0**			
PM PEAK	260	260	**0**			
Suggested Conditions/ Impact Mitigation:	Traffic Study Determination: Staff has reviewed a trip generation differential report for this case and a traffic impact analysis study is not recommended for Z-37-12.					
Additional Information:	The City has a major streetscape improvement project planned within the vicinity of this case.					

Impact Identified: The rezoning is not expected to alter transportation impacts beyond those anticipated under the current, existing Master Plan provisions.

5.2 Transit

The transit stop that is being planned as part of the retail section will be able to accommodate the increased density.

Impact Identified: This rezoning may increase demand for transit from this project; however, there is no need for additional transit facilities.

5.3 Hydrology

Floodplain	None
Drainage Basin	Rocky Branch
Stormwater Management	Subject to Part 10, Chapter 9
Overlay District	None

Impact Identified: None.

5.4 Public Utilities

	Maximum Demand (current)	***Maximum Demand (proposed)***
Water	10,825 gpd	10,825 gpd
Waste Water	10,825 gpd	10,825 gpd

There are presently existing eight (8") inch sanitary sewer mains in Friendly Drive and Hillsborough Street rights-of-way and an existing six (6") inch sanitary sewer main in Concord Street right-of-way and an existing six (6") inch water main in Concord Street right-of way and an existing sixteen (16") inch water main in the Hillsborough Street right-of-way. The subsequent development of the properties would use these mains for connection to the City's wastewater collection and water distribution systems. Down stream sanitary sewer improvements may be required, by the City, of the developer depending upon the actual use.

Impact Identified: The proposed rezoning will not impact the wastewater collection and water distribution systems of the City.

5.5 Parks and Recreation

The subject tract is not located adjacent to a greenway corridor. The proposed rezoning will not impact the recreation level of service.

Impact Identified: None.

5.6 Urban Forestry

There are no wooded areas or individual trees on site that have adequate critical root zone required to be saved as Tree Conservation area (10-2082.14(c)).

Impact Identified: None.

5.7 Designated Historic Resources

The five site properties fronting Hillsborough Street are located within the West Raleigh National Register Historic District. The two closest to Concord Street are 1930s-era commercial structures listed as "Contributing" to district history and character. The buildings on the other three parcels were recently demolished, leaving those remaining the last defining that part of the district. Contextually, the majority of historic district properties are two stories or less in height. The closest three-story structure in the district is 220 feet to the west; the closest four-story is 500 feet away. The latter is the 1930 Wilmont Apartments

building, which is additionally designated a Raleigh Historic Landmark. Next to the apartments is another Raleigh Historic Landmark, the two-story Nehi Bottling Company building, constructed in 1936. To the east, the two-story Small Office Building, built in 1966, is located just off Hillsborough Street, on Brooks Avenue.

Impact Identified: Should demolition of site properties proceed, all commercial structures of the subject edge of the National Register Historic District would be lost. Such demolition would also potentially compromise the context of the historic buildings on the north side of Hillsborough Street and west side of Concord Street. No historical precedent or context exists for the building height sought for the site, further impacting the character and building form of the adjoining historic district. Retention of the remaining contributing buildings, provision of maximum height along Hillsborough Street consistent with the existing buildings, stepbacks consistent with the existing buildings, and an overall height cap consistent with the tallest nearby historic district and local landmark properties could significantly reduce redevelopment impacts on the City's historic resources.

5.9 Community Development

This site is not located within a redevelopment plan area.

Impact Identified: None.

5.10 Impacts Summary

- Downstream sanitary sewer improvements may be required depending upon site use.
- Potential demolition of historic resources; contextual impacts on those adjoining.

5.11 Mitigation of Impacts

- Provide downstream sanitary sewer improvements (if needed).
- Incorporate development and design strategies minimizing impacts on historic resources.

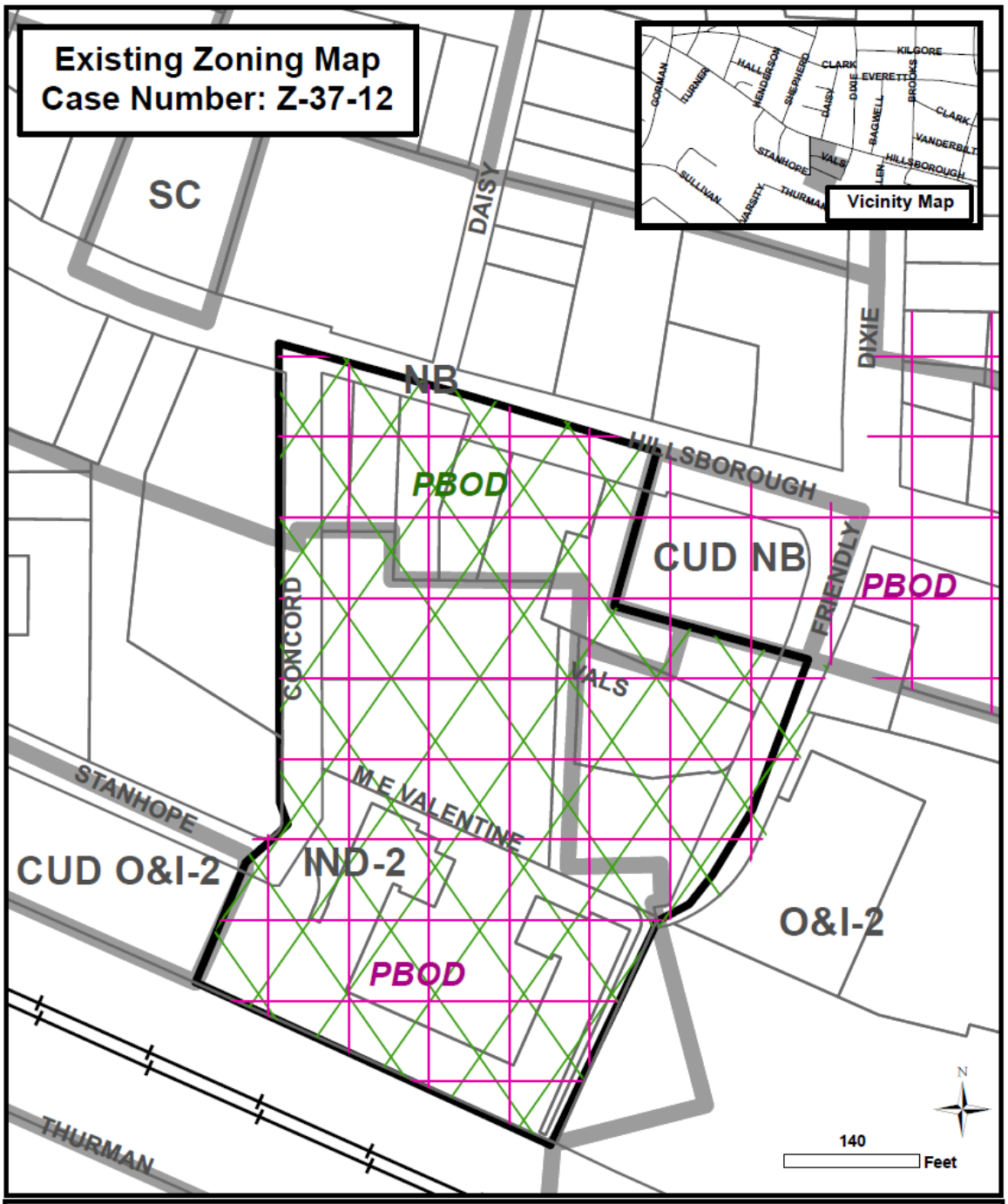
6. Appearance Commission

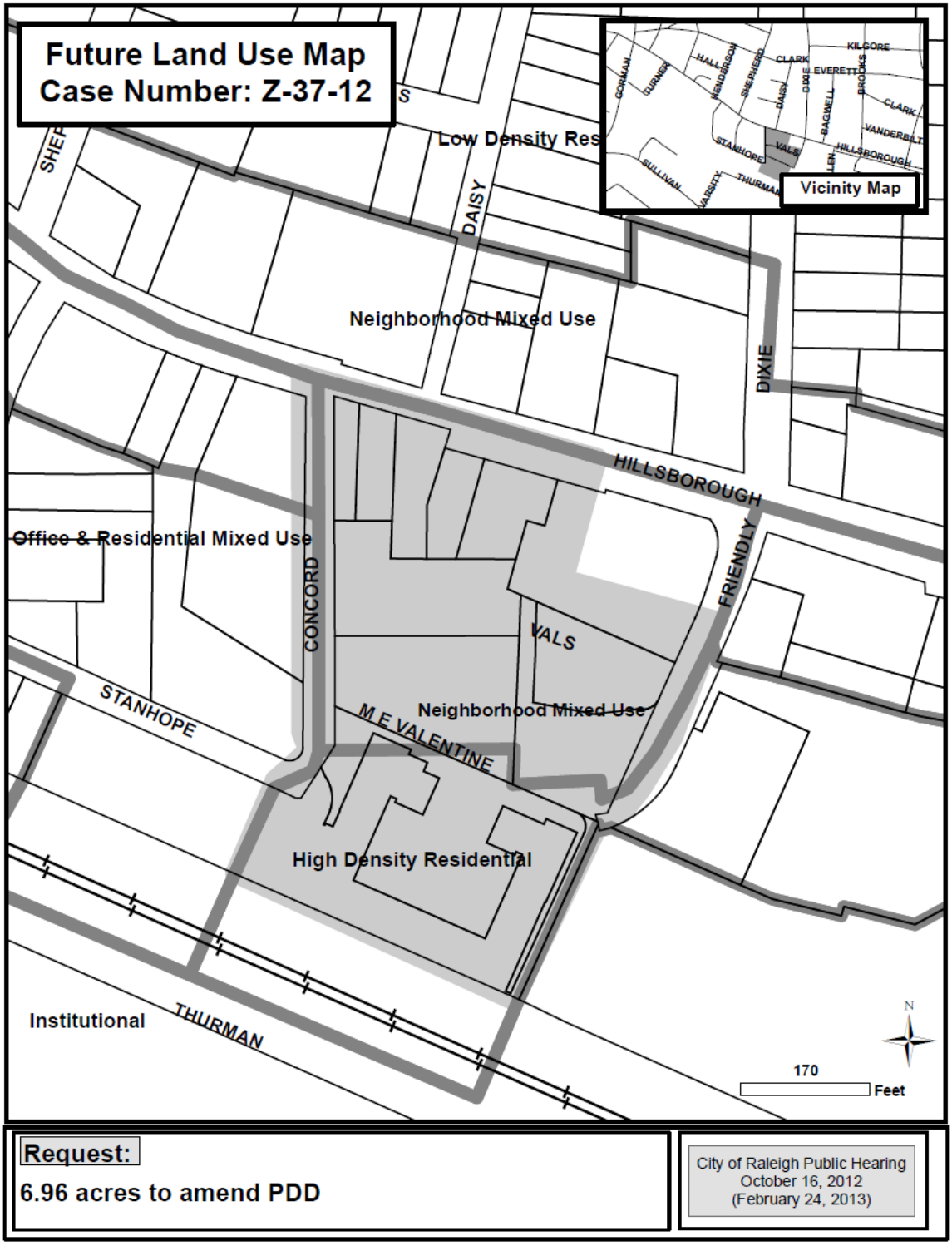
As this zoning case involves both a PDD and a PBOD, it is subject to Appearance Commission review. The case was reviewed at the Commission's September 27, 2012 meeting. At the meeting, the commission supported the applicant's alternative of a 90-foot height limit, provided all of the following conditions are included:

- Provide a minimum 12' stepback on both Hillsborough Street and Concord Street at the top of 3rd floor level.
- Include active ground floor uses on both Hillsborough and Concord Streets, with particular emphasis on active retail at the building corners.
- Provide a minimum 40% transparency for the ground floor of the building.
- Create articulated building corners through the use of massing and architectural features.
- Provide well-screened surface parking where indicated on site plan SP-43-11.

7. Conclusions

The proposal would bring an increased intensity of development along the subject section of Hillsborough Street, and permit the tallest building to date abutting the corridor right-of-way. Such design would contrast with the existing low-rise character of the area, which includes and abuts a National Register Historic District on the north and west. Building mass possible under the proposal could also limit adjacent properties' access to sunlight. Numerous methods of transition/ mitigation are possible; a minimum stepback above the third floor level on Hillsborough Street, an averaged stepback on Concord, and provision of minimum façade offsets are the only ones provided.


Existing Zoning Map
Case Number: Z-37-12
SC
DAISY
NB
PBOD
HILLSBOROUGH
DIXIE
CUD NB
PBOD
FRIENDLY
CONCORD
VALS
M.E.VALENTINE
STANHOPE
CUD O&I-2
IND-2
PBOD
O&I-2
THURMAN
Vicinity Map
KILGORE
CLARK
EVERETT
BROOKS
CLARK
VANDERBILT
HILLSBOROUGH
STANHOPE
VALS
LEN
THURMAN
N
140
Feet
Request:
6.96 acres to amend PDD
City of Raleigh Public Hearing
October 16, 2012
(February 24, 2013)


Future Land Use Map
Case Number: Z-37-12
Low Density Res
Neighborhood Mixed Use
Office & Residential Mixed Use
Neighborhood Mixed Use
High Density Residential
Institutional
DAISY
DIXIE
HILLSBOROUGH
CONCORD
FRIENDLY
VALS
STANHOPE
M E VALENTINE
THURMAN
Vicinity Map
170
Feet
N
Request:
6.96 acres to amend PDD
City of Raleigh Public Hearing
October 16, 2012
(February 24, 2013)

RALEIGH APPEARANCE COMMISSION
Planning Department • PO Box 590 • Raleigh, North Carolina 27602

MEMORANDUM

TO: City Council & Planning Commission
FROM: Raleigh Appearance Commission
RE: **Rezoning Case Z-37-12/MP-2-12** (Stanhope Center)
DATE: October 1, 2012
CC: Mitchell Silver, Travis Crane, Doug Hill

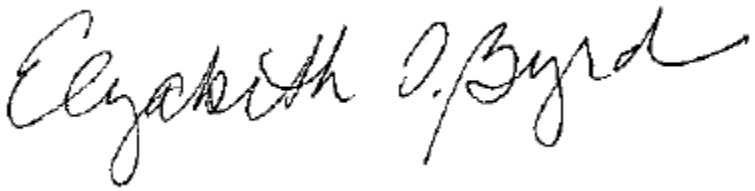
As per the provisions of North Carolina General Statutes §160A-452 and City of Raleigh Code of Ordinances §10-1021 and §10-2055, on September 27, 2012 the Raleigh Appearance Commission reviewed rezoning proposal Z-37-12 (Stanhope Center).

At the meeting, representatives of the case offered an overview of the proposal, with discussion following. At the conclusion of commission's discussion, the commission moved by acclimation that the applicants consider the inclusion of the following conditions:

- A 90' height limit, provided all of the following conditions are included:
- 12' stepback on both Hillsborough Street and Concord Street at the top of the 3rd floor
- The inclusion of active ground floor uses on both Hillsborough and Concord Streets, with particular emphasis on active retail at the corners
- A minimum 40% transparency for the ground floor of the building
- Articulated building corners through the use of massing and architectural features
- The provision of well-screened surface parking as indicated on SP-43-11

Thank you for the opportunity to provide these comments.

For the Raleigh Appearance Commission,



Elizabeth Byrd, Chair

Pd. 2202

Petition to Amend the Official Zoning Map

Before the City Council of the City of Raleigh, North Carolina

The petitioner seeks to show the following:

1. That, for the purposes of promoting health, morals, or the general welfare, the zoning classification of the property described herein must be changed.
2. That the following circumstance(s) exist(s):

   - ☐ City Council has erred in establishing the current zoning classification of the property by disregarding one or a combination of the fundamental principles of zoning as set forth in the enabling legislation, North Carolina General Statutes Section 160A-381 and 160A-383.
   - ☐ Circumstances have so changed since the property was last zoned that its current zoning classification could not properly be applied to it now were it being zoned for the first time.
   - ☐ The property has not heretofore been subject to the zoning regulations of the City of Raleigh.

3. That the requested zoning change is or will be consistent with the Raleigh Comprehensive Plan.
4. That the fundamental purposes of zoning as set forth in the N.C. enabling legislation would be best served by changing the zoning classification of the property. Among the fundamental purposes of zoning are:

   a. to lessen congestion in the streets;
   b. to provide adequate light and air;
   c. to prevent the overcrowding of land;
   d. to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements;
   e. to regulate in accordance with a comprehensive plan;
   f. to avoid spot zoning; and
   g. to regulate with reasonable consideration to the character of the district, the suitability of the land for particular uses, the conservation of the value of buildings within the district and the encouragement of the most appropriate use of the land throughout the City.

THEREFORE, petitioner requests that the Official Zoning map be amended to change the zoning classification of the property as proposed in this submittal, and for such other action as may be deemed appropriate. All property owners must sign below for conditional use requests.

ALL CONDITIONAL PAGES MUST BE SIGNED BY ALL PROPERTY OWNERS

Signature(s)	Print Name	Date
X Melton E Valentine	Melton E. Valentine, Jr. (as Owner) For Courtland Apartments, LLC	6/15/12
X	Mack Paul (as Power of Attorney) For Provident Resources Group	

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Signature(s)	Print Name	Date
X	Melton E. Valentine, Jr. (as Owner)	
	For Courtland Apartments, LLC	
X	Mack Paul (as Power of Attorney)	
	For Provident Group -- Stanhope Properties, LLC	

STATE OF LOUISIANA

PARISH OF EAST BATON ROUGE

LIMITED POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, that Provident Resources Group Inc., the sole member of Provident Group – Stanhope Properties, LLC, whose address is 5565 Bankers Avenue, Baton Rouge, LA 70808 ("Provident"), owner of Lot 4 of Stanhope Center as recorded in the office of the Register of Deeds, Wake County, North Carolina Book of Maps 2011 Page 284 (the "Property"), being desirous of appointing an attorney-in-fact to act for it and on its behalf, do hereby nominate, constitute and appoint Mack Paul, its true and lawful attorney-in-fact, with the following limited powers to act for Provident and in its name and in its behalf:

> To sign and otherwise execute all necessary documents, application and instruments related to the Rezoning Petition of Courtland Properties, LLC, for the revision of certain conditions pertaining to the Master Plan for Stanhope Center (Z-55-02/SSP-2-02; MP-3-02) and all necessary amendments, including revised conditions, to be filed with the City of Raleigh from time to time, and any and all other documents, streetscape plans, applications and instruments, required to be signed by Provident to rezone the Property and make amendments to the approved Master Plan for the Property, and to do any other things or perform any other acts related to the rezoning of the Property and modification of the Master Plan, not limited to the foregoing, which Provident might do on its own, in person, it being intended that this instrument shall be a limited power of attorney.

This limited power of attorney shall be recorded in the office of the Wake County Register of Deeds and shall remain effective until the same is revoked at any time by me

as evidenced by a written instrument recorded in the office of the Register of Deeds, Wake County, North Carolina.

IN WITNESS WHEREOF, the party hereto has set his hand and seal, this 15th day of June 2012.

PROVIDENT GROUP – STANHOPE PROPERTIES LLC

By: PROVIDENT RESOURCES GROUP INC.,
Its Sole Member

By: 
Steve E. Hicks
Its: President & CEO

STATE OF LOUISIANA
PARISH OF EAST BATON ROUGE

I, Linda C. Mabile, a Notary Public, certify that Steve E. Hicks personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and Notarial Stamp/Seal this 15th day of June, 2012.

Notary Signature: Linda C. Mabile

Printed Name: Linda C. Mabile
Notary # 5827
My Commission is for Life

Notary Public
(stamp/seal)

Z-37-12
AMENDED 9-10-12

EXHIBIT B. Request for Zoning Change

Please use this form only -- form may be photocopied. Please type or print. See instructions in *Filing Addendum*

Contact Information

	Name(s)	Address	Telephone/Email
Petitioner(s)	Courtland Apartments, LLC	3021 Hillsborough St. Raleigh, NC 27607	(919) 833-0330 1valentine@bellsouth.net
(for conditional use requests, petitioners must own	Provident Group-Stanhope Properties, LLC	5565 Bankers Ave Baton Rouge, LA 70808	(205) 936-6419 jjones@capstone-Dev.com
petitioned property)	Stanhope Center POA, Inc.	3021 Hillsborough St. Raleigh, NC 27607	(919) 833-0330 1valentine@bellsouth.net
Property Owner(s)	Courtland Apartments, LLC	3021 Hillsborough St. Raleigh, NC 27607	(919) 833-0330 1valentine@bellsouth.net
Contact Person(s)	Ed Sconfienza, P.E The Site Group, PLLC	1111 Oberlin Rd Raleigh, NC 27607	(919) 835-4787 ed@thesitegroup.net

Property information

Property Description (Wake County PIN)	**0794.52.5466;0794.52.6405; 0794.52.6454; 0794.52.7413; 0794.52.7474; 0794.52.6361; 0794.52.8451; 0794.52.9317; 0794.52.9395; ; 0794.62.0333;0794.52.8155; 0794.52.6187; 0794.52.9213; 0794.51.5918(partial); 0794.51.6998**
Nearest Major Intersection	Hillsborough Street & Dixie Trail / Friendly Drive
Area of Subject Property (in acres)	±6.96 Acres
Current Zoning Districts (include all overlay districts)	PDD W/ PBOD OVERLAY
Requested Zoning Districts (include all overlay districts)	PDD W/ PBOD OVERLAY (REVISED PDD CONDITIONS)

EXHIBIT B. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

The following are all of the persons, firms, property owners, associations, corporations, entities or governments owning property adjacent to and within one hundred feet (excluding right-of-way) of the property sought to be rezoned. Please include Wake County PINs with names, addresses and zip codes. Indicate if property is owned by a condominium property owners association. Please complete ownership information in the boxes below. If you need additional space, please copy this form.

Name	Street Address	City/State/Zip	Wake Co. PIN
SEE ATTACHED			

MAILING INVENTORY

The following are all the persons, firms, property owner's associations, corporations, entities or governments owning property adjacent to or within one hundred (100) feet of the property subject to the rezoning (includes front, rear, sides and across the street). Letters notifying the adjacent property owners listed below of the neighborhood meeting were delivered to the City of Raleigh's Planning Department for mailing on May 25, 2012. The meeting is to be held at 7:00 on Tuesday, June 5th, 2012 at 1111 Oberlin Road, Raleigh, NC, the offices of The Site Group, PLLC.

Name **Street Address** **City, State, Zip Code** Wake Co. Property ID No. (PIN)	Trellis Enterprises, LLC 105 Friendly Drive Raleigh, NC 27607-5463 Pin No. 0794 62 1216	Melton E. Valentine, Jr. 3021 Hillsborough Street Raleigh, NC 27607-5434 Pin No. 0764 62 0333
The Flagship Co., LLC 5849 Lease Lane Raleigh, NC 27617-4844 Pin No. 0794 52 4716	University Towers Parking Deck, LLC 530 Oak Court Dr., Suite 300 Memphis, TN 38117-3725 Attn: Paul Bower Pin No. 0764 62 2053	Courtland Apartments, LLC 3021 Hillsborough Street Raleigh, NC 27607-5434 Pin No. 0764 52 8451 Pin No. 0764 52 9317
Capetanos Holdings, LLC 3608 Pinnacle Drive Cary, NC 27518-8922 Pin No. 0794 52 5771 Pin No, 0794 62 2139 Pin No. 0794 62 2276	University Towers Parking Deck, LLC 3021 Hillsborough Street Raleigh, NC 27607-5435 Attn: M. E. Valentine, Jr. Pin No. 0794 62 0064	Pin No. 0764 52 9395 Pin No. 0764 52 6361 Pin No. 0764 52 6187 Pin No. 0764 52 8155 Pin No. 0764 52 9213
J. N. Sarantos, Trustee K. Diana Elliason, Trustee 1905 Brassfield Rd. Raleigh, NC 27614-9451 Pin No. 0794 52 7651	North Carolina State Property Office 116 S. Jones Street Raleigh, NC 27603-1300 Pin No. 0794 61 1797	
The Complete Computer Store of Raleigh, Inc. 3016 Hillsborough Street Raleigh, NC 27607-5446 Pin No. 0794 52 7678 Pin No. 0794 52 8662	North Carolina Office of Chancelor Hollady Hall – Room A Campus P.O. Box 7008 Raleigh, NC 27695-7001 Pin No. 0794 50 7874	
Farris, LLC 232 Old Causeway Rd. Atlantic Beach, NC 28512-7322 Pin No. 0794 52 9555	Stanhope Center POA, Inc. 431 Office Park Dr. Mountain Brk, Al 35223-2411 Pin No. 0794 51 6998	
Dixie Hill Group, LLC P.O. Box 31747 Raleigh, NC 27622-1747 Pin No. 0794 62 0632	Holt, Billy Wayne & Kelly C. 5565 Bankers Ave. Baton Rouge, LA 70808-2608 Pin No. 0794 51 5918	
Rose Mary Developments, LLC 3101 Hillsborough Street Raleigh NC 27607-5436 Pin No. 0794 52 3298 Pin No. 0794 52 4329	Melissa E. Griffin & James M. Bruce 14 Daisy Street Raleigh, NC 27607-7039 Pin No. 0794 52 7793	

Z-37-12
AMENDED 11.26.12
PG. 1 OF 2

EXHIBIT C. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

Conditional Use District requested:

Narrative of conditions being requested:

1. No development shall take place unless it is in conformity with the Master Plan approved in conjunction with this rezoning petition, and any amendment thereto.

CITY OF RALEIGH
CITY PLANNING DEPT
2012 NOV 26 PM 4:26

ALL CONDITIONAL PAGES MUST BE SIGNED BY ALL PROPERTY OWNERS

Signature(s)	Print Name	Date
X	Melton E. Valentine, Jr.	11/26/12
	For: Courtland Apartments, LLC	
X	Melton E. Valentine, Jr.	11/26/12
	For: Stanhope Center POA, Inc.	
X	Melton E. Valentine, Jr.	11/26/12
	As an Individual	
X	Mack Paul (as Power of Attorney)	
	For Provident Group – Stanhope Properties, LLC	

Z-37-12
AMENDED 11-26-12
PG. 2 OF 2

EXHIBIT C. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

Conditional Use District requested:

Narrative of conditions being requested:

1. No development shall take place unless it is in conformity with the Master Plan approved in conjunction with this rezoning petition, and any amendment thereto.

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	For: Courtland Apartments, LLC	
X	Melton E. Valentine, Jr.	
	For: Stanhope Center POA, Inc.	
X	Melton E. Valentine, Jr.	
	As an Individual	
X Mack Paul	Mack Paul (as Power of Attorney)	11-26-12
	For Provident Group – Stanhope Properties, LLC	

EXHIBIT D. Request for Zoning Change

Please use this form only – form may be photocopied. Please type or print. See instructions in *Filing Addendum*

This section is reserved for the applicant to state factual information in support of the rezoning request.

Required items of discussion:

The Planning Department is instructed not to accept any application for amending the official zoning map without a statement prepared by the applicant analyzing the reasonableness of the rezoning request. This statement *shall* address the consistency of the proposed rezoning with the Comprehensive Plan and any other applicable *City*-adopted plan(s), the compatibility of the proposed rezoning with the *property* and surrounding area, and the benefits and detriments of the proposed rezoning for the landowner, the immediate neighbors and the surrounding community.

Recommended items of discussion (where applicable):

1. An error by the City Council in establishing the current zoning classification of the property.
2. How circumstances (land use and future development plans) have so changed since the property was last zoned that its current zoning classification could not properly be applied to it now were it being zoned for the first time.
3. The public need for additional land to be zoned to the classification requested.
4. The impact on public services, facilities, infrastructure, fire and safety, parks and recreation, topography, access to light and air, etc.

PETITIONER'S STATEMENT:

I. Consistency of the proposed map amendment with the Comprehensive Plan (www.raleighnc.gov).

A. Please state the recommended land use(s) for this property as shown on the Future Land Use Map and discuss the consistency of the proposed land uses:

The Future Land Use Map designates this area as Neighborhood Mixed Use. The current Planned Development District with Pedestrian Business Overlay District (PDD/PBOD) zoning is consistent with the Future Land Use Map (FLUM). The proposed changes do not conflict with the FLUM and modify the PDD/PBOD. The guidance from the Neighborhood Mixed Use category in the Comprehensive Plan recommends that building heights should generally be limited to three stories but taller buildings could be appropriate on traditional "walking" streets. Hillsborough Street is a classic example of a 'walking" street. We are proposing to allow a building height of nine stories with a step back above the third story level.

B. Please state whether the subject property is located within any Area Plan or other City Council-adopted plans and policies and discuss the policies applicable to future development within the plan(s) area.

The subject property is subject to the Stanhope Village Area Plan and the Stanhope Streetscape and Parking Plan. The policies applicable to future development of Stanhope Village were addressed during the recent Preliminary Site Plan approval. The Findings of Fact associated with that site plan stated, in part, "The Site Plan is consistent and in accordance with the intent and purpose of the Stanhope Village Area Plan, which is "to provide a consensus framework for a compact, diverse, and pedestrian-oriented urban redevelopment"." This rezoning will not change the applicability of those policies. Minor changes to the Stanhope Streetscape and Parking Plan are proposed to make the streetscape plan consistent with the proposed zoning changes.

C. Is the proposed map amendment consistent or inconsistent with the Comprehensive Plan and other City Council-adopted plans and policies? All references to Comprehensive Plan

policies should include both the policy number (e.g. LU 4.5) and short title (e.g. "Connectivity").

The proposed map amendment is consistent with the following Comprehensive Plan policies:

LU 1.1	*Future Land Use Map Purpose*
LU 1.2	*Future Land Use Map and Zoning*
LU 1.3	*Conditional Use District Consistency*
LU 4.4	*Reducing VMT through Mixed Use*
LU 4.5	*Connectivity*
LU 4.6	*Transit Oriented Development*
LU 4.7	*Capitalizing on Transit Access*
LU 4.9	*Corridor Development*
LU 6.1	*Composition of Mixed Use Centers*
LU 6.2	*Complementary Uses and Urban Vitality*
LU 7.4	*Scale and Design of New Commercial Uses*
LU 7.5	*High-Impact Commercial Uses*
LU 7.6	*Pedestrian Friendly Development*
LU 8.2	*Neighborhood Revitalization*
LU 8.3	*Conserving, Enhancing and Revitalizing Neighborhoods*
LU 8.14	*Student Oriented Housing*
LU 9.2	*Coordinating Institutional Growth*
ED 1.1	*Corridor Revitalization*
ED 1.2	*Mixed Use Redevelopment*
ED 1.3	*Gateway Reinvestment*
ED 2.1	*Neighborhood Reinvestment*
PU 1.1	*Linking Growth and Infrastructure*
UD 3.4	*Enhanced Sidewalks*
UD 3.5	*Visually Cohesive Streetscapes*
UD 5.4	*Neighborhood Character and Identity*
UD 6.1	*Encouraging Pedestrian Oriented Uses*
UD 6.2	*Ensuring Pedestrian Comfort and Convenience*
UD 6.3	*Pedestrian Scale Lighting*
UD 6.4	*Appropriate Street Tree Selection*

In addition, responses to each of the Urban Design Guidelines objectives are included on the attached Exhibit D-1

II. Compatibility of the proposed map amendment with the property and the surrounding area.

A. Description of land uses within the surrounding area (residential housing types, parks, institutional uses, commercial uses, large parking lots, thoroughfares and collector streets, transit facilities):

The subject property fronts on Hillsborough Street, a major thoroughfare on the City's Thoroughfare Plan. Most of the existing nearby properties on both sides of Hillsborough Street have a long history as small pedestrian oriented businesses. These businesses are largely supported by students, staff and faculty from the nearby NCSU campus. There are ± 60,000 students, staff and support personnel on the NCSU campus within a one mile radius of the subject property. The Stanhope Center, a new 10 story student housing project, is currently under construction behind the property. Student housing at the University Towers student housing building is within one block of the site. An additional ±4365 students are housed within 3-4 blocks of the site on NCSU property. Older single family residences exist behind the retail uses on the north side of Hillsborough Street and west of the site. The subject property is ideally suited for pedestrian oriented development. The proposed zoning designation is compatible with existing land uses in the immediate vicinity.

B. Description of existing Zoning patterns (zoning districts including overlay districts) and existing built environment (densities, building heights, setbacks, tree cover, buffer yards):

Adjacent properties on the south side of Hillsborough Street are within the same PDD/PBOD as this property. Properties on the other side of Hillsborough Street and Concord Street are mostly zoned Neighborhood Business. Some of the Lulu property to the SW of this property is zoned Industrial-2 and there is one property, across Hillsborough Street to the NW, that is zoned Shopping Center. None of these properties have the PBOD overlay. The existing buildings on this lot, as well as other lots on both sides of Hillsborough Street, have little or no front yard setback. The Stanhope Center student housing building, currently under construction, is a 10 story building. The recently approved The proposed zoning designation would allow redevelopment of this property consistent with building heights and setbacks anticipated in the Comprehensive Plan. The proposed 5 story building height will provide an appropriate transition in this area. The existing Lulu building on the west side of Concord Street is 2 stories. The height limit on the mixed use building immediately to the west is 3 stories. The university Towers building, one block to the southeast is 8 stories. The height limit on the property immediately to the south is ±7 stories. The proposed 5 story limit on the subject properties provides an appropriate transition from the 8 story University Towers building and the future ±7 story building to the south and the 3 story mixed use building on the corner of Stanhope and Concord. The application of the Stanhope Village Streetscape and Parking Plan will add appropriate requirements for street trees, bicycle racks and other amenities.

C. Explanation of how the proposed zoning map amendment is compatible with the suitability of the property for particular uses and the character of the surrounding area:

The addition of the PBOD overlay will legalize the existing zero front yard setback and encourage redevelopment with buildings fronting on Hillsborough Street with wide pedestrian sidewalks. This is consistent with existing development in this area in the sense that the majority of existing buildings already front directly on Hillsborough Street. This will encourage the redevelopment of this property with dense, pedestrian oriented vertical mixed uses.

III. Benefits and detriments of the proposed map amendment.

A. For the landowner(s):

The advantage is that the PBOD overlay will legalize the existing building setback and allow redevelopment of this property in combination with adjacent properties that are not required to have a 30' front yard setback. The addition of the PBOD also allows a reduction in the parking requirement.

Increasing the allowable height on Hillsborough Street will allow the dense urban style development mandated by the property values in this area. The disadvantages are that the PBOD carries additional requirements in the form of required open space, sidewalk widths, street trees and prohibitions on the location of parking areas between the front face of the building and the street ROW.

B. For the immediate neighbors:

The advantages are that the proposed rezoning will encourage redevelopment of an existing properties that are, arguably, not assets to the neighborhood. It will also allow and encourage redevelopment of this property in combination with adjacent properties. Redevelopment of these properties will enhance the property values in the area. Development within the PBOD with the streetscape plan requirement to install wide sidewalks, street trees bike racks and benches will enhance the overall area. We don't see a long term disadvantage to the immediate neighbors. Redevelopment, in the short term, will disrupt traffic and have all the other negative effects associated with any construction project.

C. For the surrounding community:

The advantages and disadvantages are the same for the community as for the immediate neighbors.

IV. Does the rezoning of this property provide a significant benefit which is not available to the surrounding properties? Explain:

No. The surrounding properties on the south side of Hillsborough Street are all zoned NB and are subject to the Pedestrian Business Overlay District. The 5 story height allowance is not available to adjacent properties fronting on Hillsborough Street in the immediate vicinity. However, there are two existing taller building within one block of the site and the Stanhope Center PDD allows us to 7 stories on the property immediately to the south. The 5 story height limit provides an appropriate transition from proposed or exiting 7-8 story to properties to the south and east and the proposed 3 story building to the west.

Explain why the characteristics of the subject property support the proposed map amendment as reasonable and in the public interest.

The existing property use is consistent with the proposed PBOD designation in that the existing uses front directly on Hillsborough Street. Redevelopment with the proposed zoning designation will encourage a mixture of pedestrian oriented uses consistent with the Stanhope Village Small Area Plan. Redevelopment of this area, with the type of dense vertical mixed uses allowable under the proposed zoning designation, is supported by the frontage on Hillsborough Street, a pedestrian oriented major thoroughfare, service from three bus lines, The Wolf Line, TTA and Cat, and is within ¼ mile of the proposed transit stop at NCSU.

V. Recommended items of discussion (where applicable).

a. An error by the City Council in establishing the current zoning classification of the property.

The property was constructed before the current zoning designation was implemented. With that in mind, it is arguable that this property should have had a zoning designation consistent with the existing buildings being built right up to the Hillsborough Street ROW. (also see the response to item D V.b)

b. How circumstances (land use and future development plans) have so changed since the property was last zoned that its current zoning classification could not properly be applied to it now were it being zoned for the first time.

c. The public need for additional land to be zoned to the classification requested.

d. The impact on public services, facilities, infrastructure, fire and safety, parks and recreation, topography, access to light and air, etc.

It is possible that the widening of Hillsborough Street from 2 lanes to 4 lanes along this frontage reduced the setbacks that existed at the time it was last zoned to less than allowed by the zoning.

e. <u>How the rezoning advances the fundamental purposes of zoning as set forth in the N.C. enabling legislation.</u>

VI. <u>Other arguments on behalf of the map amendment requested.</u>

Design Guidelines for Mixed Use Areas
RALEIGH COMPREHENSIVE PLAN

Policy UD 7.3
Design Guidelines
The design guidelines in **Table UD-1** [listed below] shall be used to review rezoning petitions and development applications for mixed-use developments or developments in mixed-use areas such as Pedestrian Business Overlays, including preliminary site and development plans, petitions for the application of the Pedestrian Business or Downtown overlay districts, Planned Development Districts, and Conditional Use zoning petitions.

Elements of Mixed-Use Areas

1. *All Mixed-Use Areas should generally provide retail (such as eating establishments, food stores, and banks), office, and residential uses within walking distance of each other.*

RESPONSE: The PDD provides for ground floor retail on Hillsborough Street with office and/or residential uses above. This is consistent with the Stanhope Small Area Plan (SAP). Existing uses in the area include restaurants and night clubs. Potential uses include retail, office, institutional (educational) as well as residential.

2. *Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.*

RESPONSE: The proposed height and uses immediately to the west offer appropriate transitions to nearby residential uses. Note that existing residential uses are one or more blocks to the west. The proposed 7 story height limit is consistent with the 7-10 story developments to the south and east.

3. *A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.*

RESPONSE: The subject property is part of the Stanhope Center Planned Development District (PDD). The approved Stanhope Center Master Plan provides appropriate pedestrian, bicycle and vehicular connections to adjacent properties.

4. *Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.*

RESPONSE: Existing roads will be maintained, no dead end streets are proposed. Pedestrian, bicycle and vehicular cross connections will be provided north-south and east-west in accordance with the Stanhope Village SAP and the Stanhope Center Master Plan.

5. *Block faces should have a length generally not exceeding 660 feet.*

RESPONSE: The existing block length is close, but a little bit less than 660 feet.

Site Design/Building Placement

6. *A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.*

RESPONSE: The Stanhope Village SAP, the Stanhope Center Streetscape and Parking Plan and the Stanhope Center Master Plan and the recently approved Site Plan effectively address building placement and parking in this area. These documents provide for a building fronting on Hillsborough Street with a limited amount of surface parking and the majority of the parking in a nearby parking deck. Loading areas are provided to the rear of the building.

7. *Buildings should be located close to the pedestrian street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings.*

RESPONSE: The placement of the building on this property is addressed by the SAP and the Master Plan. The recently approved Site Plan for this area approved a building on this property immediately adjacent to the pedestrian areas on Hillsborough and Concord Streets with parking adjacent to and behind the building.

8. *If the building is located at a street intersection, the main building or part of the building placed should be placed at the corner. Parking, loading or service should not be located at an intersection.*

RESPONSE: The Stanhope Center Master Plan, the Stanhope Center Streetscape and Parking Plan and the recently approved Site Plan provide for a building at the corner of this site.

Site Design/Urban Open Space

9. *To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.*

RESPONSE: The PBOD requires a 14 ft sidewalks on all public streets and a minimum of 5% open space. The Stanhope Center PDD requires a minimum of 15% open space. Sun exposure and views were accounted for during the recently approved Preliminary Site Plan Approval process.

10. *New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.*

RESPONSE: Again, the SAP, the PDD and the recently approved Preliminary Site address pedestrian access and transparency.

11. *The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.*

RESPONSE: The SAP, the PDD and the Streetscape Plan are all geared to achieving these objectives. They all envision ground floor retail on this property with office, institutional or residential uses above.

12. *A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.*

RESPONSE: The approved Small Area Plan, Master Plan, the Streetscape Plan and the recently approved Site Plan considered this objective and incorporated appropriate guidance accordingly.

Site Design/Public Seating

13. *New public spaces should provide seating opportunities.*

RESPONSE: Public benches are required by the Stanhope Center Streetscape and Parking Plan and were incorporated in the Site Plan .

Site Design/Automobile Parking and Parking Structures

14. *Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.*

RESPONSE: The majority of parking will be in structured parking. This is in accordance with the SAP, the Master Plan and the Streetscape Plan. All previously prepared guidance documents envisioned a more-or-less continuous pedestrian oriented commercial frontage on Hillsborough Street. Continuity of pedestrian routes in explicit in all the above referenced documents.

15. *Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.*

RESPONSE: The SAP, the Master Plan and the Streetscape Plan provided for parking along the western comply with this guideline.

16. *Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements cane make a significant improvement.*

RESPONSE: The SAP, the Master Plan and the Streetscape and Parking Plan envision parking structures 'wrapped' with active uses for all sides fronting on public streets or major private connectors. Any façade not wrapped by an active use must utilize the same building material and design features applicable to principal structures.

Site Design/Transit Stops

17. *Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.*

RESPONSE: Hillsborough Street is served by Cat, TTA, and the Wolf Line. Stops are in close proximity to the subject property. The potential for mixed use development offers opportunities for internal capture of people walking to these services.

18. *Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.*

RESPONSE: No part of the subject property will be more than one block from a transit stop.

Site Design/Environmental Protection

19. *All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.*

RESPONSE: The subject property has been previously developed and is highly urbanized. Re-development will provide street trees, open space and other features that will improve environmental impacts over the existing conditions.

Street Design/General Street Design Principles

20. *It is the intent of these guidelines to build streets that are integral components of community design. Streets should be designed as the main public spaces of the City and should be scaled for pedestrians.*

RESPONSE: The PBOD and Streetscape and Parking Plan offer 14' sidewalks, street trees, public benches, bicycle racks and trash receptacles on all public and private streets. The stated goal of these documents is to implement this goal.

21. *Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.*

RESPONSE: The minimum Code requirements for a PBOD addresses this objective.

22. *Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.*

RESPONSE: Incorporating the requirements of the Stanhope Center Streetscape and Parking Plan addresses this goal.

Street Design/Spatial Definition

23. *Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.*

RESPONSE: The SAP, the Master Plan and the Streetscape Plan incorporate design criteria designed to achieve spatial definition of the street environment.

Building Design/Facade Treatment

24. *The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.*

RESPONSE: Code requirements for PBOD's and the language of the PDD establish minimum façade requirements. The recently approved Preliminary Site Plan provided the architectural and functional detail identified by thiscriteria.

25. *The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.*

RESPONSE: Again, Code requirements for PBOD's and the criteria established by the PDD and the Stanhope Center Streetscape and Parking Plan provide guidelines for these items. As stated above, the recently approved Site Plan provided a pedestrian oriented product in this area.

Building Design/Street Level Activity

26. *The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.*

RESPONSE: The SAP, the PDD and the Streetscape Plan all work to ensure that this criteria is met.

Revised: 27 November 2012

Master Plan

Total Site Acres — 6.96 acres
The uses for Stanhope Center are defined in the overall and by Sections A, B and C as shown on the Master Plan drawings. The densities for Stanhope Center are calculated using the overall acreage, which includes existing and proposed rights-of-way. The property was zoned PBOD pursuant to Z-55-02. Lot layouts in Master Plan drawings do not represent approval of final lot layout. The Master Plan is defined as follows:

Overall

Open Space — The public open space will beheld in a Not For Profit Property Owners Association and itwill be available to all personswho use the development. The Stanhope Center open space will be accessible for public purposes, subject to rules of conduct by the Property Owners Association. Both Public and Private open space will be maintained by the Not For Profit Property Owners Association.

Circulation - The Master Plan drawings show the vehicular and pedestrian circulations. The inter connectivity has been enhanced by providing additional east/west connections. Street and walks are to be public and private and the private ones will be maintained by the property owners association. Due to the location and quality of McKnight Street, and Friendly cul-de-sac, they will be petitioned to be closed. Portions of or all of Concord, Friendly and Stanhope may also be petitioned to be closed and made private.

Phasing - Since this is a re-development project, existing permitted uses will be allowed to be continued and/or be expanded until the new uses of the proposed Master Plan are implemented. The Master Plan is proposed to be implemented in phases with the order in general to follow A, B then C. Improvements will be made section by section. Some adjustments in section size and configuration may be necessary due to the removal of contaminated soil located on the site; this will be approved by the City Staff.

Design — The design for the elements within Stanhope Center shall be in general conformance with certain provisions of the "Urban Design Guidelines" adopted by the City of Raleigh as follows and UNITY OF DESIGN CRITERIA previously approved . In the event that City Administration determines that the proposed development is not in accordance with these Urban Design elements or concepts, the Planning Commission shall review the development proposal to determine its conformance with the Urban Design Guidelines or concepts.

Section 3.6	Site Landscaping	Section 5.5	Street Level Activity
Section 3.8	Interface with Adjacent Properties	Section 5.6	Service and Utilities
Section 5.1	General Building Design Guidelines		

Streetscape and Parking Plan — The Stanhope Center shall be subject to the Stanhope Center Pedestrian Business Overlay District Streetscape and Parking Plan as adopted November 19, 2002 and amended September 15,2009 and August 3, 2011.

Uses The overall uses for the project are as follows:

- Maximum 520 residential units.
- Maximum heights (see Sections A, B and C on page 4)
- Parking as a minimum shall meet City Code requirements. No reduction in required parking with the major amount of parking in a deck. Off-site parking may be allowed by the City Staff in order to meet the required parking.
- Maximum 40,000 sf retail, commercial, office or recreational space
- Street, walks, landscaping and other site amenities and infrastructure per the Pedestrian Business Overlay District Stanhope Center Streetscape and Parking Plan.
- Estimated areas (not limits) for breakdown are as follows:
  Residential — +590,150sf, 62% of structures, 1.95FAR
  Retail, Commercial, Office or Recreational - +40,000 sf, 4% of structures, 0.13 FAR
  Parking - +320,000 sf, 34% of structures, 1.06 FAR
  Open Space —+68,637sf (±23%)
- Residential density is approximately 75 units/acre
- A minimum of 15% of the site will be provided as open space

Section A

- Not more than 300 residential units.
- Maximum height of 102 ft is allowed above finish grade at the Concord round about on Concord Street (NOTE: 102' height approved for the building in Section A by SP-125-07)
- Parking/parking deck located in Section B
- Non-governmental recreation uses such as swimming pool, volleyball court, etc.
- Approximately 1550sqft retail, and 600 square feet office.(NOTE: 1550 sqft retail approved by SP-125-07).
- Open space courtyard for Building "A" and portion of Stanhope Commons
- Street, walks and landscaping within section and for parking deck
- Estimated areas (not limits) for breakdown are as follows:
  Residential - +374,000 sf
  Retail / Office - +2,150sf
  Parking Deck — ±42,400sf
  Surface Parking —±1,800sf
  Open Space — +41,837sf(±37%)
  Section A structures area -+418,550sf
  Section A site area = approximately 2.57 Acres
  Residential density is 117 units/acre
  Parking Deck is located primarily off site on the parcel found at Deed Book 14441, page 0008 in the Wake County Registry and Book of Maps 2011, p. 284, Lot 4.

Section B

- Not more than 126 residential units. Maximum height of 70 ft is allowed above grade finish grade at Concord Street with the possible exceptions of the parking deck elevator penthouse, stair enclosures and deck lighting
- Estimated areas (not limits) for breakdown are as follows:
  Residential — +101,000 sf
  Parking Deck — +320,000 sf
  Surface Parking — ±4,225 sf
  Open Space — +14,150sf(±13%)
  Section B structures area = 421,000sf
  Section B site area = approximately 2.51 acres
  Residential density is 50 units/acres

Section C

- Not more than 94 residential units. A minimum of ninety-five percent (95%) of all residential units in Section C shall be provided with open balconies, subject to approval of encroachment permits for open balconies in the public Right Of Way if required.
- The ground floor shall have a floor to ceiling height of 13 feet. Parking decks shall be prohibited in Section C.
- Building height shall not exceed a maximum of eight-six feet (86') measured above the average finish grade at the building face along Hillsborough Street provided that any portion of the building exceeding three stories in height shall be stepped back from the front edge of the building along Hillsborough Street at least *ten* feet (10') if the building is five (5) or more stories or at least twelve feet (12') if the building is seven (7) stories with an average step back of at least sixteen feet (16'). Above the step back, no portion of a wall plane facing Hillsborough Street or Concord Street shall exceed sixty feet (60') in width unless the wall is offset a minimum of four feet (4') for a minimum distance of eight feet (8'). Along Concord Street, the average step back above the third floor shall be a minimum of ten feet (10'). The average step back shall be calculated by extending the building lines of the ground floor building to the Concord Street R/W line and dividing the area behind the face of the building facing Concord Street by the length of the Concord Street RAN. Open balcony areas may encroach into the step back area without impact to the average step back calculation.
- The ground floor (measured between zero feet (0') and twelve feet (12') above the adjacent sidewalk) of any building constructed on the subject property shall achieve a level of transparency of at least forty (40%) of the surface of such facades along Hillsborough Street and Concord Street. That portion of a surface which is covered by either non-opaque glass window(s) and/or non-opaque glass door(s) shall be deemed to have achieved transparency.
- Any surface parking adjacent to Hillsborough Street located on the subject property shall be stepped back at least twenty feet (20') from the south edge of the sidewalk along Hillsborough Street and the twenty foot (20') step back area shall be landscaped with the following per twenty-five (25) linear feet adjacent to the surface parking: at least 10 shrubs measuring at least two feet (2') tall at planting and one (1) shade tree or understory tree measuring at least eight feet (8') in height and at least two and one-half inches in caliper at planting. All plantings shall be in accordance with the Stanhope Village Streetscape and Parking Plan.
- Estimated areas (not limits) for breakdown are as follows:
  Residential — +115,150 sf
  Retail — +37,850 sf
  Surface Parking — +14,650 sf
  Open Space — +12,650 sf (±16%)
  Section C structures area = 153,000 sf
  Section C site area approximately 1.87 acres
  Residential density is 50 units/acre

Criteria for Overall Master Plan

- Required setbacks are zero feet from all property lines or streets of any type.
- Overall retail, commercial, office or recreational area of 40,000 sf is allowed, not counting mezzanine space. This is justified based on the type of mixed-use, the location on Hillsborough Street and the use of deck parking for most of the cars.
- Signage and sign criteria will be based on the Urban Design Guidelines, the Streetscape and Parking Plan and approved by staff.
- Unity of Development will be based on the Urban Design Guidelines and approved by Staff.
- Alternate paving surfaces, drives and crosswalks, as defined in the Master Plan and Stanhope Center Streetscape and Parking Plan, may be approved by Staff.
- Right-of-way value for a City reimbursement to be based on the zoning prior to this change in zoning.

Variations to the Stanhope Village Small Area Plan

- No parking is provided under the south building and additional levels (total of eight) added to parking deck in Section B. Parking deck (PD-2 in the Small Area Plan) was shortened to add a surround building on the east end.
- No pedestrian bridge is being proposed over Friendly at the university deck. A grade crossing will be more pedestrian Friendly.
- Building in Section A to be seven floors above Concord grade with a partial lower level on the east end of the building. (NOTE: 102' height approved for the building in Section A by SP-125-07)
- Various variations to the Stanhope Village

Small Area approved as Site Plans (SP-125-07 & SP-43-11) are reflected on the Master Plan drawings MP1 through MP5. These include shifting the primary public area from Concord Street to Hillsborough Street, changes to the Hillsborough Street frontage, changes to roundabouts and service roads and modifications to on-street parking.

Revisions to the Master Plan

Staff shall administratively approve master plan amendments that propose any of the following alterations.

- An increase to the allowable residential density, total number of dwelling units not to exceed ten percent.
- An increase to the maximum permitted non-residential density, total number of dwelling units not to exceed ten percent.
- A ten percent (10%) increase to allowable height (as measured in feet).
- A transfer of non-residential floor area or residential dwelling units, from one area to another, not to exceed a twenty percent maximum for each standard.
- Minor adjustments in location of building, parking and open space areas. A minor adjustment shall be a modification or distance to property line; however, the adjustment shall not exceed 100 feet in distance from the approved location.
- An exchange of open space area, provided the exchanged properties are of like acreage, value and utility and that open space map has been recorded for the requested exchanged properties with register of deeds office in the county where the property is located.
- A relocation of access points, driveways or sidewalks either within or outside of the public right-of-way with the concurrence of the Transportation Division.
- A relocation f a utility.
- Any requirement associated with a permitted change must be shown on the master plan. By example, if a ten percent increase in density requires a different street cross section, the street cross section must be updated on the street and block plan.

Any other amendment not listed shall be subject to rezoning.

Amendments

- The Master Plan can be amended by the re-zoning process based on the following:
  Only parties owning property within the development shall have the right to amend this Master Plan and exhibits hereto, but only to the extent any such amendment applies to individual properties owned by such parties. Any condominium association or property owner's association owning and or maintaining facilities that are common to the overall development must join in all amendments to this Master Plan.

- Portions of the Master Plan can be amended without involving the entire area so long as it is in separate ownership.

Phasing Restrictions

- Existing buildings in Section C on Hillsborough Street will not be removed and replaced with surface parking until Section C is implemented.
- The parking deck located in Section B will not be permitted or constructed in advance of the building in Section A. If the surround building is not constructed at the same time as the parking deck, the area designated for the surround building will be grassed until construction begins on the surround building.

The Developer wants Stanhope Center to be a successful project and an amenity to the neighborhood. The Developer wants Stanhope Center to epitomize the concept of a walkable environment, provide a mixture of housing choices and offer retail services that complement the Stanhope Village neighborhood.

The Developer has reviewed the List of Conditions, Draft #8, dated 17 September 2002, proposed by the Stanhope Village residents. Upon the Developer's review, the following comments, information and modifications are presented as conditions to this rezoning:

- **Traffic Impact Analysis -** Kimley-Horn and Associates, Inc. submitted a Traffic Impact Analysis, prepared September 2002, to the City of Raleigh. This TIA was revisited by Kimley Horn in February of 2008 and again in June of 2012 to verify the validity of the conclusions reached in the 2002 TIA.

- **Parking Reduction -**The Developer agrees to forgo reduction in parking as permitted under the Pedestrian Business Overlay District.

- **Parking Deck -** The Developer may accommodate commuter parking that accesses the proposed parking deck from Friendly Drive or the private service road. The Developer will provide parking spaces adequate for the residential, retail, commercial, office and recreational uses that occur within Stanhope Center not more than 350 spaces will be designated as "commuter" parking and will be provided if an excess of those required by the City Code for the actual development. Parking deck lighting will conform to the City of Raleigh Lighting Ordinance, and the Stanhope Center Streetscape and Parking Plan and will be directed down or away from Stanhope Avenue. The exterior treatment (materials and colors) of any part of the parking deck not covered by the wrap-around building will be visually consistent with the building surrounding the deck and the Unity of Development Criteria. The height of the eight level parking deck will not exceed the 70 feet height limit for Section B with the possible exception of the elevator penthouse, stair enclosure and deck lighting which will be directed down or away from Stanhope Avenue.

- **Variety of Housing -** The Developer is designing units to attract a residential mix to Stanhope Center. Units to range from one bedroom to four bedrooms as a minimum mix.

- **Retail Uses** -The Developer is encouraging a variety and mix of retail services that will provide a village atmosphere. The Developer agrees to abide by the current state and local codes and ordinances that regulate uses, noise and hours of operation.

- **Construction Phases -** Two phases of construction are planned, Section A is planned for initial construction with Section B and C to follow. The Developer reserves the flexibility to modify the number of phases and starting of construction on phases.

- **Wade CAC Review and Comment -** The Developer will notify the chairperson of the Wade CAC, by first class mail, of public meetings before the City Council, Planning Commission and Appearance Commission, relative to this project, at least one week prior to the meeting or within two days after the developers knowledge of the meeting scheduled.

- **Construction Entrances -**The Developer will encourage construction traffic, construction parking and construction workers not to use Stanhope Avenue and Rosemary Street.

- **Rooftop Screening** -The Developer will screen rooftop mechanical systems.

- **Underground Electric -**The Developer will place all new electrical services underground. Existing electrical services will either be placed under ground or relocated off site.

- **Transit Stop** -The public transit stop at the intersection of Friendly Drive and Hillsborough Street will be available to residents of Stanhope Center.

Public and private streets

- Street construction to be by the developer.
- Street width to be 24' back to back of a standard City of Raleigh curb and gutter section. Street width to widen as it connects to Friendly Drive on the east side as show on the Master Plan drawing. Inside curve radius to be 20' at back of curb or as approved by City Staff.
- Right of way to be located 5' behind curb or as approved by City Staff.
- Sidewalks to be provided as shown on the Master Plan and the Streetscape and Parking Plan with 5' minimum width.

Public Streets

- Sidewalk to be constructed by the developer
- Water line not required in street but may be in street if needed for service.
- Sanitary sewer may be required in streets.
- Storm sewer may be required in streets.
- Vertical and horizontal curve requirements may vary from City Standards.
- Surface parking will be included in the public right-of-way until the City Code allows private parking adjoining the public right-of-way.
- Other street standards may vary in order to accommodate the Master Plan.
- The required encroachments shall be approved by the City Council.

Private Streets

- Stanhope Avenue will be connected to Friendly Drive by a private street between Sections A and B.
- Concord Street will be connected to Friendly Drive by a private street between Sections Band C.
- All private streets and on-street parking shall be open to the public at all times unless they are closed for special events.
- All construction of streets and on-street parking shall be by the project developer.
- All maintenance, repair and re-paving of private streets and on-street parking shall be performed by the Property Owners Association for the project.
- All design for the private streets and on-street parking shall be approved by the City of Raleigh as per Master Plan.
- City Public utilities to be allowed in easements in private streets or other locations as approved by the City Staff.
- Cross Access Agreements to be provided.

Master Plan Drawings

- MP1 Revised 14 August 2012
- MP2 Revised 14 August 2012
- MP3 Revised 14 August 2012

MP3A Revised 06 November 2012 MP6 Revised 14 August 2012
MP4 Revised 14 August 2012
MP5A Revisedl4 August 2012
MP5B Revised 14 August 2012

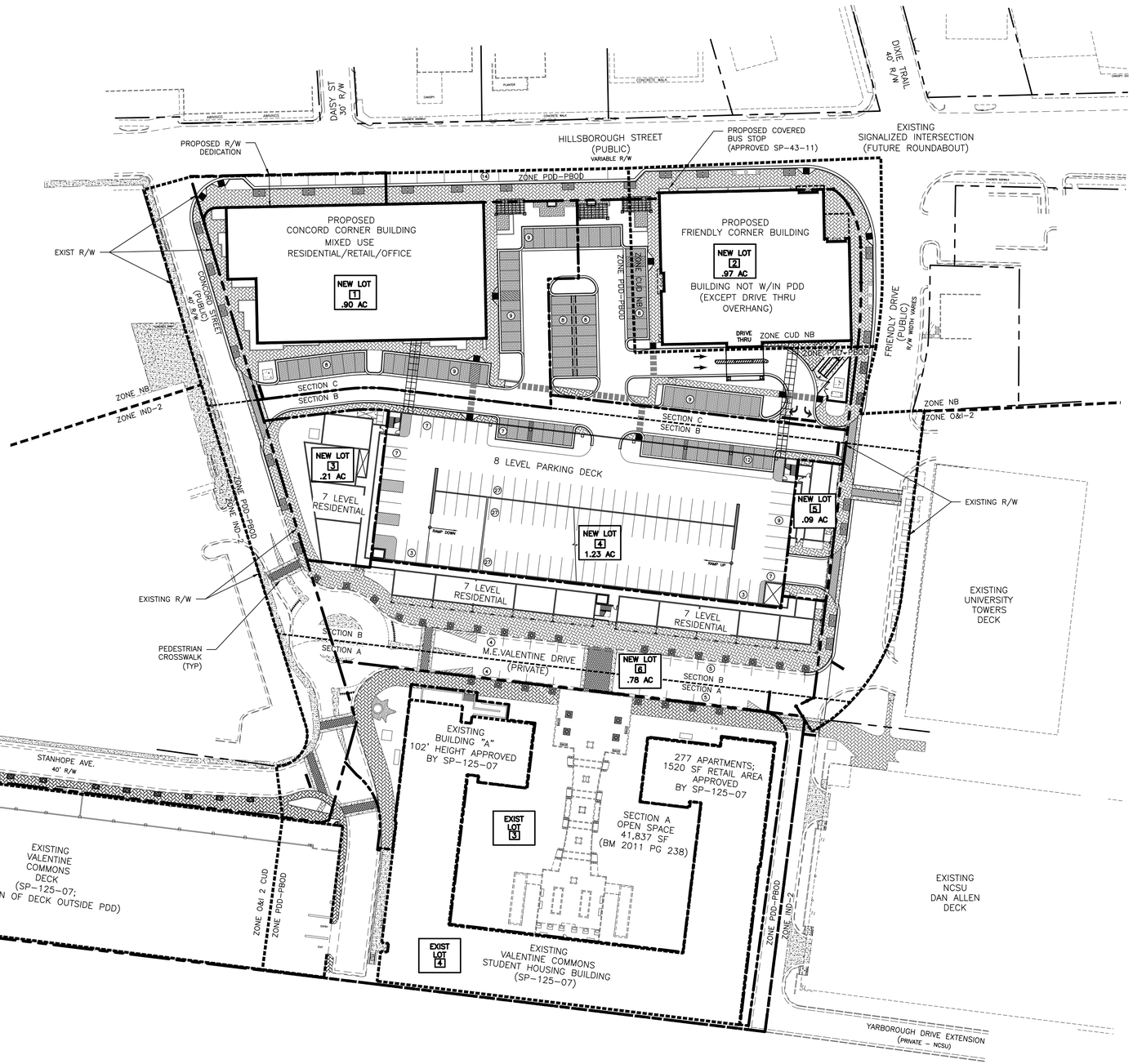
Clarification for Development of Concord Street

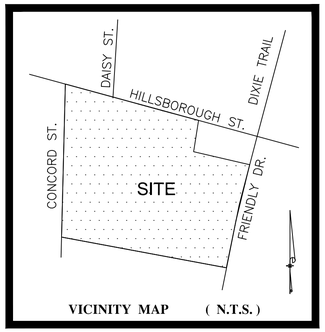
- The round about as constructed is shown on Master Plan Drawings MP1 through MP5.
- The plan as shown on MP1 will require no participation by the property owner on the west side, Concord Street to remain
  public and improvement made on the east side by this developer, including a modified roundabout on Concord St.

Site Plan Approval

- Preliminary Site Plans will be submitted for review pursuant to Code Section 10-2132.2, even though this is a PDD.

Revised 26 Nov 2012 Revised 16 Nov 2012 Revised 06 Nov 2012 Revised 15 October 2012 Revised 10 Sept 2012 Revised 20 Aug 2012 Revised 25 Jun 2012 Revised 14 Nov 2002 Revised 12 Nov 2002 Revised 29 Oct 2002 Revised 28 Oct 2002 Revised 24 Oct 2002Revised 21 Oct 2002 Revised 14 Oct 2002 Revised 7 Oct 2002 Revised 2 Oct 2002





VICINITY MAP (N.T.S.)

LEGEND

- BRICK PAVERS
- 48"X96" TREE GRATE
- 48"X48" TREE GRATE
- CONCRETE
- LED STREET LIGHT (30')

SITE DATA

1) TOTAL SITE AREA – 6.96 ACRES
   SECTION A – 2.57 ACRES
   SECTION B – 2.51 ACRES
   SECTION C – 1.87 ACRES
2) PIN#S 0794–52–5466; 6405; 6454; 7413; 7474; 8451; 6361; 8155; 9213; 6187 & 0794–51–6998; 5918 (PARTIAL)
2) PRESENT ZONING – PDD WITH PEDESTRIAN BUSINESS OVERLAY
3) PROPOSED ZONING – PDD WITH PEDESTRIAN BUSINESS OVERLAY
4) HILLSBOROUGH STREET ROUNDABOUT IS NOT PART OF THIS PROJECT
5) PARKING ON–SITE:
   EXISITNG – 800 SPACES (SURFACE)
   PROPOSED – 1049 SPACES IN PARKING DECK; 350 MAX. COMMUTER SPACES
   100 ON–STREET SPACES (PUBLIC AND PRIVATE)
6) OPEN SPACE – REQUIRED MIN. IS 10% OF SITE EXCLUDING RIGHTS–OF–WAY
   PROPOSED OPEN SPACE – 24% OF AREA, EXCLUDING RIGHTS–OF–WAY
7) TOTAL RETAIL/COMMERCIAL/OFFICE OR RECREATIONAL SPACE PROPOSED – 40,000 SF
8) MECHANISM FOR MONITORING CONSTRUCTION OF LAND – SITE PLAN APPROVAL, PERMITTING, INSPECTION
9) DEVELOPER/OWNER: M.E. VALENTINE, JR.
   3021 HILLSBOROUGH STREET
   RALEIGH NC 27607
   919/833–0330
10) CONTACT PERSON: ED SCONFIENZA, P.E.; THE SITE GROUP, PLLC
   1111 OBERLIN ROAD
   RALEIGH NC 27605
   919/835–4787(V); 919/839–2255 (F)

DRAWING INDEX:

MP 1	CONCEPTUAL MASTER PLAN
MP 2	EXISTING CONDITIONS PLAN
MP 3	CONCEPT MASTER LANDSCAPE PLAN
MP 3A	CONCEPT MASTER OPEN SPACE PLAN
MP 4	CONCEPT MASTER UTILITY, STORM DRAINAGE PLAN
MP 5	CONCEPT MASTER PHASING PLAN – PHASE2
MP 6	DETAILS

PLAN BACKGROUND AND DISCLAIMER

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NORTH

CONCEPTUAL MASTER PLAN

SCALE: 1" = 50' (22X34 PLOTS) (1" = 100' FOR 11X17 PLOTS)'

0 50 100 150 200

NOT FOR CONSTRUCTION

MP-2-12

THE SITE GROUP, PLLC
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MASTER PLAN
STANHOPE CENTER
HILLSBOROUGH ST., CONCORD ST. & FRIENDLY DR.
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DWG BY: BDM
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REVISED:
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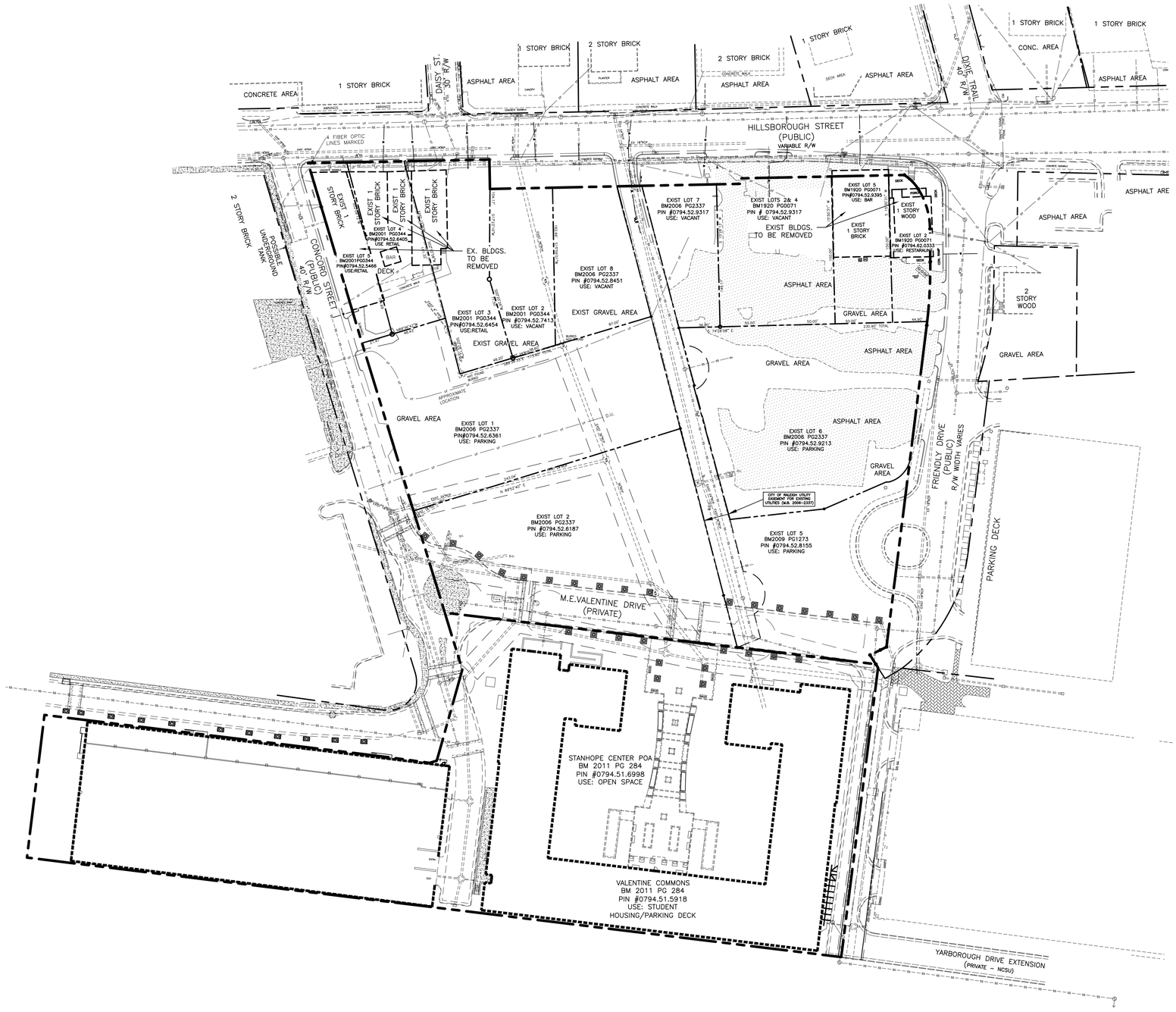
4 14 NOV 02
5 25 JUN 12
6 14 AUG 12

Dwg scaled for 34x22 plots

CONCEPTUAL MASTER PLAN

JOB CODE: VVSHVCZ

MP 1



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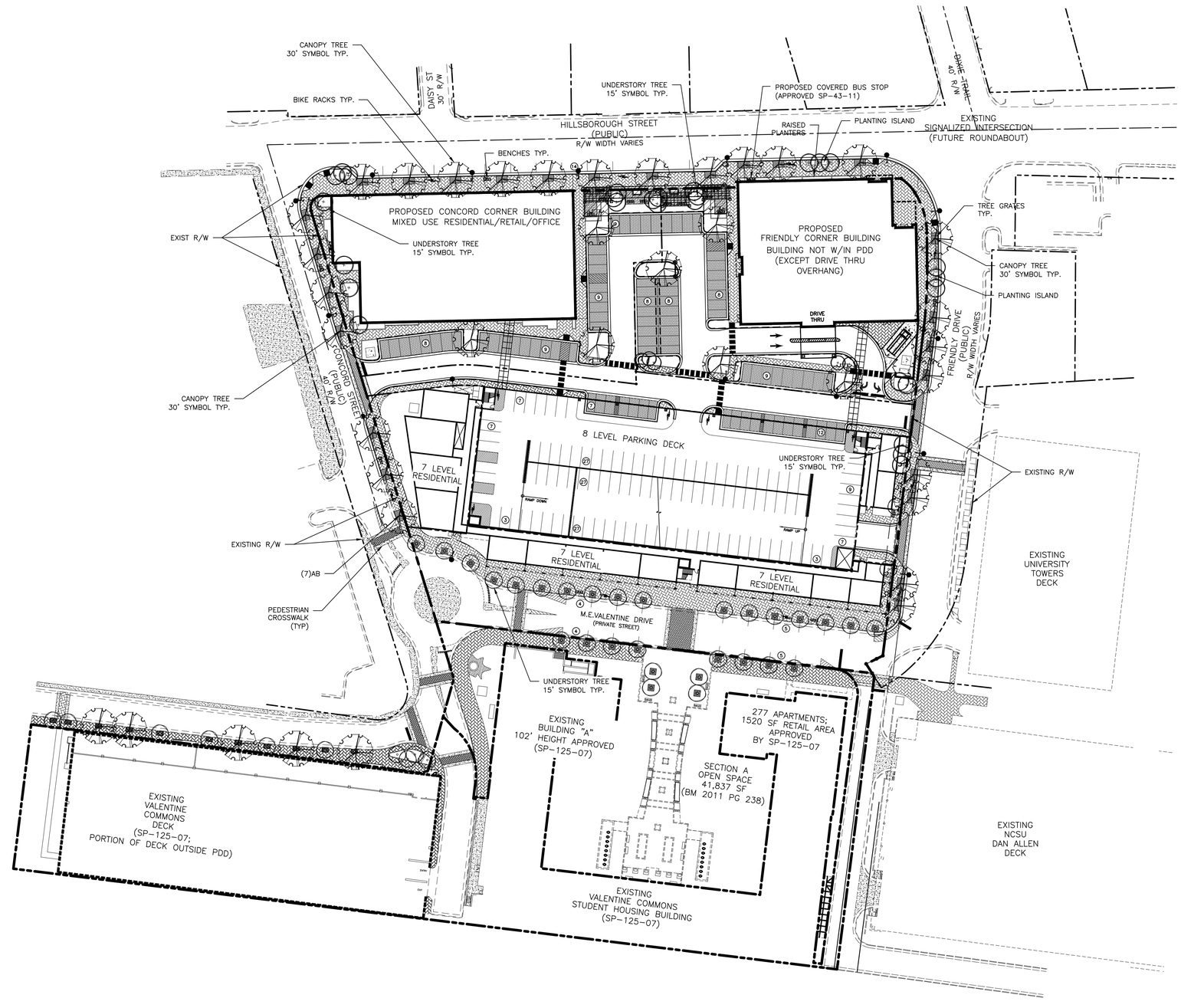

SITE LIGHTING:
STREET LIGHTING–30' HT., ROUND TAPERED STEEL POLE, UNFINISHED STEEL FIXTURE IS BETA LIGHTING 'THE EDGE ROUND LUMINAIRE' OR SIMILAR FIXTURE (SEE STANHOPE CENTER PBOD STREETSCAPE AND PARKING PLAN)

SIDEWALKS:
PINE HALL BRICK FIELD PAVERS;
COLORS: PRIMARY: PATHWAY RED; ACCENT PAVER: ENGLISH EDGE DARK ACCENT
A SINGLE HEADER COURSE OF ACCENT PAVERS WILL BE USED AGAINST BUILDING WALLS AND CURBS. A DOUBLE ROW OF HEADER PATTERNED PAVERS WILL BE USED TO DEFINE SIDEWALK PANELS.

TRANSIT STOP:
BUS STOP ON HILLSBOROUGH ST (OFFSITE).; FUTURE TTA STATION ≤ ¼ MILE EAST

ON–STREET PARKING/MULTI–PURPOSE AREAS:
ON– AND OFF–STREET PARKING SPACES PROVIDED FOR RETAIL BUISINESSES

LANDSCAPING:
STREET TREES GENUS TO COMPLY WITH STANHOPE VILLAGE STREETSCAPE AND PARKING PLAN.
STREET TREES ALONG CONCORD AND WITHIN OPEN SPACES TO BE PLANTED AT RATE OF 1/50 LF OF ROAD FRONTAGE
FLOWERING TREES ALONG SERVICE CORIDORS, PEDESTRIAN CORRIDORS TO BE PLANTED AT 1/50 LF OF ROAD FRONTAGE
SHRUB AND FOUNDATION PLANTINGS PER ELEVATION

STREET FURNITURE:
INCLUDES, BUT NOT LIMITED TO BENCHES, TRASH RECEPTACLES, GRATES AND BIKE RACKS.

COMMON AREAS:
BUILDING "A" COURTYARD AREA – OUTDOOR AREA FOR BULDING "A";
HILLSBOROUGH COMMONS – OUTDOOR SEATING AREA FOR HILLSBOROUGH RETAIL STANHOPE STREETSCAPE TREATMENT; PEDESTRIAN WAY FROM PARKING DECK TO HILLSBOROUGH STREET.

LANDSCAPE LEGEND
STREET TREE (TYP)
UNDERSTORY TREE (TYP)

LEGEND
BRICK PAVERS
48"X96" TREE GRATE
48"X48" TREE GRATE
CONCRETE
LED STREET LIGHT (30')

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NORTH

CONCEPT MASTER LANDSCAPE PLAN

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MASTER PLAN
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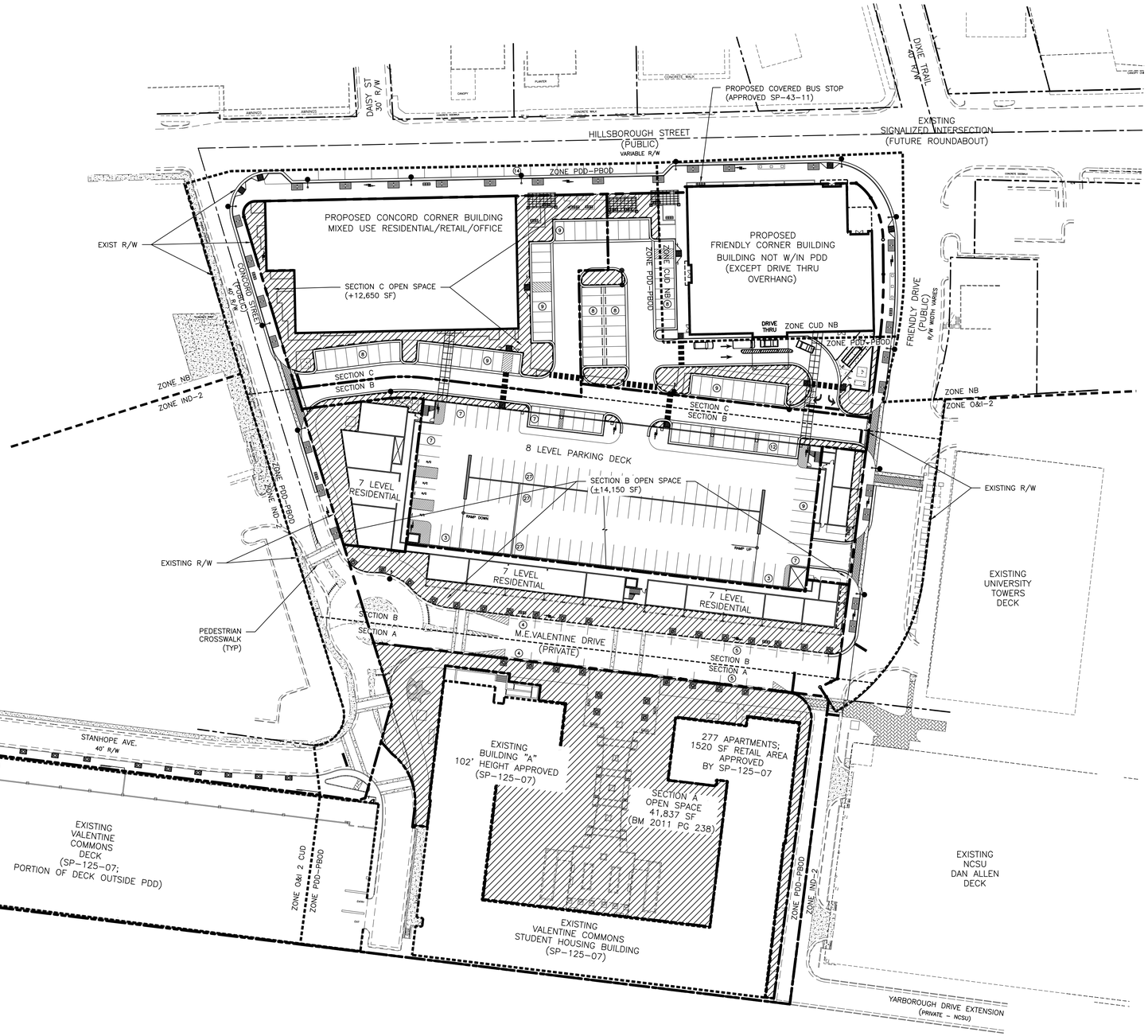
7 25 JUN 12
10 14 AUG 12

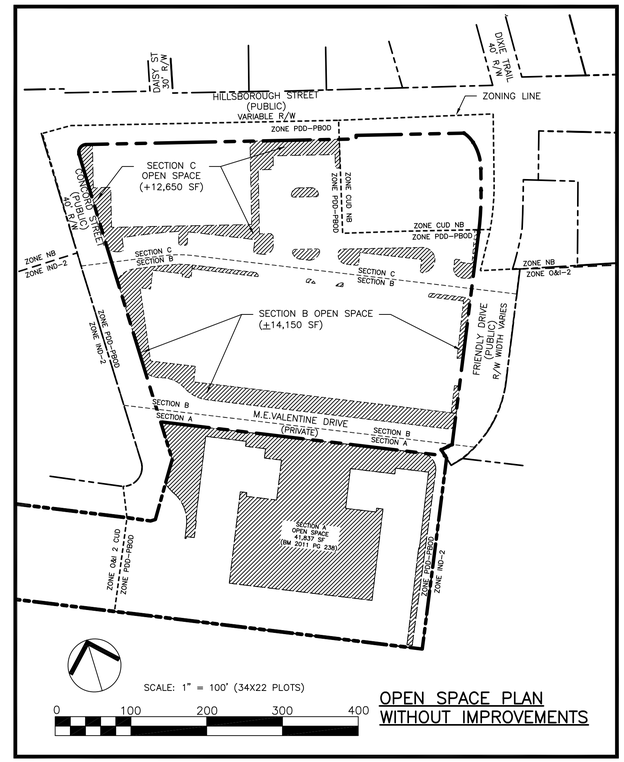
Dwg scaled for 34x22 plots

CONCEPT MASTER LANDSCAPE PLAN

JOB CODE: VVSHVCZ

MP
3





OPEN SPACE PLAN WITHOUT IMPROVEMENTS

LEGEND

- BRICK PAVERS
- 48"X96" TREE GRATE
- 48"X48" TREE GRATE
- CONCRETE
- LED STREET LIGHT (30')

OPEN SPACE SUMMARY

SECTION A	±41,837 SF
SECTION B	±14,150 SF
SECTION C	±12,650 SF

TOTAL OPEN SPACE ±68,637 SF (1.58 AC)

REQUIRED OPEN SPACE: 15% OF SITE EXCLUDING ROW (PDD AREA IS 6.96 ACRES)

PROVIDED OPEN SPACE: 23%

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CONCEPT MASTER OPEN SPACE PLAN

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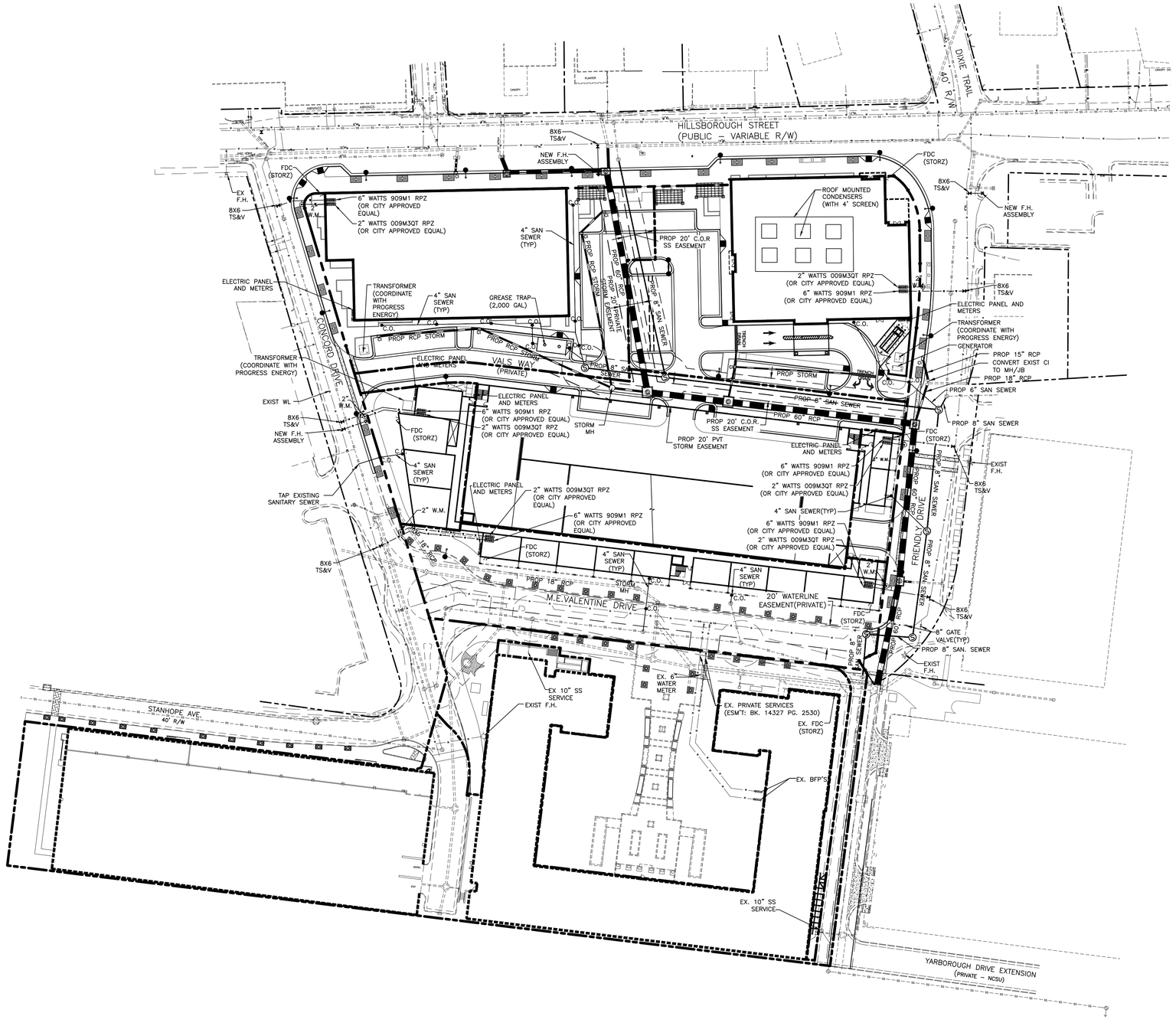
MP
3A



LEGEND

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- CONCRETE
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UTILITY NOTES

1. CONTRACTOR SHALL HAVE NORTH CAROLINA ONE CALL (1–800–632–4949) LOCATE ALL EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR CONFLICTS PRIOR TO BEGINNING CONSTRUCTION.
3. CONTRACTOR SHALL COORDINATE THE LOCATION OF ELECTRICAL SERVICE PRIOR TO BEGINNING CONSTRUCTION. CONTRACTOR SHALL PROVIDE CONDUITS AS REQUIRED UNDER PAVED AREAS.
4. RELOCATION OF MCKNIGHT AVENUE SANITARY SEWER AND CONSTRUCTION OF VALS WAY PUBLIC SEWER SHALL BE COMPLETED AS PART OF PHASE 1 CONSTRUCTION.
5. THIS PLAN IS DIAGRAMMATIC AND REPRESENTS THE APPROXIMATE LOCATION OF UTILITIES UNLESS SPECIFICALLY DIMENSIONED. THE CONTRACTOR SHALL COORDINATE THE ACTUAL AND PROPOSED LOCATION OF UTILITIES TO AVOID CONFLICTS.

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CONCEPT MASTER UTILITY, STORM DRAINAGE PLAN

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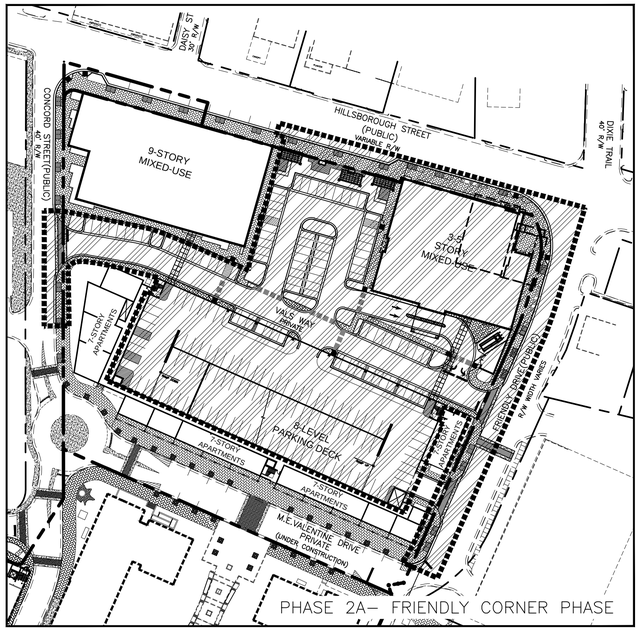
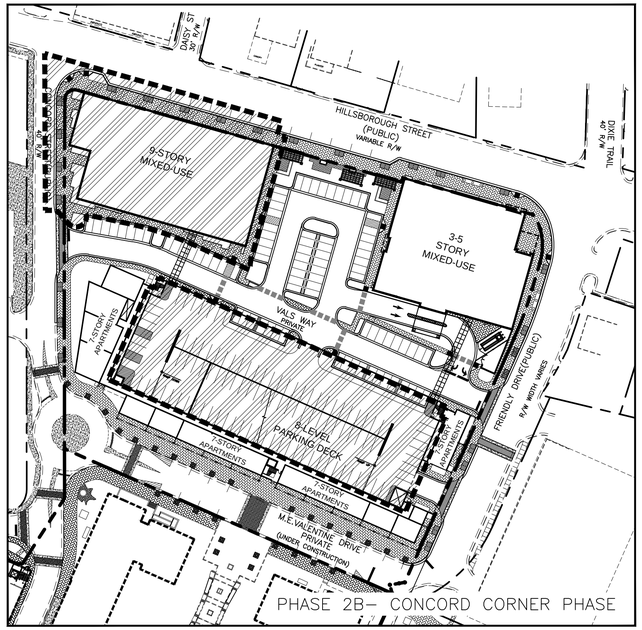
CONCEPT MASTER UTILITY, STORM DRAINAGE PLAN

JOB CODE: VVSHVCZ

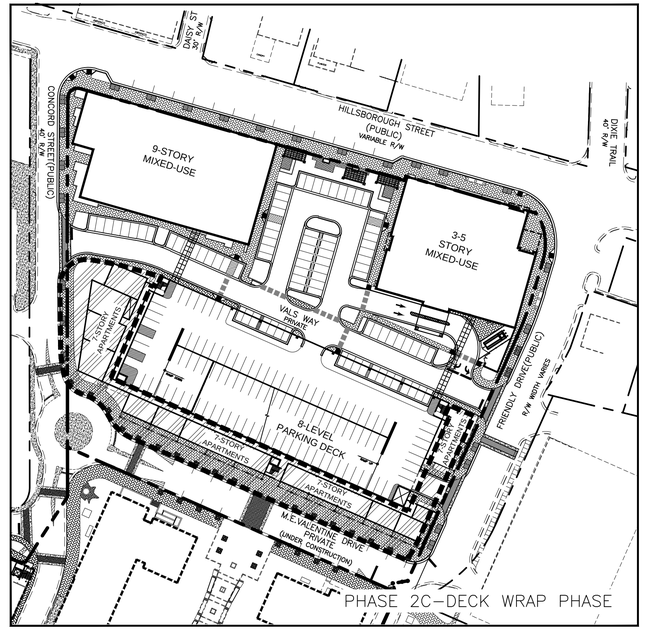
MP
4



PHASE 2A– FRIENDLY CORNER PHASE



PHASE 2B– CONCORD CORNER PHASE



PHASE 2C–DECK WRAP PHASE

PHASE 2A – FRIENDLY CORNER

- FRIENDLY CORNER BUILDING – 3 TO 5 STORIES
- VALS WAY INCLUDING ALL ON–STREET PARKING
- SURFACE PARKING LOT
- HILLSBOROUGH STREET BUS STOP AND STREETSCAPE AMENITIES
- LANDSCAPE & AMENITIES BETWEEN SURFACE PARKING LOT AND HILLSBOROUGH STREET
- FRIENDLY DRIVE STREETSCAPE AMENITIES
- RELOCATION OF MCKNIGHT AVENUE SANITARY SEWER AND CONSTRUCTION OF VALS WAY PUBLIC SEWER
- PARKING DECK
  POSSIBLE MULTI–PHASED CONSTRUCTION. PHASE 1 INCLUDES, AT A MINIMUM, PARKING SPACES SUFFICIENT TO MEET CODE REQUIREMENTS FOR THE FRIENDLY CORNER PHASE.

PHASE 2B – CONCORD CORNER

- CONCORD CORNER BUILDING – 9 STORY MIXED USE
- STREETSCAPE AMENITIES HILLSBOROUGH STREET, CONCORD STREET AND VALS WAY AMENITIES.
- PARKING DECK
  ADDITIONAL DECK LEVELS IF NOT COMPLETED AS PART OF PHASE 1.
- IF ALL DECK LEVELS NOT COMPLETED, PHASE 2 WILL INCLUDE, AT A MINIMUM, PARKING SPACES SUFFICIENT TO MEET PARKING CODE REQUIREMENTS FOR THE CONCORD CORNER BUILDING.

NOTE:
PHASES 2B AND 2C MAY BE SWITCHED. IF THE DECK WRAP IS BUILT BEFORE THE CONCORD CORNER BUILDING, THE DECK MUST BE COMPLETED TO SUPPORT THE CONCORD BUILDING.

PHASE 2C – DECK WRAP PHASE

- DECK WRAP:
  WRAPS PARKING DECK ON EAST, SOUTH AND WEST SIDES
- COMPLETE PARKING DECK IF NOT COMPLETED IN PREVIOUS PHASES
- WRAP MAY BE CONSTRUCTED IN UP TO FOUR PHASES.

GENERAL NOTES

1. EACH PHASE PROVIDES, AT A MINIMUM, PARKING PER CODE REQUIREMENTS.
2. STAFF HAS THE RIGHT TO APPROVE MINOR ADJUSTMENTS TO THE PHASING PLAN OR SITE PLAN THAT ARE WITHIN THE HEIGHT AND AREA LIMITS AND CONDITIONS ALLOWED BY THE MASTER PLAN.
3. REFERENCES:
   - Z–55–02/SSP–2–02
   - Z–12–11
   - SSP–4–09
   - SP–125–07
   - SP–43–11

NOTE:
PHASE 1 CONSTRUCTION (SP–125–07)
IS COMPLETE AND SHOWN AS EXISTING ON MP 2

PLAN BACKGROUND AND DISCLAIMER

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NORTH

CONCEPT PHASE 2 PHASING PLAN

SCALE: 1" = 80' (22X34 PLOTS)

0 80 160 240 320

NOT FOR CONSTRUCTION

THE SITE GROUP, PLLC
LANDSCAPE ARCHITECTURAL COMPANY
CERT. NO. 353
NORTH CAROLINA
RALEIGH, N.C.
ENGINEERING LICENSE P0803

THE SITE GROUP
CIVIL ENGINEERS • LANDSCAPE ARCHITECTS

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MASTER PLAN
STANHOPE
HILLSBOROUGH ST., CONCORD ST. & FRIENDLY DR.
RALEIGH, NC

DWG BY: BDM
CHK BY: TJG/EFS

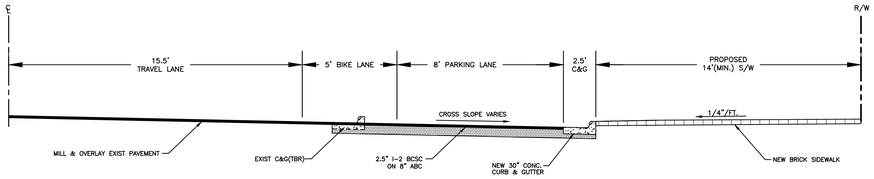
ISSUED:
21 JUN 02
REVISED:
1 16 AUG 02
2 16 SEPT 02
3 14 OCT 02
4 24 OCT 02
5 12 NOV 02
6 14 NOV 02
7 25 JUN 12
8 14 AUG 12

Dwg scaled for 34x22 plots

CONCEPT PHASE 2 PHASING PLAN

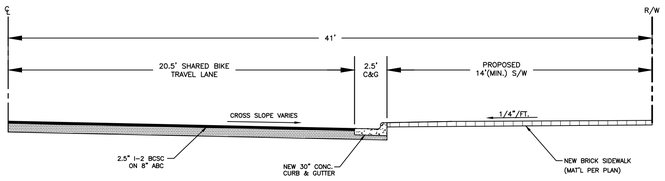
JOB CODE: VVSHVCZ

MP 5



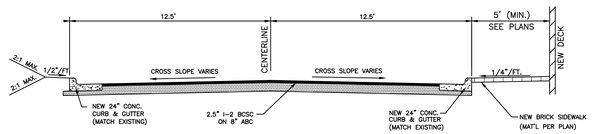
HILLSBOROUGH STREET SOUTH SIDE SECTION W/ PARKING LANE

NO SCALE



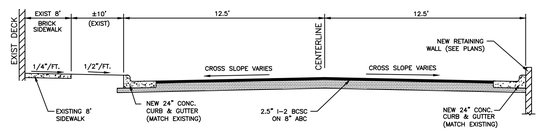
HILLSBOROUGH STREET SOUTH SIDE SECTION W/O PARKING LANE

NO SCALE



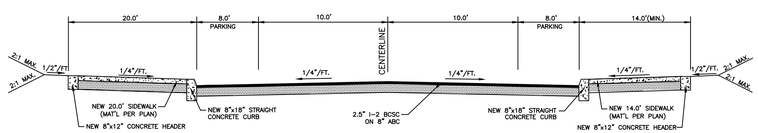
VALS WAY SECTION (25' B–B – PRIVATE)

NO SCALE



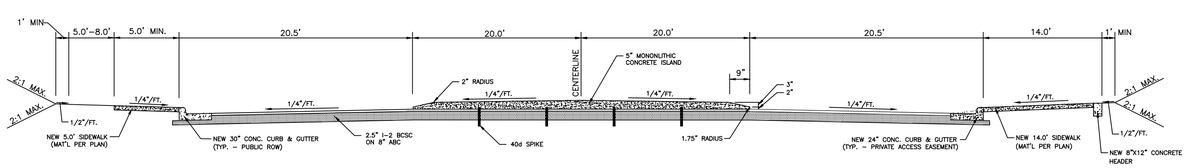
YARBOROUGH DR. SECTION (25' B–B – PRIVATE)

NO SCALE



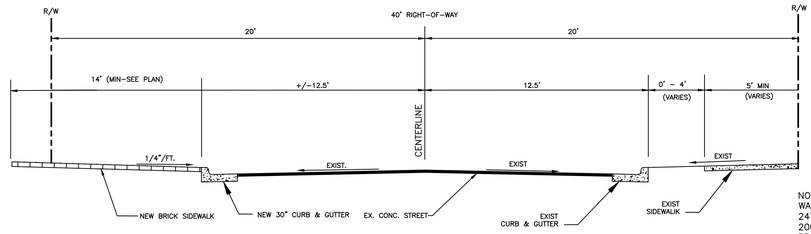
M.E. VALENTINE DR. SECTION (36' F–F – PRIVATE)

NO SCALE



ROUND ABOUT (81' OUTSIDE RADIUS – PUBLIC)

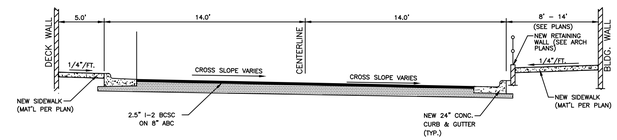
NO SCALE



NOTE: CONCORD AVENUE WAS APPROVED AS A 24' B–B STREET ON THE 2002 MASTER PLAN THE RECENT PRELIMINARY SITE PLANS PROPOSE A 25' B–B SECTION.

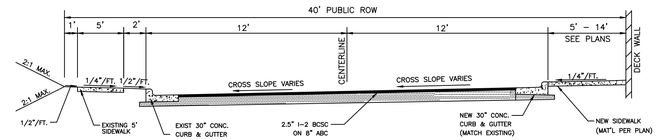
CONCORD AVENUE SECTION (25' B–B – PUBLIC)

NO SCALE



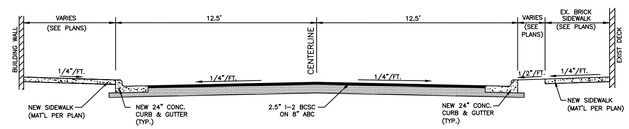
CONCORD ST. SECTION (28' B–B – PRIVATE)

NO SCALE



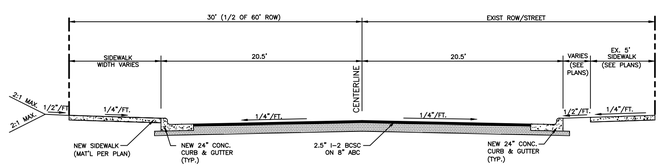
STANHOPE AVE. SECTION (24' B/B – PUBLIC)

NO SCALE



FRIENDLY DR. SECTION (25' B–B – PRIVATE)

NO SCALE



FRIENDLY DR. SECTION (1/2 – 41' B–B – PUBLIC)

NO SCALE

PLAN BACKGROUND AND DISCLAIMER

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MASTER PLAN
STANHOPE CENTER
STANHOPE AVE AND HILLSBOROUGH STREET
RALEIGH, NORTH CAROLINA

DWG BY: MGR
CHK BY: EFS

ISSUED:
19 AUG 02
1 2 OCT 02
2 24 OCT 02
3 12 NOV 02
4 25 JUN 12
5 14 AUG 12

Dwg scaled for 34x22 plots

DETAIL SHEET

JOB CODE: VVSHVCZ

MP 6

6 June 2012

City of Raleigh
Department of City Planning
One Exchange Plaza, 3rd Floor
Raleigh, NC 27601

Reference: REPORT OF MEETING
Proposed Stanhope Center Rezoning [Z-55-02; SSP-2-02; MP-02-02]
Property of Courtland Apartments, LLC (±0.94 Acres)
PIN No.'s 0764-52-5466; 0764-52-6405; 0764-52-6454; 0764-52-7413; 0764-52-7474

Letters in addressed and stamped envelopes notifying adjacent property owners of a meeting to review the proposed rezoning of the above referenced property were hand delivered to the City of Raleigh Planning Department on May 25th, 2012. An example of the letter, the attachment included with each letter and a mailing inventory are attached.

Our office was open on the date of the proposed meeting, June 5th, 2012, and a notice asking anyone wishing to attend the meeting to come in to the conference room was posted on the front door.

Robin Currin and I were available to discuss the proposed rezoning until 8:00 pm.

No one showed up to discuss the proposed rezoning.

Sincerely,

Ed Sconfienza,
Principal

Attachments: Mailing Inventory
Sample letter
STANHOPE VILLAGE REZONING MAP (ZN-1.0 dated 24 May 2012)

The SITE Group
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Raleigh NC 27605

919-835-4787 (o)
919-839-2255 (f)