
200 East Six Forks

Streetscape and Parking Plan

Raleigh, North Carolina

Case Number: Z-14-13

Date: May 15, 2013

Owner:

Northstar Partners, LLC

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Raleigh, NC 27608

Prepared By:



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Table of Contents

Introduction

Location Map	Page 3
Site History	Page 4
Zoning/PBOD Boundary Exhibit	Page 4
Planning Objective	Page 5
Transportation	Page 5
Streetscape Concept	Page 5
Streetscape Standards	Page 6

Streetscape Standards

Streetscape Plans and Sections	Pages 7-8
Curb and Sidewalk Details	Page 9
Accent Paver Detail	Page 9
Utilities	Page 10
Maintenance Plan	Page 10
Signage	Page 10
Canopies and Awnings	Page 10
Street Lights	Page 10-11
Building Facades	Page 12
Building Setbacks	Page 12
Building heights	Page 12
Parking	Page 12
Parking Location Diagram	Page 13
Street Trees	Page 14-15
Tree Grate and Planting Detail	Page 16
Bench, Trash Receptacles Details	Page 17
Bike Racks Details	Page 18
Appendix – City Code Section 10-2055 (PBOD)	Page 19

Introduction

Location Map



Site History

The property associated with this application includes two parcels of land totaling approximately 5.6 acres. These properties currently contain a collection of 60 one and two-story apartments which were built in the late 1960's. The location of this site at the intersection of Manorcrest Court and Six Forks Road, along with its dated nature make it a prime candidate for redevelopment. When this property was originally developed in the late 1960's, this part of town was located on the outskirts of Raleigh and considered a very suburban area. Today, this location has become a target for redevelopment, spurred on by the enormous success of Midtown with the redevelopment of North Hills as its catalyst. This change of circumstances supports a more urban form for this property which is now a part of the Midtown area. The proposed redevelopment will utilize existing infrastructure that is in place along this corridor in the form of public transportation, roadway improvements and utilities.

Zoning/PBOD Boundary Exhibit



Planning Objective

The goal of this streetscape and parking plan is to provide guidelines for the development of a high density residential community as shown on the rezoning exhibit below. By providing these guidelines for development, we can insure that this site is developed with a common streetscape theme.

200 Six Forks will incorporate a high density, urban infill residential development within the Midtown area has evolved as one of the region's more significant growth centers. The incorporation of the PBOD at this location will allow this property to redevelop at the higher densities appropriate for a site near the intersection of two multi-modal corridors in an area designated by the Comprehensive Plan as a City Growth Center.

Transportation

The site is located on the south side of East Six Forks Road at the intersection with Manorcrest Court, within Midtown. The Comprehensive Plan identifies East Six Forks Road as a Major Thoroughfare (15,000>35,000 trips per day) and multi-modal corridor.

In addition to vehicular transportation, Capital Area Transit Bus line 24c runs along East Six Forks Road with a stop located within walking distance of the site. Upon approval of a site plan or plans for the redevelopment of the property, if requested by the City's Transit Division, the owner shall dedicate a transit easement along the East Six Forks Road frontage of a size, nature and location acceptable to such Division and shall provide any improvements, such as a bench and/or shelter, specified by such Division that will be in accordance with its standard policies. Once the location of the transit easement is defined, an entrance to the building will be located so as to assure convenient and comfortable pedestrian access from the building to the transit stop.

Streetscape Concept

It is the intent of these guidelines to reconstruct the East Six Forks Road streetscape as an integral part of community design. In order to protect the pedestrian from vehicular traffic, and in compliance with the Appearance Commission recommendation, we propose to provide a continuous curbside planting bed between the sidewalk and curb, allowing for a row of low plantings, street trees and seasonal color. These improvements will be contingent upon the approval of any necessary encroachment agreements. Street trees will be provided along East Six Forks Road at a minimum of 40' o.c. and will be located in tree grates as required. The pedestrian walkway along this frontage is proposed to consist of broom and smooth finished concrete to tie in with existing development along the frontage. We have also incorporated a 6' wide planting strip between the back of the sidewalk and the building in order to break up the façade of the building and soften the streetscape with additional plantings. In addition, no off-street parking will be present at this location unless permitted by future laws or ordinance amendments. Final location of the street furnishing will be finalized at site plan approval. See sheet 8 and 9 for details and sections.

Streetscape Standards

Width of Pedestrian Ways

There is currently only a 5' wide sidewalk adjacent to the boundary of the proposed PBOD along East Six Forks Road. As required, we will provide new sidewalks in accordance with the foregoing text and the sections and plans illustrated below.

East Six Forks Road Frontage – this frontage will be improved with a full 14' wide pedestrian walkway in accordance with City of Raleigh PBOD standards (see illustrations below).

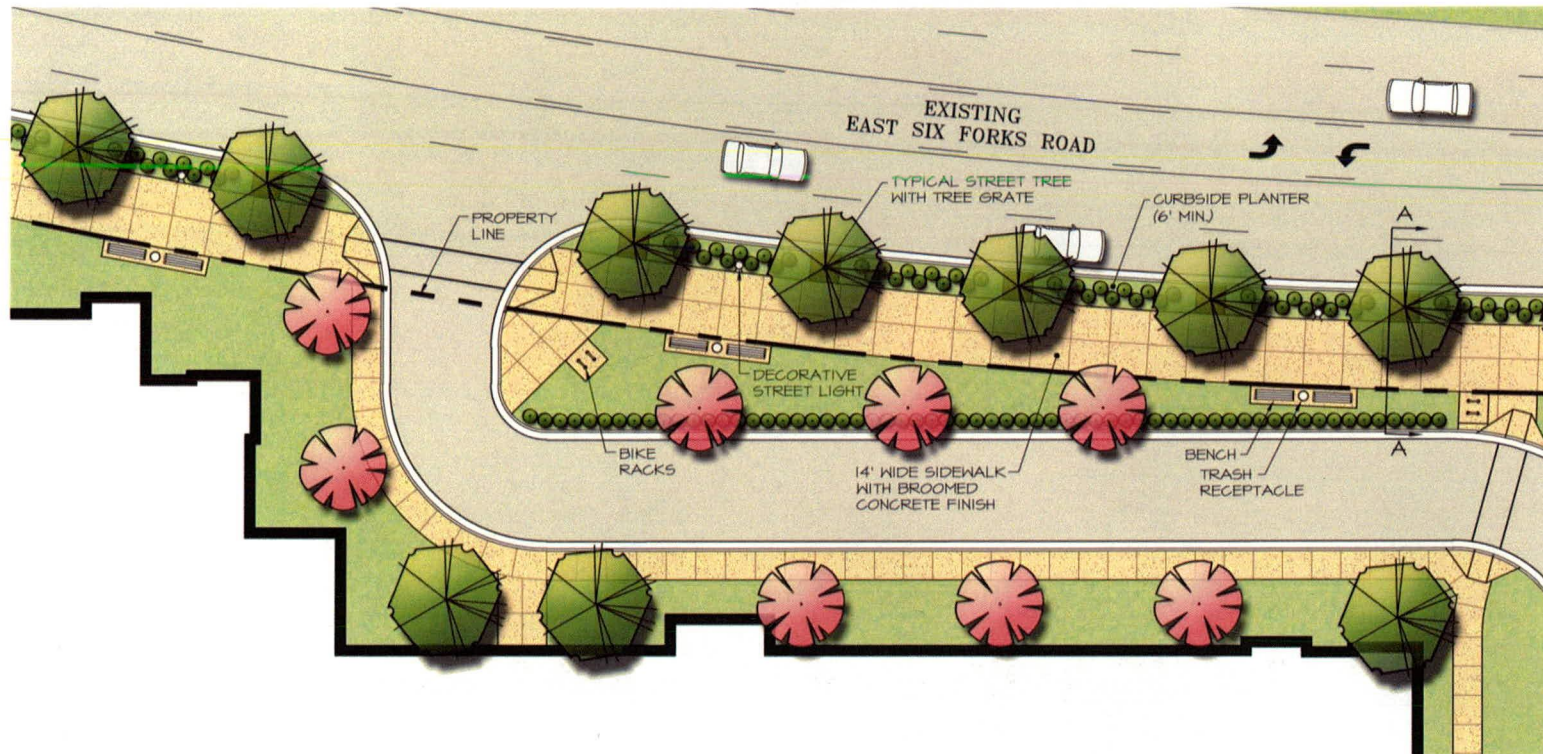
Site Design / Open Space

An important part of any urban living environment is the presence of well designed and situated open space features. To ensure that the proposed open space elements are well-used, it is essential to locate and design them carefully and with the users in mind. These spaces will be located where they are screened from the traffic noise of East Six Forks Road, yet easily accessible from public areas (building entrances, sidewalks).

Pedestrian Crosswalk locations

As we are proposing to request that Manorcroft Court be closed. We do not anticipate a pedestrian crosswalk traversing East Six Forks Road along the project frontage. The nearest crosswalks are located at the intersection of East Six Forks and Anderson drive as well as Selby Drive. At the time of site plan approval, additional crosswalks will be added if needed to facilitate the flow of pedestrian activity across East Six Forks Road. However at this point we do not anticipate a need for an additional crossing.

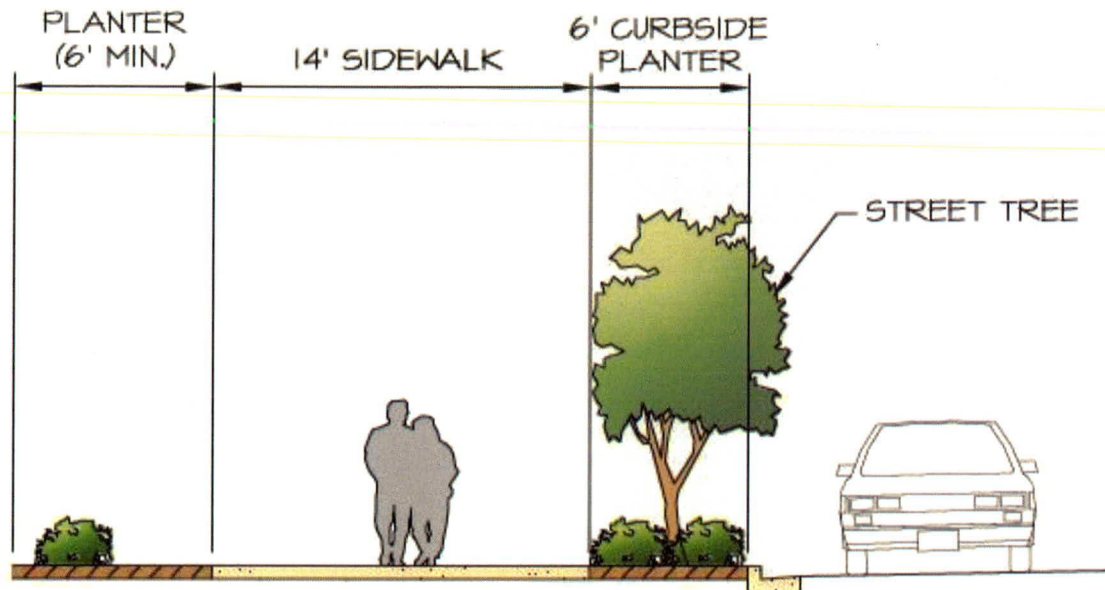
East Six Forks Road Conceptual Plan



Notes:

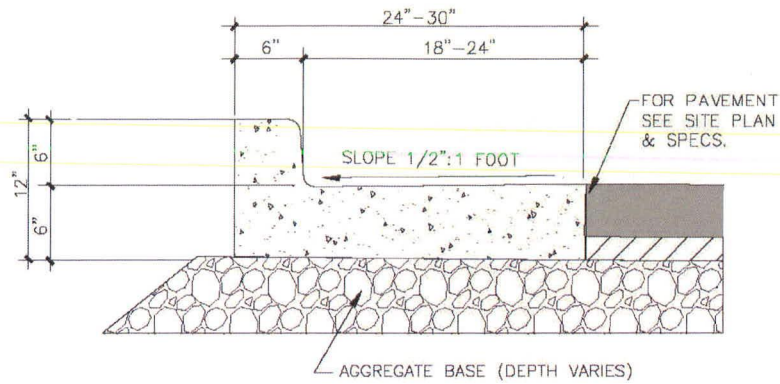
1. Final location of site furnishings and planters on streetscape plans and sections above to be determined at site plan.
2. Final access points and driveway configuration may change based upon number of curb cuts granted by NCDOT and City of Raleigh at the time of Site Plan.
3. Building will be shifted closer to street right-of-way if final access and driveway locations permit.
4. The applicant reserves the option to modify the plan to allow a single row of parking between the building and the right of way of Six Forks Road if it becomes legal to do so.

East Six Forks Road Conceptual Section

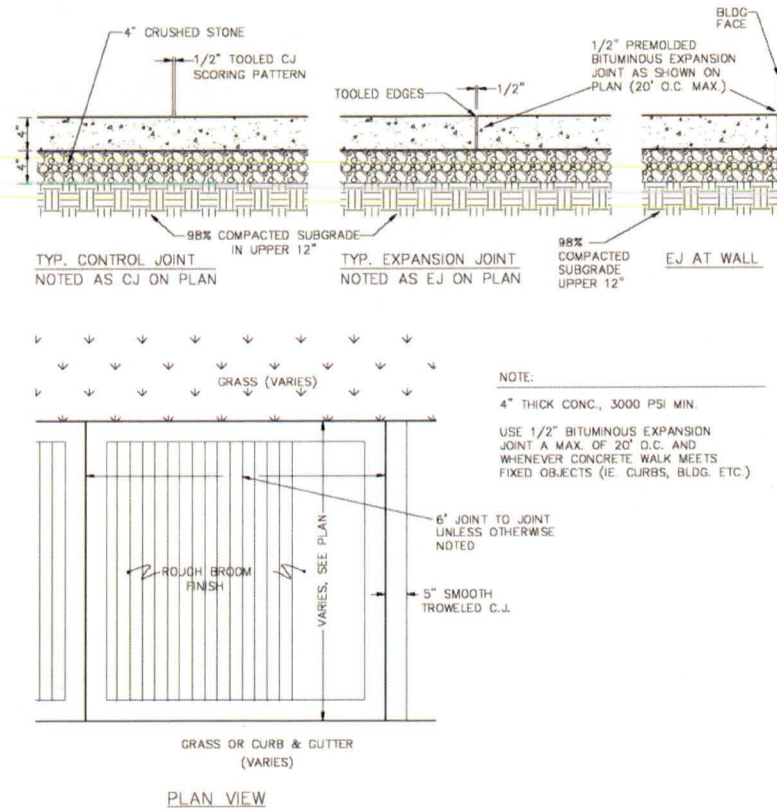


SECTION A

Curb Detail



Sidewalk Details



Streetscape Standards Continued

Utilities

Utilities are currently in place in the area. Subject to approval by the City of Raleigh and the utility provider, all utilities will be either located underground and behind the back of curb or on poles in the right of way.

Maintenance Plan

A maintenance plan will be enforced as part of the PBOD for the care of the streetscape improvements up to the public right-of-way. Maintenance in excess of that customarily provided by the municipality within public right-of-ways will require an encroachment agreement and will be the responsibility of the individual property owner or property owner's association. This includes maintenance of sidewalks and planters and street furnishings required by the PBOD but within the property lines, watering of plant materials and keeping the sidewalks free of debris and trash. A draft of the maintenance plan will be submitted at the time of site plan approval.

Signage

The design and location of signage will compliment the architectural styles of the structures and will be oriented toward vehicular and pedestrian traffic. The following signage types are encouraged: Awning signs, window stencils and wall signs. Low profile ground signs will also be allowed on the property in accordance with the City's signage code. Paddle signs oriented toward pedestrian traffic will also be permitted in accordance with the City's signage code and shall maintain a clear minimum height of 9'-0" above the ground.

Canopies and Awnings

In the event canopies or awnings are incorporated along the streetscape; they will be of sufficient height to accommodate the free flow of pedestrian traffic. In no case will the awnings be less than 9'-0" above the ground.

Street Lights

Appropriate light levels along the streetscapes and parking areas are critical in creating a safe and inviting environment for pedestrians. The project will provide pedestrian scale lighting similar to the illustration provided below. A lighting plan will be provided at the time of site plan approval.

Fixture

Manufacturer: Sternberg Vintage Lighting

Specification: Euro Series (Full Cut off Fixture)
(or approved equal)

Bulb: LED bulbs will be utilized for all street lighting
along the East Six Forks Road frontage.

**Pole**

Manufacturer: Sternberg Vintage Lighting

Specification: Dover Series
(or approved equal)



Building Facades

Structures will address the public right of way along East Six Forks Road. A primary entrance to the buildings will be both architecturally and functionally on the facade of any building facing the public street. Such entrances will be designed to convey their prominence on the facade. In addition to these entrances, there will also be entrances to the structures from within the parking structure and from other points surrounding the buildings. Ground level residential units will have one or more of the following elements: doors, balconies, porches, stoops or similar active elements that address the street in order to help activate the pedestrian streetscape, along East Six Forks Road.

Along the streetscape, the facades will be broken up to provide a pedestrian scale experience by the interspersions of street trees, street furnishings, decorative lighting, movement in the sidewalk, changes in paving material as well as other similar elements. No structures will encroach within the public right of way without the approval of an encroachment agreement.

Building Setbacks

Building setbacks from street right of ways within the PBOD shall be a minimum of 0' and will accommodate a 14' wide pedestrian walkway as shown on the sidewalk plans and sections on pages 7-8. The building setbacks within the project will be a minimum of 6' from the side and rear lot lines.

Building Height

Buildings and parking structures will not exceed 60' in height and apartment buildings will not exceed four residential stories.

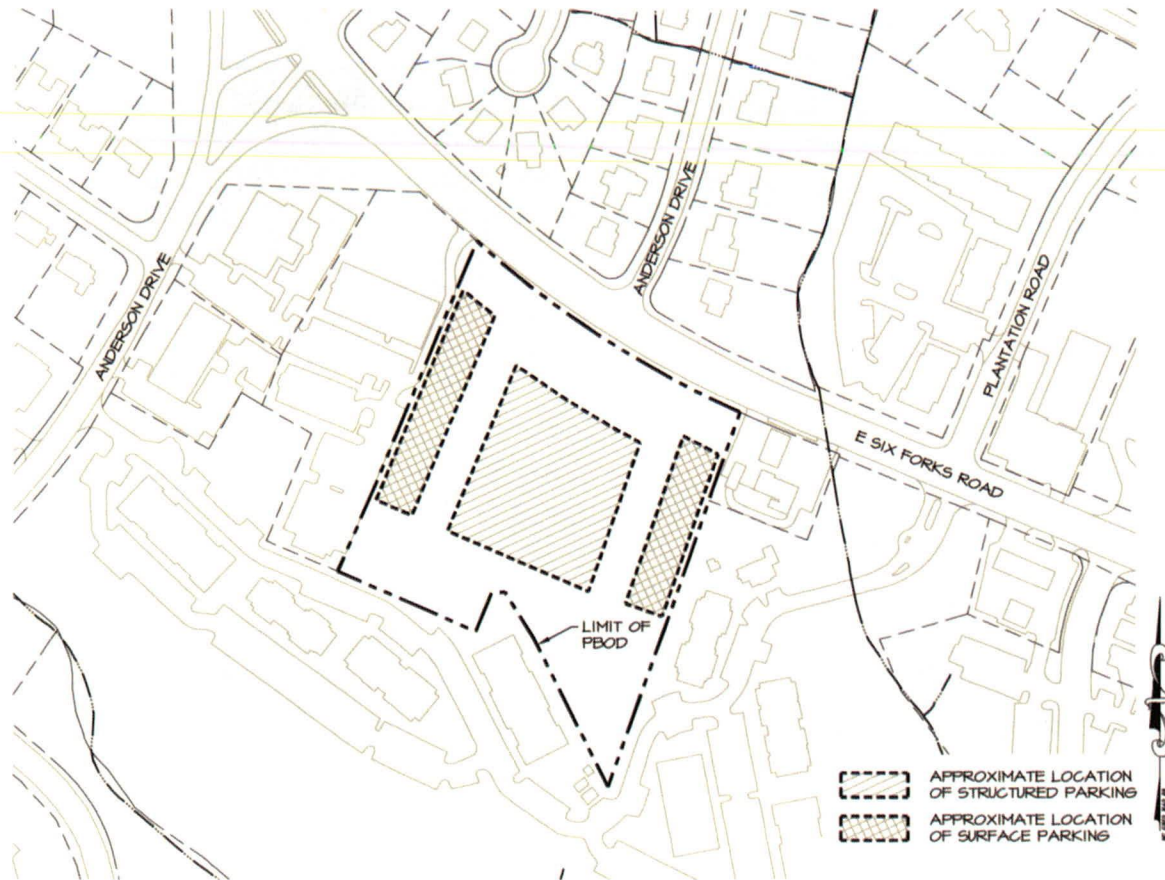
Parking

Parking within the project will be provided through a combination of both surface and structured parking. As provided for in our zoning conditions, a minimum of 85% of the parking will be contained in multi-level structures. All parking structures will be concealed from view from the adjoining properties and the public rights-of-way where possible. Where grades permit, structures should be located behind buildings with areas visible from adjoining properties and the public right-of-way clad in the same material as the principal buildings on site. The number of parking stalls within the project will meet or exceed the minimum parking requirements of the City of Raleigh. In order to accommodate the leasing needs of the project, it will be necessary to locate a small amount of surface parking outside of the parking structure but behind the front facade of the building. In addition, this surface parking will be screened from view through the installation of either a continuous evergreen hedge reaching a height of 36" tall. The applicant reserves the option to modify the plan to allow a single row of parking between the building and the right of way of Six Forks Road if it becomes legal to do so.

As with any urban infill project, parking structures are essential and integral to the design of the project.

Bicycle parking will be provided at a rate of 1/20 car spaces unless a higher standard is required by the Code and will be located within the parking structures or near the main entrances to the structure. A minimum of 75% of the required bike parking spaces will be covered from the elements by either locating them within the parking structures or providing a canopy over the racks

Parking and Streetscape Location Diagram



Notes:

4. The applicant reserves the option to modify the plan to allow a single row of parking between the building and the right of way of Six Forks Road if it becomes legal to do so.

Proposed Street Tree Palette

Street trees will be installed per the streetscape plan at the time of development of the parcels at the public right of ways prior to the issuance of a certificate of occupancy for the development of the parcel. Trees will be installed at a minimum size of 6 1/4" caliper. Alternate similar street tree species may be substituted at the time of site plan as approved by staff to accommodate availability of species and direction from the City of Raleigh urban forester.

Japanese Zelkova

(Zelkova serrata)

Shape: Urn Shaped

Foliage: Green with sawtooth margins

Fall Color: Yellow to dark red



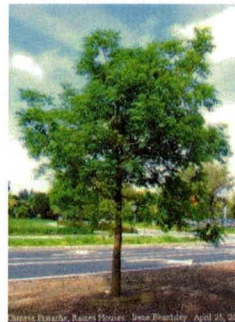
Chinese Pistache

(Pistacia Chinensis)

Shape: Oval

Foliage: Dark green leaflets

Fall Color: Orange to red



Columnar European Hornbeam

(*Carpinus betulus fastigiata*)

Shape: Dense pyramidal form

Foliage: 2-5" clean leaves

Fall Color: Yellow to dark red



Wynstar Willow Oak

(*Quercus phellos "Wynstar"*)

Shape: Oval to spreading

Foliage: Long willow-like thin leaves

Fall Color: Yellow or russet red



Tuskegee Crape Myrtle

(*Lagerstroemia x Tuskegee*)

Shape: Multi-stem and Single Stem

Foliage: Bronze, green, red

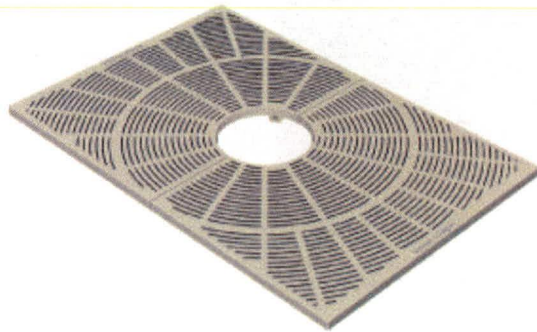
Fall Color: Magenta

Note: *This street tree may only be used beneath Utility lines.*

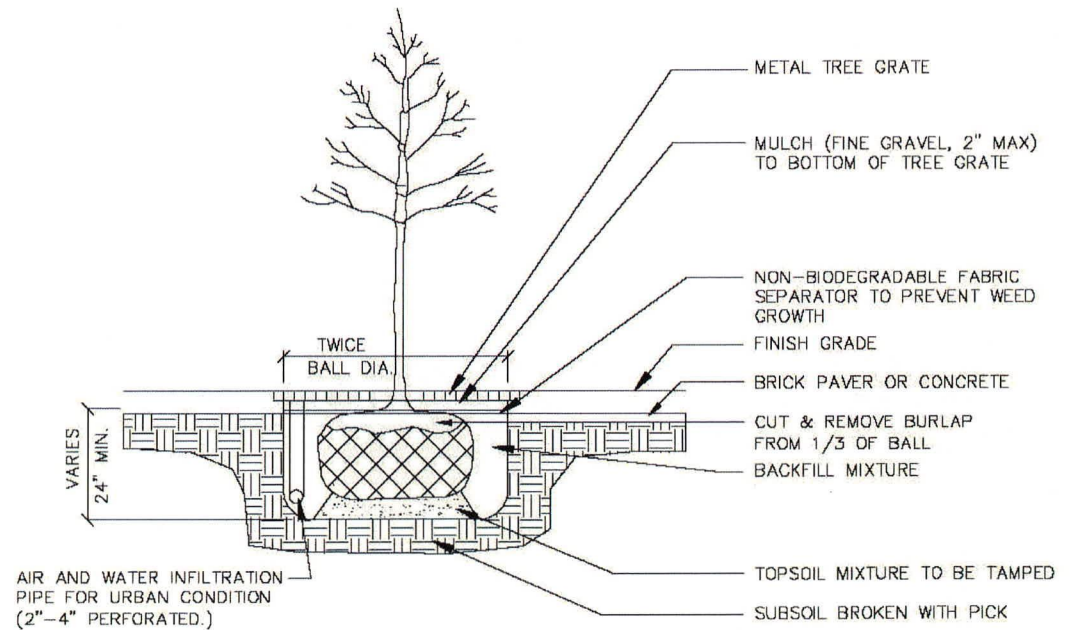


Tree Grates

Manufacturer: Neenah foundry Products
Specification: Boulevard Collection
(or approved equal)



Tree Planting Detail



Bench

Manufacturer: Victory Stanley
Specification: Classic Series
(or approved equal)



Trash Receptacles

Manufacturer: Victory Stanley
Specification: Ironsites Series
(or approved equal)



Bike Racks

Manufacturer: Madrax

Specification: "U" Bike Rack
(or approved equal)



Notes:

1. Certain items are specified in this Plan with the phrase "(or approved equal)." At the time of site plan approval, for these items the City of Raleigh staff may allow a substitution of another manufacturer or design upon a determination that the item substituted is of equivalent quality and function. However, all substitutions will be uniform throughout the project.
2. Any improvements proposed in the public right-of-way are contingent upon the Raleigh City Council granting the necessary encroachment agreement.

Appendix – City Code Section 10-2055 – Pedestrian Business Overlay District