Ordinance (2000)766 ZC 478
Effective: 4/18/00

Z-25-00 Buffaloe Road, north side, north of Foxhall Subdivision, being Wake County Tax PIN Map 1736.18 30 8589. Approximately 54.57 acres rezoned to Planned Development Conditional Use Overlay District.

Conditions: (12/17/99) (MP-7-99 - 04/11/00)

A. No development shall take place on the property described in this application except in general accordance with the Buffaloe Tract Master Plan, and amendments thereto. However, if the master Plan is never implemented, the existing underlying zoning district shall control.

MASTER PLAN
FOR A
PLANNED DEVELOPMENT DISTRICT

BUFFALOE TRACT

RALEIGH, NORTH CAROLINA

APRIL 11, 2000

MASTER PLAN FOR A MIXED USE COMMUNITY
BUFFALOE TRACT
RALEIGH, NORTH CAROLINA

I. INTRODUCTION

The primary purpose is to satisfy the "Master Plan" requirements of the City of Raleigh's Planned Development Overlay District Master Plan process. We also hope to document the long-term vision for the use of this property and to provide a vehicle by which the unique nature of the project can be conveyed. Further, it is believed that through the dialogue that will be generated by this document a better understanding and acceptance of the goals and objectives of the Buffaloe Tract Master Plan can be established.

II. PROJECT LOCATION AND CONTEXT

Map MP-1 illustrates the general location of the site. The Buffaloe Tract is located on the north side of Buffalo Road adjacent to the Britt Farm and near the proposed intersection with Southall Road. The property lies within the Northeast District Plan and is included in the U.S. 401 North Corridor Plan and the Raleigh Boulevard/Buffalo Road Small Area Plan. The 54.5± acre site is currently zoned Rural Residential. Nearby land uses include Winchester and Ansleigh Subdivisions. Surrounding zoning includes R-6, R-4, MH, and RR.

III. THE DEVELOPMENT CONCEPT

The Buffaloe Tract Master Plan proposes a low intensity, community which will complement the proposed mixed use development known as the Britt Farm Master Plan directly to the west. Access to the site will be provided on Buffaloe Road and through the Britt Farm Master Plan area using the planned extension of Southall Road. Components of

the master plan include large lot residential development, residential development and townhouse residential development.

IV. SUPPORT FOR REZONING TO PLANNED DEVELOPMENT DISTRICT

A. Changed Circumstances

The site is currently zoned Rural Residential. The zoning classification resulted from an Extra Territorial Jurisdiction extension twenty years or more ago and prior to public water and sewer being available to the area. Since the property was first zoned, the amount and intensity of development in the vicinity has increased substantially. Public water and sewer have been extended to this region making residential living at urban densities possible. Major thoroughfares, like the Southall Road Extension and planned construction of the Northern Wake Expressway, will soon connect this parcel with the balance of the Research Triangle area.

B. Developed in harmony with the Comprehensive Plan

The Buffaloe Tract comports with the Comprehensive Plan. Goals for the Northeast District include the establishment of predominantly low density residential growth and accommodation of urbanization while protecting the natural environment. The Comprehensive Plan defines low density residential as seven or less dwelling units per acre.

The intersection of two major thoroughfares is proposed near this property. The planned extension of Southall Road will run from its intersection with Buffaloe Road along the western boundary of the Britt Farm, parallel to Winchester Subdivision. The master plan proposes a wide variety of residential uses. Such development will provide a nice transition between the proposed mixed use development to the west and existing residential uses.

The Comprehensive Plan notes that significant population growth is anticipated in the Northeast District over the next ten years. The Buffaloe Tract Master Plan will permit the accommodation of such population growth while still maintaining low density development.

C. Impact on Government Services

The impact of this development on government services will be insignificant. Major roadway improvements are already scheduled. Water and sewer lines have been extended to the myriad of residential communities which are already developing in the area as planned. A potential greenway or buffer area along an existing feeder stream will provide recreational facilities to the community.

D. Benefits to the Community

The community as a whole will benefit from infill development on this site. The Buffaloe Tract Master Plan integrates area demand for residential development into a mixed use community while still wisely allocating scarce land. The proposed rezoning of the property in question is in accordance with the Comprehensive Plan.

V. BUFFALOE TRACT STANDARDS

A. Large Lot Residential- Section 1

1. Phase I will provide low density, large lot housing. Cumulative development totals for areas designated Section 1 shall not exceed 5 residential dwellings. All uses allowed within the Raleigh R-4 Zoning District shall be permissible except:

    a. Church synagogue or religious education building.

b. Library, art gallery, or museum- governmental.
c. Utility service or substation.
d. Private or parochial school.
e. Recreational outdoor use- commercial.
f. Outdoor stadium, outdoor theater, outdoor racetrack.
g. Parking (lot, deck or garage) as a principal use for a residential institution (off site.)
h. Telecommunications tower.

2. No more than five (5) lots may abut Buffaloe Road. Minimum lot size shall be 41,000 square feet.

3. Homes built on lots abutting Buffaloe Road shall be oriented away from Buffaloe Road.

4. On lots abutting Buffaloe Road, the minimum house size for a single-story house shall be 2500 square feet and the minimum house size for a two-story house shall be 3000 square feet except that, to allow building flexibility, up to a ten percent (10%) decrease in minimum house size shall be allowed for each house.

5. All homes abutting Buffaloe Road shall have an attached garage .

6. All homes abutting Buffaloe Road shall be constructed of at least 25% brick or stone, excluding foundation material.

7. Access to all lots shall be from an internal street and not from Buffaloe Road.

8. A fifty foot (50') landscape buffer and six foot (6') berm shall be provided along Buffaloe Road. The height of the berm shall be measured from the grade elevation of the residential units directly abutting Buffaloe Road. The landscape buffer shall be constructed of primarily evergreen trees,

specifically Atrovirens Arborvitaes and similar hardy evergreen trees among others. All trees shall be a minimum of 5 feet in height at the time of planting. Landscape trees shall be a minimum of 10 feet in height at maturity. Along the top of the berm, there shall be a minimum of one Atrovirens Arborvitaes tree every twenty feet. No Cupressocyparis Leylandii shall be used in the landscape buffer. There shall be a minimum of one plant every 10 feet along the top of the berm. The property owner shall design and install a system to irrigate the plant material on the berm. A property owners association shall be formed to maintain the berm and replace any diseased or dead plant materials as required by City Code. The landscape plan shall be approved by city administration prior to the recording of any lot adjacent to Buffaloe Road. Storm drainage facilities except for a stormwater retention basin, streets, driveways, sidewalks, erosion control devices, electric, telephone, cable television and similar installations (fiber optic cable, etc.), gas and/or water, sanitary sewer installations, and similar utilities approved by the appropriate local government authority shall be permitted within the landscape buffer. Any such construction shall be underground and designed and undertaken so as to create as little disturbance of the area as possible while still honoring public service, health and safety requirements.

B. Transitional Residential - Section 2

1. All single family residential uses allowed within the Raleigh O&I-1 zoning district shall be permissible. Cumulative development totals shall not exceed six (6) units per acre.

2. The first row of lots within this Section running parallel to Buffaloe Road and facing the large lot residential described in Large Lot Residential above shall average a minimum of one hundred feet (100') wide. All other residential lots shall meet the Residential Lot Standards set out below and all accessory users shall meet the yard spaces stipulations for O&I-1.

3. Dwelling units shall not exceed two (2) stories, exclusive of sub-grade parking and basements.

C. Residential Cluster- Section 3

1. All residential uses allowed within the Raleigh O & I-1 Zoning District shall be permissible.

2. All residential lots for detached homes shall be a minimum of thirty-six (36) feet wide.

3. Dwelling units shall not exceed two-stories, exclusive of sub-grade parking and basements.

4. Residential development shall meet the Residential Lot Standards set out below and accessory uses shall meet the yard spaces stipulated for O&I-1.

D. Other Residential - Section 4

1. All residential uses allowed within the Raleigh O&I-1 District shall be permissible except for the following:

a. Cemetery.
b. Dance, recording, music studio.
c. Telecommunications Tower.
d. Airfield, landing strip or heliport.
e. Correctional/Penal facility.
f. Outside stadium, outdoor theater, outdoor racetrack, outdoor movie theater.
g. Transitional housing, emergency shelters.
h. Power plant, electric utility substation.
i. Landfill

2. Single family dwelling units shall not exceed two-stories, exclusive of sub-grade parking and basements.

3. All residential lots for detached homes shall be a minimum of thirty-six (36) feet wide.

E. STANDARDS APPLICABLE TO ALL SECTIONS

1. Unity of Development Guidelines approved by the City of Raleigh Planning Director shall be established for all phases of the Buffaloe Tract Master Plan Area prior to plat recordation for each phase. Separate unity of development criteria may be established for each individual residential section. The Guidelines among other things shall establish complementary wall and roof treatments, roof pitch, window fenestration, building colors, signage, and landscaping.

2. All residential lots shall be subject to the following:

Residential Lot Standards

Net Lot Size (Detached)	Minimum Lot Width	Min. Building Setback from R-O-W	Min. Side Yard Setback	Min. Setback from Alleys	Min. Rear Yard****
less than 6,000 s.f.	36'	10'***	3'*	0	10'

6,001-10,000 s.f.	40'	10'***	3'	0	10'
More than 10,000 s.f.	50'	15'***	5'**	5'	15'
Attached (no min. lot size)	14'	10'***	0'*	0	10'

* 6' aggregate side yard (zero lot is permitted with 10' yard on one side)
**12' aggregate side yard
***18' minimum if parking is provided in front of dwellings
****Minimum rear yards may be reduced by 50% if adjacent to open space

NOTES:
-Minimum lots depth shall be 70' for detached single family lots and 40' for attached dwellings.
-Unlimited encroachments of porches, decks, fireplaces, bays, stoops and steps of all residential (including Mature Living Facilities) developments shall be allowed in the side and rear yards if the yard space borders permanent open space or greenway.

3. Transitional Protective Yards will be provided where required by the City of Raleigh's landscape ordinance on the boundaries of the site. Transitional Protective Yards within the site will be provided based on land use except where the differing land uses and residential densities are separated by a public street, private street, shared access, or shared parking in which case staff may approve alternative means of compliance. Such alternative means shall take into account the mixed-use and pedestrian friendly nature of this development project which encourages divergent uses to be located adjacent to one another without transition.

4. A property owners association will be established to maintain all common areas, all planting islands located within public street rights-of-way and the 50 foot landscape buffer along Buffaloe Road.

5. A sidewalk, bike trail or pedestrian way shall connect to all public and private sidewalks and pedestrian crossings shown in the Master Plan, or in a similar

location if authorized by the Raleigh Director of Transportation. Such access ways shall be installed in accordance with an overall phasing plan approved by City administration.

6. All landscaping shall be done in conjunction with the development of each building permitted for that lot.

7. Stormwater shall be retained and disbursed in accordance with C.R. 7107. Nothing in this section shall be construed to conflict with federal or state law.

8. Property Owners will submit voluntary annexation petitions at plat recordation.

9. Reimbursement for future right-of-way dedication shall be based upon the existing zoning, Rural Residential.

10. No "stockade" fences shall be constructed along Buffaloe Road.

11. For purposes of the document, a one-story building shall not exceed 32 feet. A two-story building shall not exceed 52 feet. Height shall be measured from the average grade to the bottom of the eave of the building.

12. Subject to amendments allowed in Section VIII below, the number of residential units for the site as a whole shall not exceed 320.

VI. BUFFALOE TRACT STREET STANDARDS

A. Public Streets

1. Public streets within the development shall conform to the current City of Raleigh standards with the following exceptions and clarifications:

a. City administration will approve variations in street width or alignment on a case by case basis at the subdivision approval stage. Any such variation would be approved only if the public interest is served and provisions for emergency and service vehicles are fulfilled pursuant to the standards of City Code Section 10-27(f)4(j);

b. City administration will approve provision for on-street parking, traffic calming devices, including traffic circles, on a case by case basis at the subdivision approval stage. Any such variation will be approved only if the public interest is served and provisions for emergency service vehicles are fulfilled pursuant to the standards of City Code Section 10-27 (f)4(j);

2. Future streets shall be dedicated to the City of Raleigh at the time of construction.

B. Pedestrian Circulation

1. Locations of sidewalks with rights-of-way may vary from City of Raleigh standards. Alternatives to City of Raleigh standard sidewalks such as combination bike trail/pedestrian way may be utilized on thoroughfares and may be located outside the right-of-way in a pedestrian easement with any required encroachment agreement.

2. Street trees may be located between curbs and sidewalks within the public right-of-way subject to sight distance standards, and subject to the city approving the pre-requisite encroachment agreement.

VII. PHASING

The Buffaloe Tract project shall be constructed in phases primarily determined by market conditions. The phasing is subject to change based upon market conditions, availability of funding and site characteristics discovered upon field engineering and surveying. The anticipated phasing sequence is designated on Master Plan Map MP-2. Amendments to the Phasing Plan will be subject to review and approval of the Raleigh Planning Director with such approval not to be unreasonably withheld.

VII. AMENDMENTS

As long as the parties signatory to this application own property within the Master Plan area, only such parties shall have the right to amend the Master Plan, but only to the extent such amendment would apply to their individual properties. At such time such parties no longer own the property within the development, their rights to amend the Master Plan shall revert to the property owners association.

A. The proposed type, nature and extent of revisions that will be approved by the City Staff subsequent to the approval of the Master Plan may include:

1. City Administration will approve site plans for each phase of the development and, if required, unity of development and unified landscape plans.
2. City Administration may approve minor variations in the location and density of residential uses as long as the overall density allocated for such uses is not expanded by more than a total of ten percent (10%), and will approve all preliminary subdivision plans.
3. City Administration may approve change in public street and collector locations, driveway access points onto the thoroughfare system, and minor changes in street or sidewalk construction standards that do not affect the traffic-carrying capacity of the streets or sidewalks.

outdoor living areas may be approved by City Planning Commission if it can be demonstrated that equal or better air, light and privacy can be provided with creative arrangement of buildings and window locations, fencing and landscaping, or other innovative design.

B. The Planning Commission shall resolve any question of interpretation of the Master Plan that may arise in the administrative approval of any site plan within the Master Plan area, and that is not resolved between City Administration and the applicant. As with any Certified Action of the Planning Commission, either the Planning Director or the applicant may appeal the judgment of the Planning Commission to the City Council.

C. City Council or the Board of Adjustment, in accordance with the zoning Code, will approve all special-use permits or variances that may be required for specific uses proposed in site-specific development plans.

D. City Council, after a recommendation of the Planning Commission, shall approve any change in the Master Plan not addressed above.

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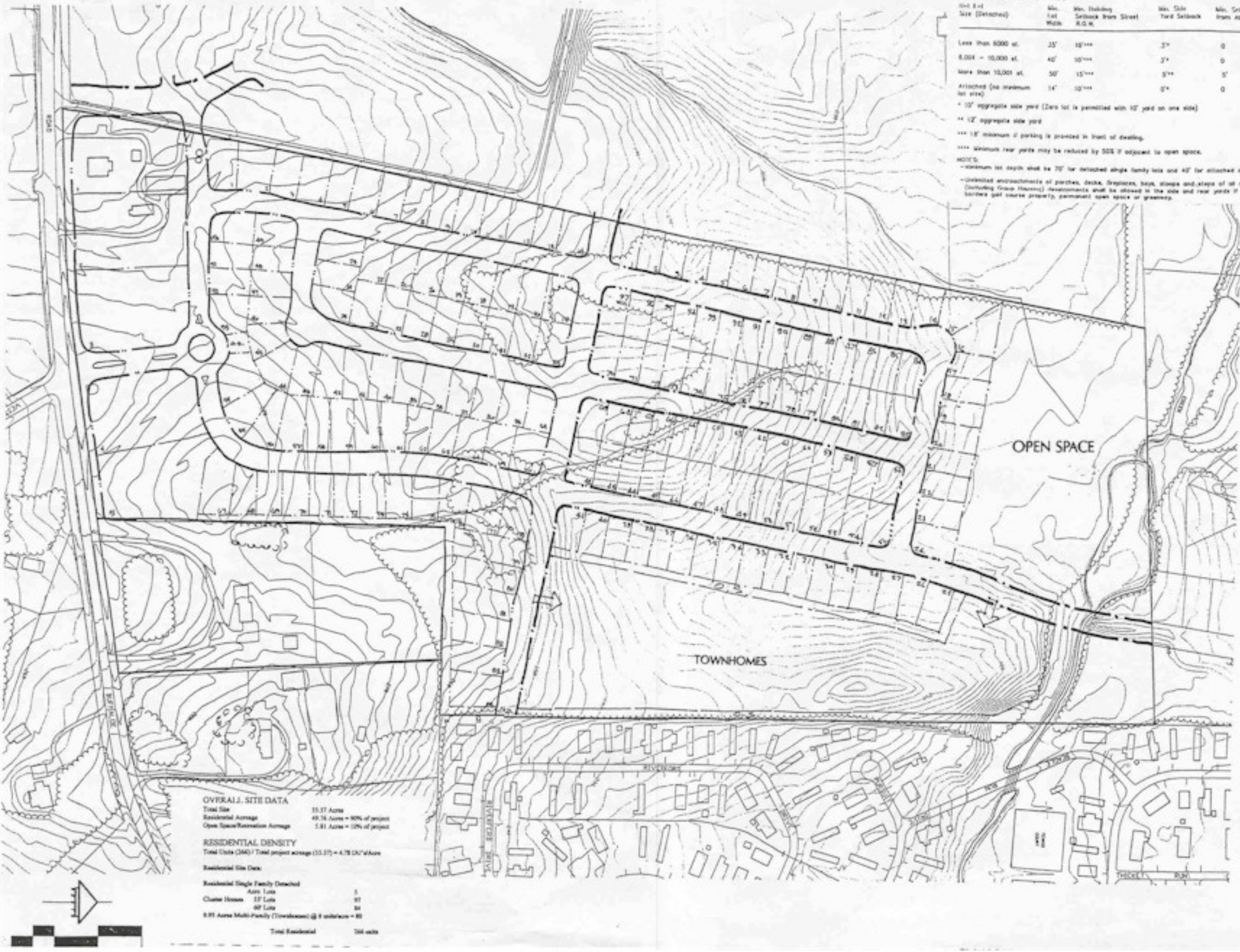

RESIDENTIAL LOT STANDARDS

Unit End Size (Detached)	Min. Lot Width	Min. Building Setback from Street R.O.W.	Min. Side Yard Setback	Min. Setback from Alleys	Min. Rear Yard ****
Less than 6000 sf.	35'	10'***	3'*	0	10'
6,001 – 10,000 sf.	40'	10'***	3'*	0	10'
More than 10,001 sf.	50'	15'***	5'**	5'	15'
Attached (no minimum lot size)	14'	10'***	0'*	0	10'

* 10' aggregate side yard (Zero lot is permitted with 10' yard on one side)

** 12' aggregate side yard

*** 18' minimum if parking is provided in front of dwelling.

**** Minimum rear yards may be reduced by 50% if adjacent to open space.

NOTES:

- Minimum lot depth shall be 70' for detached single family lots and 40' for attached dwellings.
- Unroofed encroachments of porches, decks, fireplaces, bays, stoops and steps of all residential (Including Group Housing) developments shall be allowed in the side and rear yards if the yard space borders golf course property, permanent open space or greenway.

JERRY TURNER & ASSOCIATES

Landscape Architecture
Land Planning
Environmental Design

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PROJECT

BUFFALO TRACT

APPROVED

DRAWN CHECKED JT

SCALE DATE 1"=100' 11/18/99

TITLE

ILLUSTRATIVE PLAN

FILE NO. JOB NO.

DWG. DRAWING NO.

MP-3