

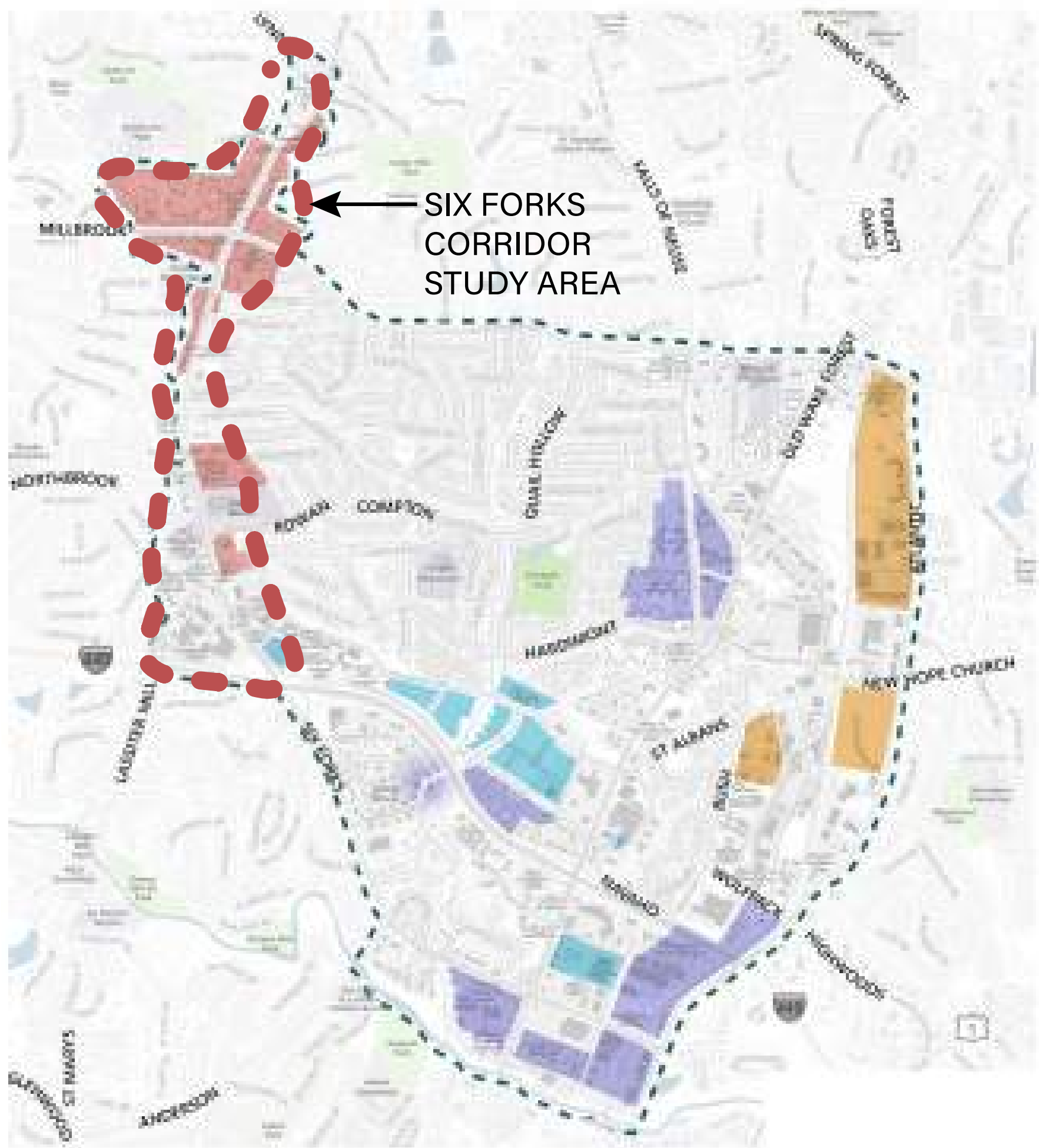


Six Forks Corridor Study



The recommendations are presented here to engage a second level of input and discussion as part of the Midtown-St. Albans Study.

The Six Forks Corridor Study completed in adopted by the City Council in 2017 provide urban design recommendations related to building heights as well as building frontage Types along the corridor with in the study area corridor. **The recommendations are presented here to engage a second level of input and discussion as part of the Midtown / St. Albans Study. The goal is to solicit additional input and then make recommendations regarding any adjustments or refinements on height or building frontage types.**



Source: Six Forks Corridor Study 2017 - City of Raleigh

BUILDING HEIGHTS

Urban Design Frameworks

As redevelopment occurs along and adjacent to Six Forks Road, the urban design standards that guide this development will play a role in the overall character and sense of place of the Corridor

Building Height Standards

To better create a favorable urban image and address adjacency to existing neighborhoods, building heights are proposed that range from 3-5 stories along residential edges and 4-20 stories along Six Forks Road. The map to the right will serve as a guide to amending building heights as part of future rezoning requests in the Corridor. o When next to a low or moderate density areas with a maximum of three stories, areas with building heights of more than seven stories should include gradual height transitions. Building heights in the taller area should not increase at more than a 45-degree angle from the lower-scale area. The Midtown Small Area Plan recommends a reduction in building height for the Midtown development in the northwest quadrant of the Six Forks Road / I-440 interchange. A transition of building heights is recommended with a maximum of four stories along the southern frontage of Lassiter Mill Road transitioning to twelve stories before rising to twenty stories with the increasing distance from Lassiter Mill Road.



Source: Six Forks Corridor Study 2017 - City of Raleigh

FRONTAGE TYPES

Urban Design Frameworks

Building Frontage Types The City of Raleigh Unified Development Ordinance describes how building frontages are to be developed so that a favorable set of context-sensitive urban design relationships are created between the building and the street. The existing and proposed streets shown on the map have specific proposed building frontage types that address neighborhoods gateways, where parking should be locate, and the nature of the building's relationships to the street. The Midtown-St. Albans plan recommends removing the Westridge/Northfield connections from the map. It instead recommends further study of traic patterns and potential street or pedestrian connections in the area.

CHAPTER 3. MIXED USE DISTRICTS | Article 3.4. Frontage Requirements
Sec. 3.4.1. Purpose and Intent

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Frontages link a desired development pattern with specific form requirements that mandate the type of development desired along the street edge. Frontages place different requirements from the base dimensional standards. Where there is a conflict between the base dimensional standards and the frontage requirements, the frontage requirements control.

A. Parkway (-PK)

The -PK Frontage is intended to provide a heavily landscaped buffer between the roadway and adjacent development to ensure a continuous green corridor along the street right-of-way.

B. Detached (-DE)

The -DE Frontage is intended for areas adjacent to roadways transitioning from residential to commercial. Accommodates neighborhood scaled, low intensity commercial uses while maintaining the residential character of the street right-of-way.

C. Parking Limited (-PL)

The -PL Frontage is intended for areas where access to buildings by automobile is desired but where some level of walkability is maintained. Permits a maximum of a bays of on-site parking with a single drive aisle between the building and the street right-of-way.

D. Green (-GR)

The -GR Frontage is intended for areas where it is desirable to locate buildings close to the street, but where parking between the building and street is not permitted. Requires a landscaped area between the building and the street right-of-way.

E. Urban Limited (-UL)

The -UL Frontage is intended for areas where parking between the building and street is not allowed. Buildings about the street and sidewalks but to balance the needs of both the pedestrian and automobile lower street wall continuity is required.

F. Urban General (-UG)

The -UG Frontage is also intended for areas where parking between the building and street is not allowed. Buildings about the street and sidewalks but higher street wall continuity is required than the -UL Frontage.

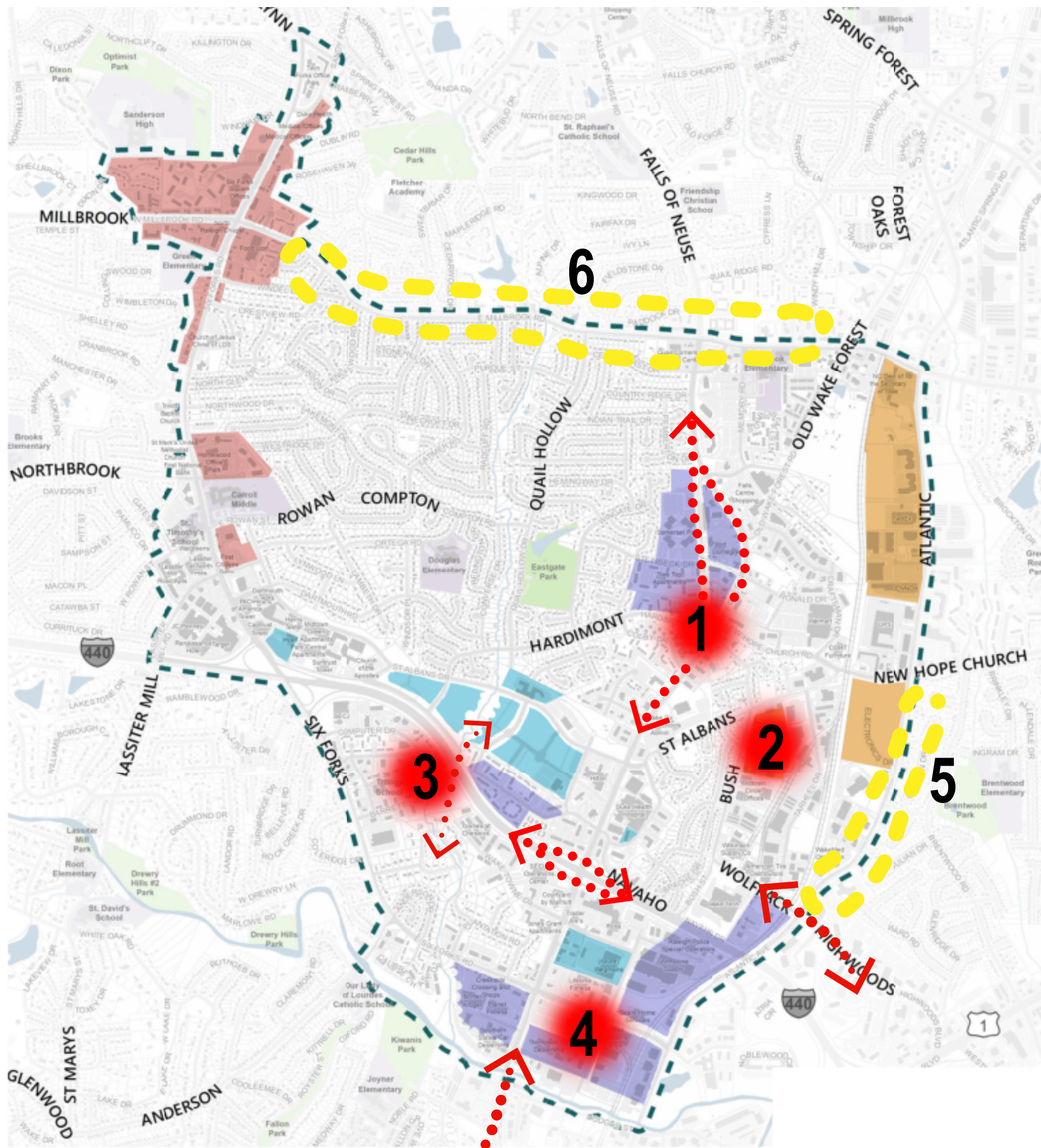
G. Shopfront (-SH)

The -SH Frontage is for intended for areas where the highest level of walkability is desired. The -SH Frontage is intended to create a "main street" type of environment; therefore, mixed use buildings are the primary building type allowed.



During the public engagement phase, community members expressed support for recommending appropriate land use transitions, providing more housing options and promoting walkable mixed use districts.

The Future Land Use Map is a planning tool and policy document used by the City to shape the future development of the City. As the Midtown-St. Albans study area continues to shift from suburban character to a more intense urban character with greater land use intensity, a mix of integrated and supportive land uses in policy, strategies are needed. Public engagement early in the study emphasized the need for recommendations to guide this transition to conserve neighborhoods, enhance height/scale/density transition adjacent to neighborhoods, encourage transit/mobility and support a mix of complementary land use for walkable communities.



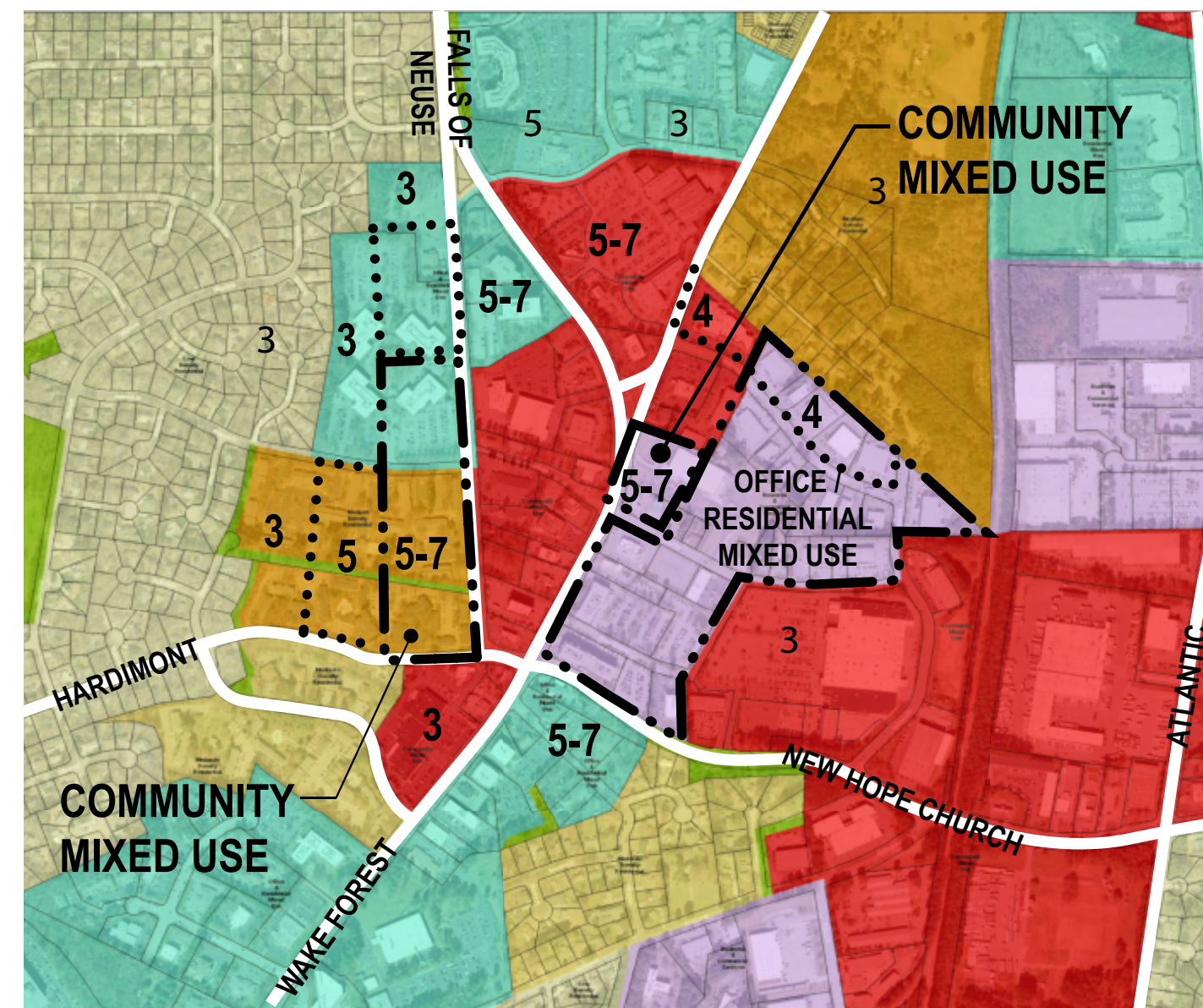
Community Enhancement Paired With Higher Intensity Development

- » When height ranges are shown, the expectation is that the higher end of the range would require provisions that go beyond the norm in some way, either in terms of public amenities, affordable housing, stormwater, or other considerations. When next to a low or moderate density areas with a maximum of three stories, area with building height of more than seven stories should include gradual height transitions. Building heights in the taller area should not increase at more than a 45-degree angle from the lower-scale area. When the taller area is separated from the lower-scale area by a street of fewer than four lanes, building faces along the frontage facing the residential area should not exceed three stories.
- » Rezoning proposals within a floodplain should include stormwater management measures and green space allocations that go beyond code requirements and ideally contribute to a connected public space along the Crabtree.
- » Rezoning proposals that request seven or more stories of height and include a residential component should include affordable units. If the site includes existing units that are affordable to residents at 60 percent of the area median income, then those units should be replaced on a one-for-one basis. If not, then 10 percent of the units should be affordable units.

“Missing Middle” In Housing

One of the findings of the public process has been an interest in promoting housing diversity. Missing middle is a term that has emerged to address the need for more housing products that are mid-level in pricing, typically attached units including duplex, triplex, quadplex and townhomes in form, and are located strategically in areas that might otherwise support only single family homes. This housing type can also be used effectively as a transition between more intense land uses and/or major roadway corridors as a buffer for single family neighborhoods.

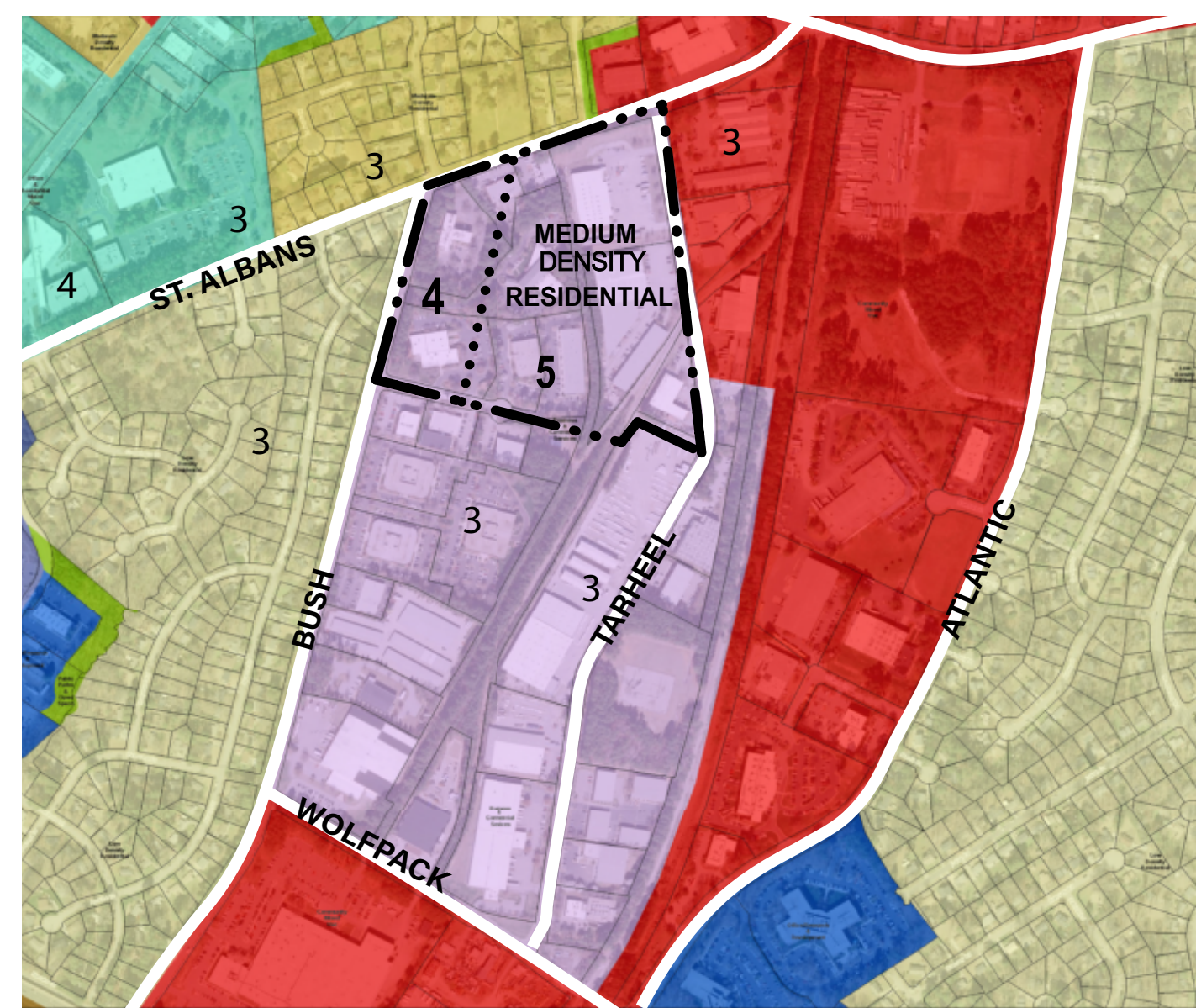
5/6 Generally, it has been the policy of the City to zone single family areas with single family zoning. However, the City also has a longstanding Comprehensive Plan policy of discouraging single family lots on major streets, preferring to promote development types where multiple units can share a common driveway. Major corridors in the study area matching this criteria are found on sections of Millbrook Road and Atlantic Avenue. There may be other examples as well.



1

Wake Forest / Falls of Neuse

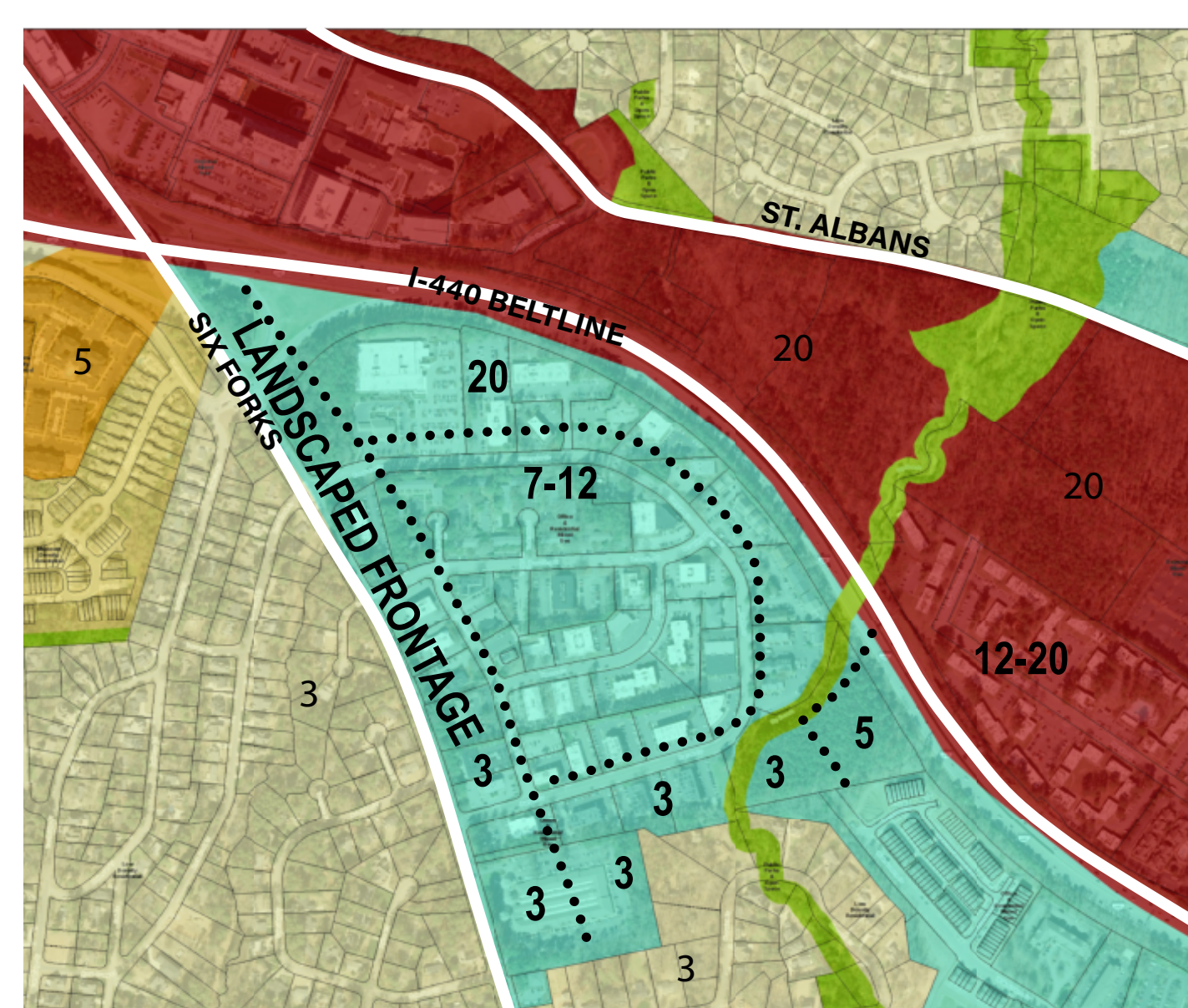
- » Greater mix of land uses
- » Higher land use Intensities
- » Retail focus area
- » Improved walkability / Mobility



2

Atlantic / St. Albans

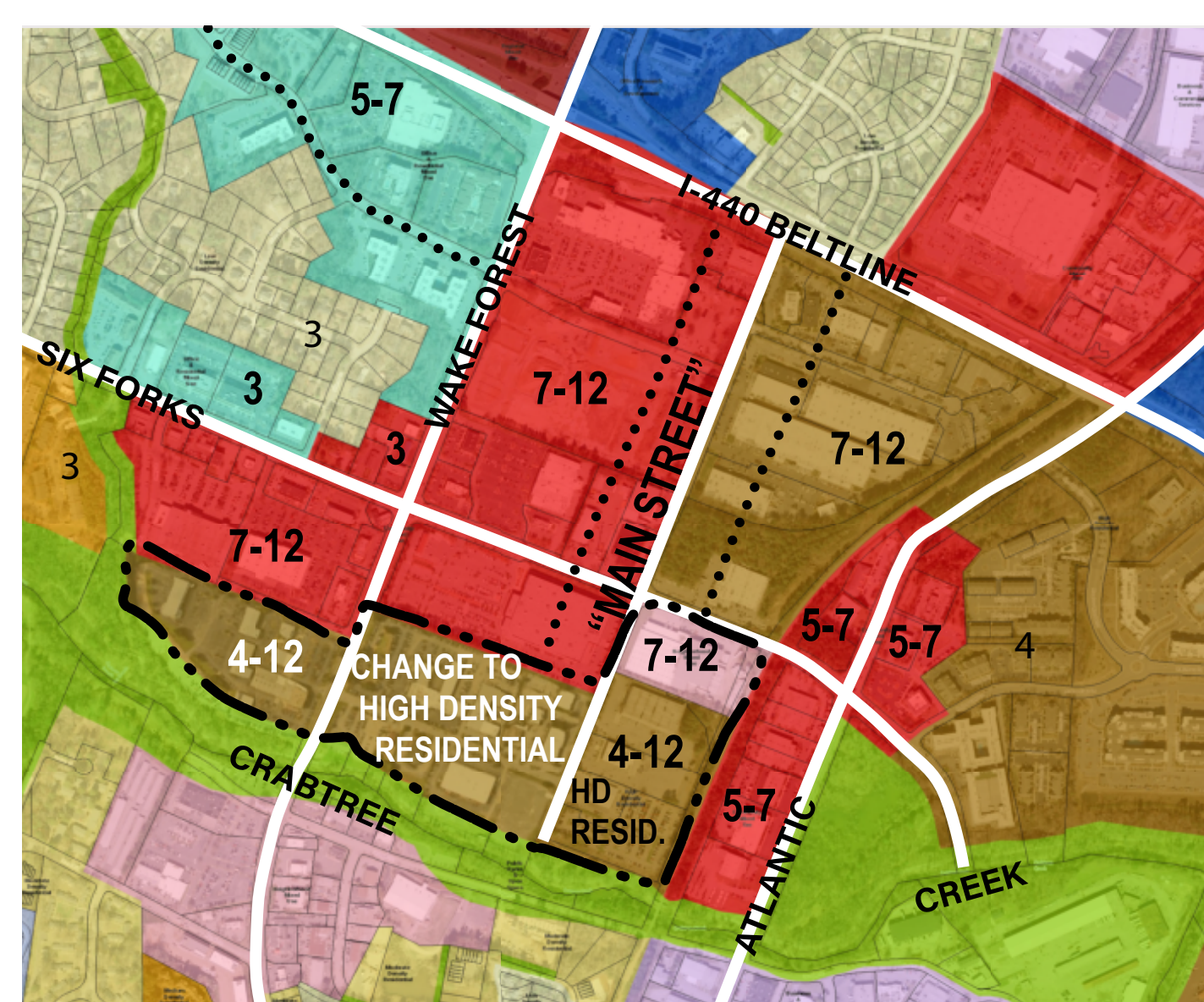
- » Convert industrial land use to housing
- » Additional housing options near employment center
- » “Missing middle” opportunities



3

I-440 Crossing / Six Forks

- » Employment focus
- » High intensity office
- » Improved mobility / access
- » Improved walkability
- » Green corridor edge



4

Crabtree / Wake Forest

- » High intensity housing with green space
- » Floodplain / stormwater enhancement
- » Improved access to employment center
- » Improved walkability with a “main street”