



Raleigh

MEMO

TO: Ruffin L. Hall, City Manager

FROM: Ken Bowers, AICP, Director; Jason Hardin, AICP

DEPARTMENT: City Planning

DATE: November 7, 2019

SUBJECT: Special item for November 19, 2019 – Rezoning Z-15-19

On November 6, 2019, City Council closed the public hearing for rezoning Z-15-19 Six Forks Road and Industrial Drive and deferred action for two weeks to allow the applicant to submit new conditions. Following the closing of the hearing, the applicant submitted new conditions relating to housing affordability and parking provision, topics that had been discussed during Growth and Natural Resources Committee review. The committee referred the item back to Council, and Council may now take action on the request.

The request is:

Z-15-19 Six Forks Road and Industrial Drive, located at the northeast corner of the intersection, consisting of Wake County PIN 1715331206. Approximately 12.63 acres are requested by RBD Six Forks, LLC to be rezoned.

Current zoning: Industrial Mixed Use-3 Stories-Parking Limited (IX-3-PL)
Requested zoning: Residential Mixed Use-Seven Stories-Green Frontage-Conditional Use (RX-7-GR-CU)

Zoning conditions submitted on November 6, 2019:

- Limit residential use of the property to no more than 500 units
- Limit parking to no more than 1.5 space per unit
- Specify that 15 percent of the additional housing units gained by the rezoning (all units beyond the first 289) will be affordable to households at or below 80 percent of area median income.

The request is **consistent** with the Future Land Use Map.

The request is **consistent** with the Comprehensive Plan.

The **Planning Commission** vote 6-0 to recommend approval of the request.

The **Atlantic CAC** voted 15-0 in support of the rezoning on July 18, 2019.

Attached are the Planning Commission Certified Recommendation (including Staff Report and Traffic Study Worksheet), the Zoning Conditions, the Petition for Rezoning, and the Neighborhood Meeting Report.

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

One Exchange Plaza
1 Exchange Plaza, Suite 1020
Raleigh, North Carolina 27601

City of Raleigh
Post Office Box 590 • Raleigh
North Carolina 27602-0590
(Mailing Address)

CONDITIONAL USE DISTRICT ZONING CONDITIONS		
Zoning Case Number Z-15-19		OFFICE USE ONLY Transaction # Rezoning Case #
Date Submitted 4/26/19		
Existing Zoning IX-3-PL	Proposed Zoning RX-7-GR	
Narrative of Zoning Conditions Offered		
1. See Attached Conditions		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

RBD SIX FORKS, LLC By: River Bend Management, Inc. Manager Alan Taylor, President
 Owner/Registered Agent Signature By:  Print Name

REZONING REQUEST Z-15-19
CONDITIONAL USE DISTRICT ZONING CONDITIONS

1. Residential use will be limited to no more than 500 units.
2. The Owner shall provide affordable housing units (the "Affordable Units") on a percentage basis for dwelling units in excess of the number of units that are allowed by right under the zoning in existence prior to the approval of this rezoning, Z-15-19, for the purposes of addressing the need for affordable housing options in the City of Raleigh.
 - a. For the purposes of this condition, the number of units allowed by right under the IX-3-PL zoning of the Property is two hundred and eighty-nine (289) dwelling units. The dwelling units from the 290th unit to the 500th unit shall be defined as the Rezoned Units.
 - b. The Owner shall provide Affordable Units as follows: 15% of the Rezoned Units constructed on the Property shall be provided as affordable for households earning 80% of area median or less for a period of no less than 15 years from the date of issuance of a certification of occupancy for the Property.
 - c. An Affordable Housing Deed Restriction in a form approved by the City shall be filed and recorded in the property's chain of title by the property owner in the Wake County Register of Deeds prior to the project receiving a certificate of occupancy.
 - d. The rent and income limits for the Affordable Units will follow the affordable standards as determined annually by the City of Raleigh Housing & Neighborhoods Department. Affordable Units offered within this condition shall be constructed concurrently with the project's market rate units. The Owner shall certify to the City of Raleigh compliance with this zoning condition on an annual basis.
3. The Owner shall provide a maximum of 1.5 parking spaces per residential unit on the Property. This condition shall not limit the provision of parking for commercial uses on the Property.

These zoning conditions have been voluntarily offered by the Property Owner.

Owner/Agent Signature: RBD SIX FORKS, LLC

By: River Bend Management, Inc., Manager

By: 
Alan Taylor, President



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 11930

CASE INFORMATION: Z-15-19 SIX FORKS ROAD AND INDUSTRIAL DRIVE

Location	Six Forks Road, at the northwest corner of its intersection with Industrial Drive Address: 819 East Six Forks Road PIN: 1715331206 iMaps , Google Maps , Driving/transit directions from Municipal Building
Current Zoning	IX-3-PL
Requested Zoning	RX-7-GR-CU
Area of Request	12.63 acres
Corporate Limits	The subject site is located within the corporate limits and is surrounded by properties also within corporate limits.
Property Owner	RBD Six Forks, LLC
Applicant	RBD Six Forks, LLC, represented by Thomas H. Johnson Jr.
Citizens Advisory Council (CAC)	Atlantic
PC Recommendation Deadline	November 11, 2019

SUMMARY OF PROPOSED CONDITIONS

1. No more than 500 housing units will be constructed.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	High Density Residential
Urban Form	City Growth Center; Urban Thoroughfare
Consistent Policies	LU 1.2—Future Land Use Map and Zoning Consistency LU 2.2 Compact Development. LU 4.4 Reducing VMT Through Mixed Use. LU 4.9 Corridor Development. LU 6.2 Complimentary Uses and Urban Vitality LU 11.4 Rezoning/Development of Industrial Areas. H 1.8 Zoning for Housing.
Inconsistent Policies	None

FUTURE LAND USE MAP CONSISTENCY

The rezoning case is ☒ **Consistent** ☐ **Inconsistent** with the Future Land Use Map.

COMPREHENSIVE PLAN CONSISTENCY

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

PUBLIC MEETINGS

Neighborhood Meeting	CAC (Atlantic)	Planning Commission	City Council
4/16/19 Two attendees	5/16/19; 7/18/19 (Y-15, N-0)	8/13/19	8/20/19

PLANNING COMMISSION RECOMMENDATION

- ☒ The rezoning case is **Consistent** with the relevant policies in the Comprehensive Plan, and **Approval** of the rezoning request is reasonable and in the public interest.
- ☐ The rezoning case is **Consistent** with the relevant policies in the comprehensive Plan, but **Denial** of the rezoning request is reasonable and in the public interest.
- ☐ The rezoning is **Inconsistent** with the relevant policies in the Comprehensive Plan, and **Denial** of the rezoning request is reasonable and in the public interest.
- ☐ The rezoning case is **Inconsistent** with the relevant policies in the Comprehensive Plan, but **Approval** of the rezoning request is reasonable and in the public interest due to changed circumstances as explained below. Approval of the rezoning request constitutes an amendment to the Comprehensive Plan to the extent described below.

Reasonableness and Public Interest	The request is reasonable and in the public interest. The parcel to be rezoned is in an area where more density is appropriate, and the request is consistent with the Comprehensive Plan, Future Land Use Map, and all relevant policies.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	N/A
Recommendation	Approval
Motion and Vote	Motion: Geary Second: Novak In Favor: Geary, Jeffreys, Lyle, McIntosh, Novak, Winters Opposed: None



ZONING STAFF REPORT – CASE Z-15-19

Conditional Use

OVERVIEW

The proposal seeks to rezone one parcel totaling 12.63 acres at the northeast corner of Six Forks Road and Industrial Drive. The parcel is currently zoned Industrial Mixed Use-Three Stories-Parking Limited (IX-3-PL). The request is to increase the amount of housing that can be built on the site by rezoning it to Residential Mixed Use-Seven Stories-Green Frontage-Conditional Use (RX-7-GR-CU).

The property is at the heart of a mixed-use area centered roughly on the intersection of Wake Forest Road and Six Forks Road. The area includes large amounts of retail, significant warehouse and light industrial space, and a range of housing types on the edges. Interstate 440 and a CSX rail corridor run through the area. North of 440, the area includes Duke Raleigh Hospital, Wake Tech's Beltline campus, and additional residential uses.

The property is currently the site of a warehouse/distribution facility and is adjacent to the CSX railroad. It is largely bordered by warehouse/distribution uses, although the parcel to the northwest is the site of a large commercial development to be anchored by a Wegmans grocery store.

In terms of zoning, adjacent properties are zoned IX-3-PL, with properties to the northwest and southwest zoned Community Mixed Use-Three Stories-Parking Limited (CX-3-PL). The Future Land Use Map designates the subject property and properties to the north as High Density Residential. The requested Residential Mixed Use category is consistent with that designation, as is the requested height of seven stories. The plan's height guidance suggests that up to 12 stories is appropriate in centers such as the one in which the site is located. Areas to the south, east, and west are designed for Community Mixed Use or Neighborhood Mixed Use.

The Urban Form Map applies to the site in two primary ways. The entire area is designated as a City Growth Center, and Six Forks Road and Industrial Drive are Urban Thoroughfares. Both designations support a more urban, walkable building form. That policy is met by the requested Green frontage designation, which requires the edge of the building be between 20 and 50 feet of the street.

The current Urban Form Map also shows the area as being near a future rail station. While that designation is based on outdated transit plans and would be removed by the pending Comprehensive Plan update, the Plan's other designations for the area – City Growth Center, Urban Thoroughfare, and the Future Land Use Map – would not be removed, reflecting the both area's future as a hub of the planned frequent bus network and the fact that it is an emerging center of the Midtown area.

The primary effects of the rezoning would be to increase the potential number of housing units by allowing additional height and moving away from IX zoning, which does not permit residential units on the ground floor. It would also no longer permit the wide range of uses,

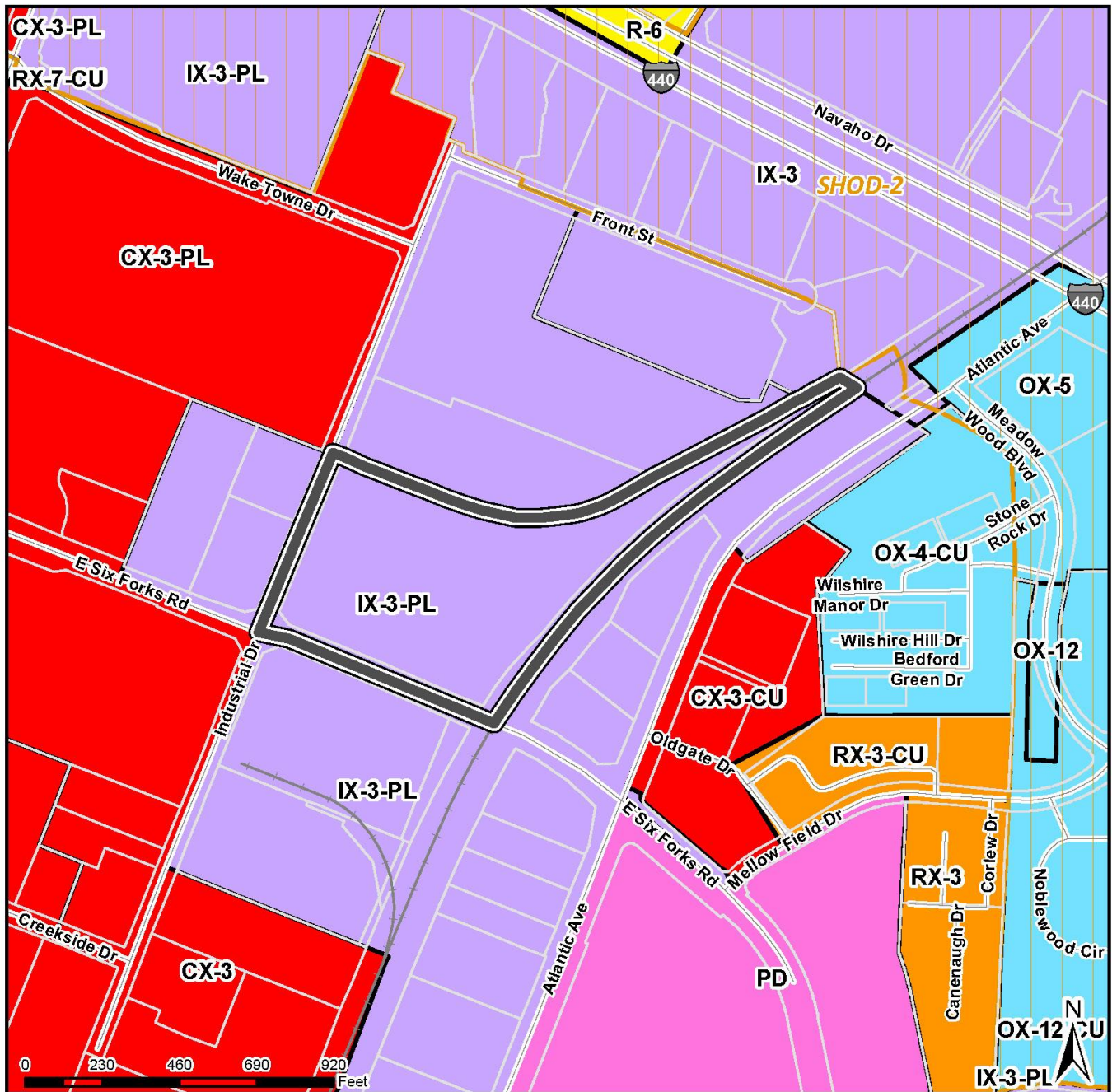
including industrial uses, allowed in IX. Instead, the RX zoning would permit residential units and up to 4,000 square feet of office or retail space at the corner of Six Forks and Industrial.

OUTSTANDING ISSUES

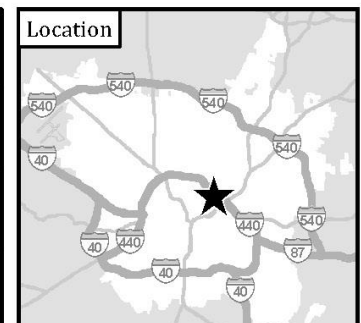
Outstanding Issues	1. None	Suggested Mitigation	1. N/A
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Existing Zoning

Z-15-2019

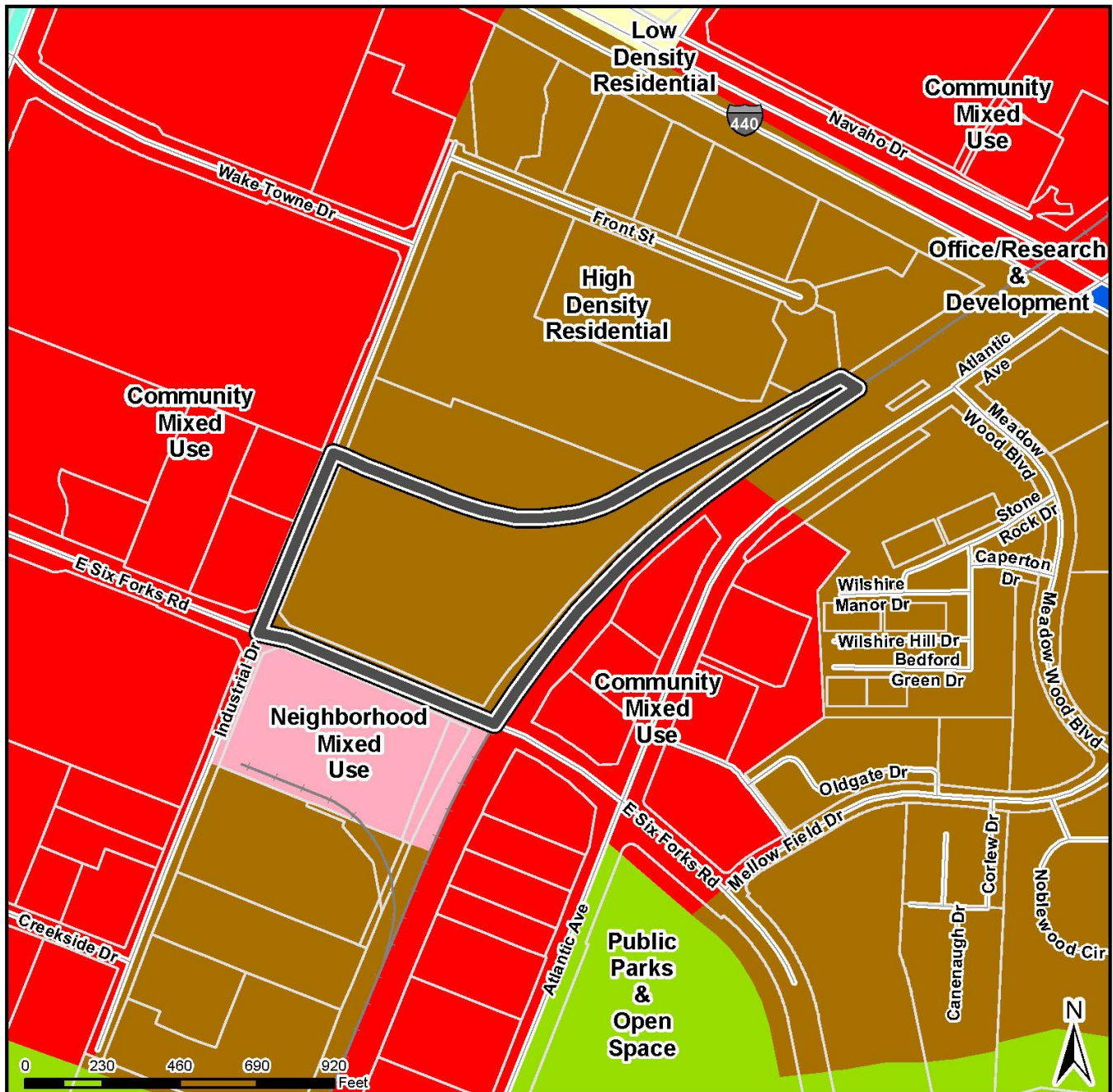


Property	819 E. Six Forks Road
Size	12.63 acres
Existing Zoning	IX-3-PL
Requested Zoning	RX-7-GR-CU

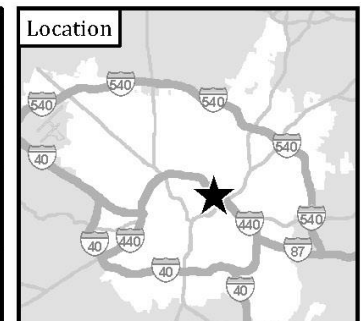


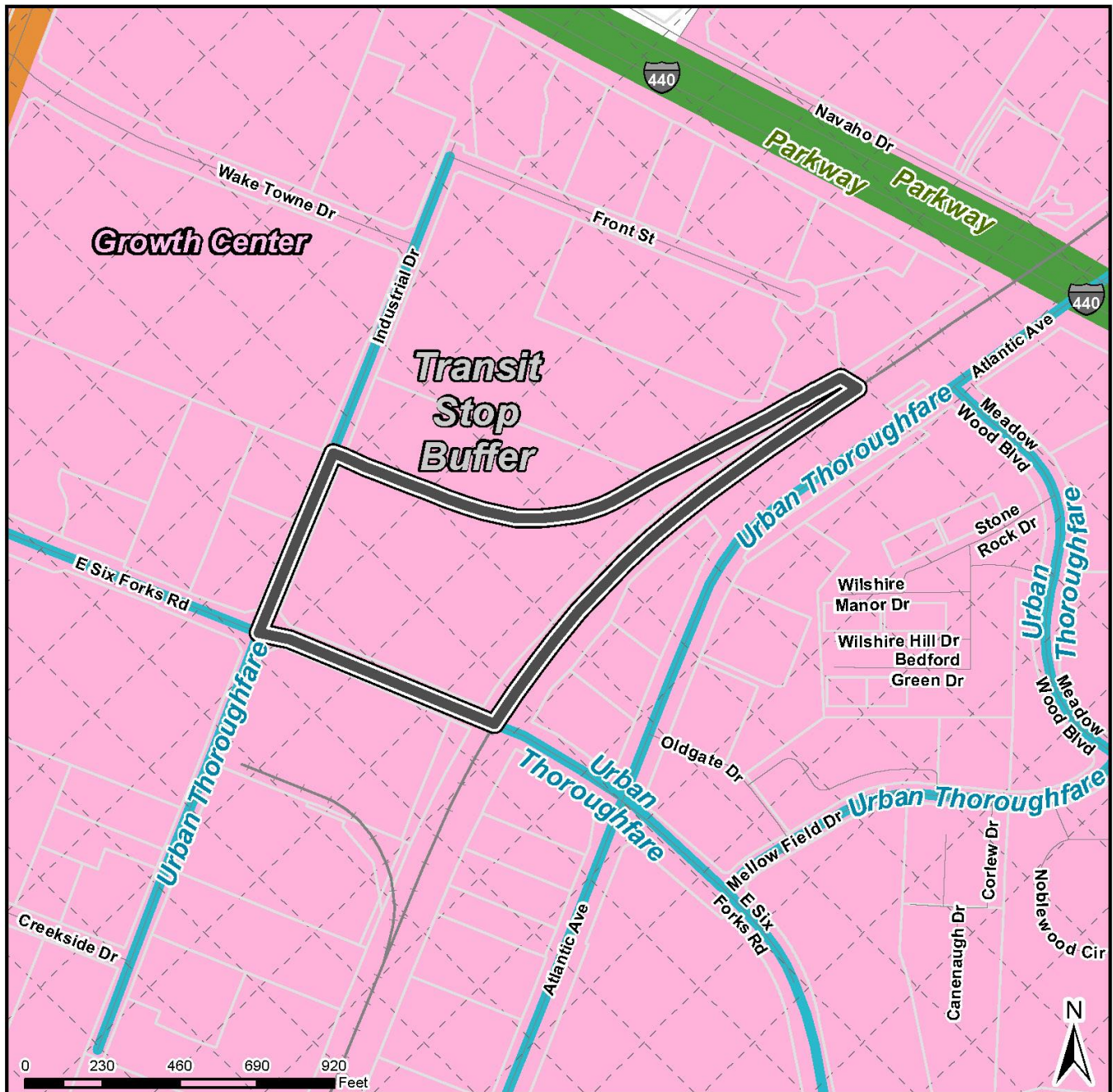
Future Land Use

Z-15-2019

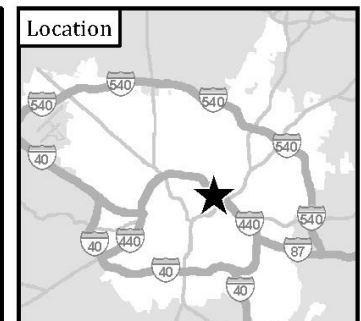


Property	819 E. Six Forks Road
Size	12.63 acres
Existing Zoning	IX-3-PL
Requested Zoning	RX-7-GR-CU





Property	819 E. Six Forks Road
Size	12.63 acres
Existing Zoning	IX-3-PL
Requested Zoning	RX-7-GR-CU



COMPREHENSIVE PLAN

Determination of the conformance of a proposed use or zone with the Comprehensive Plan includes consideration of the following questions:

- A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?

Yes. In particular, by allowing more housing in an area with significant transit service and plans for frequency improvements, the proposal is consistent with the themes of Expanding Housing Choices and Coordinating Land Use and Transportation. The proposal also is consistent with several specific policies that support those themes.

- B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?

Yes. The property is designated as High Density Residential in the Future Land Use Map. The proposed residential use, with the possibility of a small amount of ground floor retail, is consistent with that designation.

- C. If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?

The use is consistent with the Future Land Use Map.

- D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

Yes, as noted in the impact analysis section below.

Future Land Use

Future Land Use designation: High Density Residential

The rezoning request is

☒ **Consistent** with the Future Land Use Map.

☐ **Inconsistent**

This category envisions higher-density residential development, with RX as the most closely related zoning district. Height guidance for this category in the Comprehensive Plan envisions up to 12 stories in areas at the core of a mixed-use center or that are served by high levels of transit. In this case, the property is at the core of the mixed-use area centered roughly at the intersection of Wake Forest and Six Forks roads. Additionally, plans call for high-frequency (15 minute) bus transit along that section of Six Forks Road.

Urban Form

Urban Form designation: City Growth Center; Urban Thoroughfare (Six Forks Road, Industrial Drive); Transit Stop Half-Mile Buffer (based on outdated transit plans, proposed to be removed in pending update of Comprehensive Plan)

The rezoning request is

☒ **Consistent** with the Urban Form Map.

☐ **Inconsistent**

☐ **Other** (no Urban Form designation OR no Urban Form designation, but zoning frontage requested)

The urban form guidance suggests an urban frontage (buildings closer to street, no parking between building and street) or hybrid frontage (some parking allowed between the building and street). The requested Green frontage, which requires the building be brought to between 20 feet and 50 feet of the right of way, is fully consistent with this guidance. The requested frontage would prevent a more suburban-style setback permitted by the existing Parking Limited frontage, which has a build-to range of 0'-100'. For the sake of comparison, the build-to for an apartment building with no frontage is 10'-55'.

Compatibility

The proposed rezoning is

☒ **Compatible** with the property and surrounding area.

☐ **Incompatible.**

The area is characterized by a relatively intensive mix of uses, including retail, housing, warehouse and light industrial facilities, and educational and health care institutions. The requested RX-7-GR-CU zoning is compatible with the area and would tend to create a more balanced mix of uses than the current mix, which tilts toward retail.

Public Benefits of the Proposed Rezoning

- The proposal would add to the housing supply in the city and add additional housing variety.
- The proposal would create more of a balance between residential and commercial uses in a mixed-use area.

Detriments of the Proposed Rezoning

- None

Policy Guidance

The rezoning request is **consistent** with the following policies:

Policy LU 1.2—Future Land Use Map and Zoning Consistency. The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.

- *The request, which would accommodate housing of up to seven stories, is consistent with the Future Land Use Map category of High Density Residential. That category envisions apartment or condominium buildings of five to 12 stories, with the higher end of the range appropriate in larger mixed-use centers, which describes the area in question.*

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.

- *The request, by allowing additional housing to be built, would facilitate a more compact development pattern.*

LU 4.4 Reducing VMT Through Mixed Use. Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).

- *The property is in an area that contains a broad mix of uses, including retail and employment. Many trips from the parcel could be made on foot or transit or in the form of short driving trips.*

LU 4.9 Corridor Development. Promote pedestrian-friendly and transit-supportive development patterns along multi-modal corridors designated on the Growth Framework Map, and any corridor programmed for “transit intensive” investments such as reduced headways, consolidated stops, and bus priority lanes and signals.

- *Six Forks Road and Atlantic Avenue are Multi-Modal Corridors on the Growth Framework Map. Additional residential density will support transit, including plans for more frequent transit service in the area.*

LU 6.2 Complimentary Uses and Urban Vitality. A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers and developments to maintain the City’s livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistent with this policy.

- *The area currently includes large amounts of retail but no housing between Wake Forest Road and Atlantic Avenue. The rezoning request would allow a greater balance of uses in the area.*

LU 11.4 Rezoning/Development of Industrial Areas. Allow the rezoning and/or redevelopment of industrial land for non-industrial purposes when the land can no longer viably support industrial activities or is located such that industry is not consistent with the Future Land Use Map. Examples include land in the immediate vicinity of planned transit stations.

- *The area is currently zoned for light industrial uses but is designated as High Density Residential on the Future Land Use Map.*

Policy H 1.8 Zoning for Housing. Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing.

- *The rezoning would increase housing supply by permitting more housing on the site than current zoning allows.*

The rezoning request is **inconsistent** with the following policies:

None

Area Plan Policy Guidance

The area is not within an adopted area plan. The Midtown-St. Albans area plan process is ongoing, with a final report anticipated this fall. The plan has not contemplated a change to the Future Land Use Map in this area.

CLIMATE CHANGE AND AFFORDABILITY ANALYSIS

Carbon/Energy Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	40	The site has higher access to transit than the city average, and planned increases to transit frequency in the area will improve transit service in coming years.
Walk Score	30	37	

Source: Walk Score is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. The scores also correlate with shorter vehicle trips, which also produce less carbon. The city has a wide range of scores. Raleigh Municipal Building, for instance, has a Walk Score of 92, meaning the area is highly pedestrian-friendly and that many destinations are within a short walk. Some areas in the city have scores in single digits, indicating that few if any destinations are within walking distance, so nearly all trips are made by car.

Summary: The site is both more walkable and more transit-rich than the city as a whole, suggesting that allowing more development here will tend to lead to more walking and transit trips and shorter driving trips, which would decrease transportation-related carbon emissions on a per capita basis.

Carbon/Energy Footprint: Housing

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	Yes
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.

Summary: The rezoning would permit townhouses, small apartment buildings, and larger apartment buildings (defined as having more than four units), which are all on average substantially more energy-efficient than other housing types. Therefore, the rezoning will tend to decrease carbon emissions from building operations on a per-capita basis.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Add	This request nearly doubles residential entitlement.
Does it include any subsidized units?	No	
Does it permit a variety of housing types?	Yes	The requested district permits all possible housing types.
If not a mixed-use district, does it permit smaller lots than the average?*	N/A	The request is for a mixed-use district, Residential Mixed Use-Seven Stories. The district does not specify lot size per housing unit, meaning that the cost of the land can be spread across more units.
Is it within walking distance of transit?	Yes	The site is approximately a quarter-mile from Route 2 and Route 24L, and plans call for a future route that would travel along Six Forks Road directly adjacent to the site.

The average lot size for detached residential homes in Raleigh is .28 acres.

Summary: The requested zoning would add to the housing supply and permit a variety of housing types. It would permit housing types, such as apartments, that tend to be less expensive than detached houses of the same age. It is also close to transit, allowing residents to save on transportation costs.

IMPACT ANALYSIS

Historic Resources

The site is not located within or adjacent to a National Register Historic District or Raleigh Historic Overlay District. It does not include nor is adjacent to any National Register individually-listed properties or Raleigh Historic Landmarks.

Impact Identified: None

Parks and Recreation

1. The site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.

2. Nearest existing park access is provided by Kiwanis Park (1 mile) and Fallon Park (1.2 miles)
3. Nearest existing greenway trail access is provided by Crabtree Creek Greenway Trail (.4 miles).
4. Current park access level of service in this area is graded a B letter grade.

Impact Identified: None requiring mitigation

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	797 gpd	76,517 gpd	125,000
Waste Water	797 gpd	76,517 gpd	125,000

1. The proposed rezoning would add approximately 48,423 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area
2. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit and constructed prior to release of a Certificate of Occupancy
3. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer.

Impact Identified: None requiring mitigation

Stormwater

Floodplain	No FEMA floodplain
Drainage Basin	Crabtree
Stormwater Management	Subject to stormwater regulations under Article 9 of UDO.
Overlay District	none

Impact Identified: None requiring mitigation

Transportation

Rezoning Case: Z-15-19

Transportation Review

Site Location and Context

Location

The Z-15-19 site is located at the northeast corner of Atlantic Avenue and Industrial Drive, adjacent to the CSX Transportation railroad corridor.

Area Plans

The Z-15-19 site is not located with an existing area plan boundary.

Other Projects in the Area

An adjacent development that is under construction (SP-11-2016) will construct Wake Towne Drive as a new public street between Industrial Drive and Wake Forest Road. A project to complete the sidewalk on the east side of Wake Forest Road between Creekside Drive and Georgetown Road is under design by the City of Raleigh. NCDOT has a project in planning to upgrade the interchange of I-440 with Wake Forest Road. The CSX Transportation railroad corridor is planned to be upgraded for higher-speed intercity passenger rail by NCDOT. This project is not programmed for funding at this time.

Existing and Planned Infrastructure

Streets

The subject property fronts on East Six Forks Road, which is NCDOT maintained and is specified as a 4-lane divided avenue parking in Map T-1 of the Comprehensive Plan (the Street Plan). It also fronts on Industrial Drive, which is maintained by the City of Raleigh and is specified as a 2-lane undivided avenue in the Street Plan.

In accordance with UDO section 8.3.2, the maximum block perimeter for RX-12 Zoning districts is 2,500 feet. The current block perimeter for Z-15-19 is approximately 13,400 feet, spanning Industrial Dr, Wake Forest Rd, Navaho Dr, Bush St, Wolfpack Ln, Atlantic Ave, and E Six Forks Rd. This block is constrained by the CSX Railroad and I-440.

Pedestrian Facilities

There are no existing sidewalks on site frontage. There are existing sidewalks on the south side of Six Forks Road. An adjacent development that is under construction (SP-11-2016) will add sidewalk to sections of Industrial Drive, construct Wake Towne Drive, and an east-west pedestrian connection between Industrial Dr and Wake Forest Road. Missing sidewalk on Wake Forest Road is in design as a city project. Sidewalks will be required at the time of site plan.

Bicycle Facilities

There are no existing bicycle facilities within the vicinity of the site. In the long-term bikeway plan, bicycle lanes are planned for Industrial Drive and a separated bicycle facility is planned for Six Forks Road. Approximately 0.3 mile south of the site, the Industrial Drive right-of-way connects to the Crabtree Creek Greenway Trail. At this time the connection is not improved or formalized.

Transit

The site is currently served by two different GoRaleigh services. Route 2 operates on Wake Forest Road with service every 30 minutes all day. Route 24L, the North Crosstown Connector, operates in a one-way loop on Wake Forest Road with service every 30 minutes during peak times and every 60 minutes in off-peak times.

Access

Access to the subject site will be via either Six Forks Road or Industrial Drive.

TIA Determination

The potential trip generation is below the threshold for a TIA.

Impact Identified: None requiring mitigation

Urban Forestry

Changing the frontage from PL to GR will not change the amount of tree conservation.

Impact Identified: None.

Impacts Summary

None requiring mitigation. The rezoning would add to the housing supply and permit housing types that tend to be less costly than larger-lot detached houses of the same age. It is in a location that is more walkable and more transit-rich than the city as a whole, meaning it could lead to lower per-capita transportation carbon emissions.

Mitigation of Impacts

None needed.

CONCLUSION

The request to rezone the property from IX-3-PL to RX-7-GR-CU is consistent with the Future Land Use Map and Comprehensive Plan as a whole. The site is in a large mixed-use area with improving transit options and would contribute to a more balanced mix of uses. It would tend to decrease the city's per capita carbon footprint and would improve affordability by increasing the housing supply and allowing a housing type that is less expensive than the alternatives.

CASE TIMELINE

Date	Action	Notes
4/26/19	Petition filed	
7/10/19	Petition revised to change request from RX-12-GR-CU to RX-7-GR-CU; condition added limiting residential use to 500 units.	
8/1/19	Condition language revised.	Technical revision.

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	IX-3-PL	IX-3-PL	IX-3-PL	IX-3-PL	IX-3-PL
Additional Overlay	-	SHOD-2	-	-	-
Future Land Use	High Density Residential	High Density Residential	Neighborhood Mixed Use	Community Mixed Use	Community Mixed Use
Current Land Use	Warehouse/ Distribution	Warehouse/ Distribution	Warehouse/ Distribution	Railroad/office/ manufacturing	Warehouse
Urban Form	City Growth Center; Urban Thoroughfare	City Growth Center; Urban Thoroughfare	City Growth Center; Urban Thoroughfare	City Growth Center; Urban Thoroughfare	City Growth Center; Urban Thoroughfare

CURRENT VS. PROPOSED ZONING SUMMARY

EXISTING ZONING		PROPOSED ZONING
Zoning	IX-3-PL	RX-7-GR-CU
Total Acreage	12.63	12.63
Setbacks:		
Front	0'-100'	20'-50'
Side street	0'-100'	20'-50'
Side	0' or 6'	0' or 6'
Rear	0' or 6'	0' or 6'
Residential Density:	22.9 units/acre	40 units/acre
Max. # of Residential Units	289	500
Max. Gross Building SF	976,402	654,000
Max. Gross Office SF	351,915	4,000
Max. Gross Retail SF	288,927	4,000
Max. Gross Industrial SF	976,402	-
Potential F.A.R	1.8	1.2

*The development intensities for proposed zoning districts were estimated using an impact analysis tool. The estimates presented are only to provide guidance for analysis.

Relevant Planning Commission Minutes August 13, 2019: Z-15-19

AGENDA ITEM E 4: Z-15-19 – Six Forks Road and Industrial Drive, northeast corner of the intersection (Atlantic CAC)

This site is located at Six Forks Road and Industrial Drive, at the northeast corner of the intersection.

This is a request to rezone property from IX-3-PL to RX-7-GR-CU.

Planner Hardin presented the case.

Thomas Johnson, representing the applicant, then spoke in favor.

Greg Hobbs of Hobbs Properties, which owns properties in the vicinity, spoke in support the request.

John Bruckel also spoke in favor, stating that housing would be appropriate use for the site.

No opposing comments.

Ms. Winters spoke regarding some areas being overly dense and others having less density. She also spoke about the impact on traffic and walkability and the effect on the quality of life of neighbors.

Planner Hardin spoke regarding increase in frequency of traffic; the Midtown area plan is in the final stages and will address those concerns.

Mr. Geary made a motion to approve the case because it consistent with the Future Land Use Map and Comprehensive Plan. Mr. Novak seconded the motion. The vote was unanimous 6-0.

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2682

REZONING REQUEST

☐ General Use ☒ Conditional Use ☐ Master Plan

Existing Zoning Base District **IX** Height **3** Frontage **PL** Overlay(s) _____

Proposed Zoning Base District **RX** Height **7** Frontage **GR** Overlay(s) _____

Click [here](#) to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.

OFFICE
USE ONLY

Transaction #

Rezoning Case #

If the property has been previously rezoned, provide the rezoning case number: **Z-27B-2014**

Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:

570397

GENERAL INFORMATION

Date **4/26/2019** Date Amended (1) **7/10/2019** Date Amended (2)

Property Address **819 E Six Forks Road**

Property PIN **1715331206**

Deed Reference (book/page) **17148 / 433**

Nearest Intersection **Industrial Drive**

Property Size (acres) **12.63**
per survey

(For PD Applications Only) Total Units

Total Square Feet

Property Owner/Address

RBD Six Forks, LLC c/o Riverbend Development, Inc.
Attn: Alan Taylor
455 2nd Street SE, Suite 400
Charlottesville, VA 22902-5793

Phone **434-245-4970**

Fax

Email **alan@riverbenddev.com**

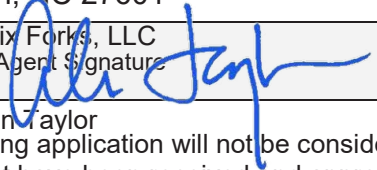
Project Contact Person/Address

Thomas H. Johnson, Jr. - Williams Mullen
301 Fayetteville Street, Suite 1700
Raleigh, NC 27601

Phone **919-981-4006**

Fax

Email **tjohnson@williamsmullen.com**

RBD Six Forks, LLC
Owner/Agent Signature
By: 

Email **alan@riverbenddev.com**

Alan Taylor

A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

REZONING APPLICATION ADDENDUM #1	
<p align="center">Comprehensive Plan Analysis</p>	<p align="center">OFFICE USE ONLY</p> <p align="center">Transaction #</p> <p align="center">Rezoning Case #</p>
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.</p>	
<p align="center">STATEMENT OF CONSISTENCY</p>	
<p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p>	
<p>The Future Land Use map gives the subject property designation as High Density Residential. The City's current RX zoning district</p> <p>1. would be consistent with the future designation. The subject property is located within a City Growth Center district, which promotes multi-family and high density residential properties.</p>	
<p>The subject property is also near a Transit Emphasis Corridor and within the Future Fixed Guideway Transit system. A high density</p> <p>2. residential designation would be consistent with the City's efforts to increase density in areas with public transit.</p>	
<p>A suburban frontage (Parking Limited) is currently designated for the property and a change to Green Frontage, and urban</p> <p>3. frontage, is proposed.</p>	
<p>2030 Comprehensive Plan policies that this proposed rezoning commits to adhere to include, but are not limited to:</p> <p>4. Future Land Use Map LU-3 ; Recommended Height Designations Table LU-2 ; High Density Development Policy DT1.16; Open Space in New Development Policy LU 8.9; Pedestrian Networks Policy T 5.9; Building Orientation Policy T 5.10; City Growth Center Map UD-1</p>	
<p align="center">PUBLIC BENEFITS</p>	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>The proposed rezoning would allow for the continued development of high density residential units</p> <p>1. in a City Growth Center area.</p>	
<p>The proposed rezoning would encourage more live/work/play opportunities in this area by bringing more high</p> <p>2. density residential units in an evolving section of the Midtown area of the City. The proposed development is within walking distance of the new Wegmans Midtown East center currently under construction.</p>	
<p>The lots proposed for rezoning are currently underutilized with most of the parcel being undeveloped. A high</p> <p>3. density residential development will provide more housing within walking distance to retail and other businesses.</p>	
<p>The proposed development would be located along and near main transit thoroughfares that</p> <p>4. currently are served by or will be served by mass transit options.</p>	

REZONING APPLICATION ADDENDUM #2	
Impact on Historic Resources	OFFICE USE ONLY Transaction # Rezoning Case #
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	
INVENTORY OF HISTORIC RESOURCES	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
There are no known historic resources or structures on the properties.	
PROPOSED MITIGATION	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
N/A	

URBAN DESIGN GUIDELINES

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", or
 - b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor"
- as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban Form Designation: City Growth Center

Click [here](#) to view the Urban Form Map.

- | | |
|----|--|
| 1. | <p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>Response:</p> <p>The proposed development would be a high density residential units.</p> |
| 2. | <p><i>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.</i></p> <p>Response:</p> <p>The proposed rezoning area is surrounded by IX and CX zoning districts currently. In regards to future development, the subject parcel would be in the vicinity of commercial and other high density residential properties. The proposed rezoning would be consistent with current and future developments.</p> |
| 3. | <p><i>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.</i></p> <p>Response:</p> <p>The subject property is along E Six Forks Road and will have access points off Six Forks Road and Industrial Drive.</p> |
| 4. | <p><i>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.</i></p> <p>Response:</p> <p>The property is adjacent to an existing railway line to the East, which does not allow for an ingress/egress in that direction. However, the existing streets will provide adequate traffic access.</p> |
| 5. | <p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>Response:</p> <p>No additional streets are proposed with this rezoning. Pedestrian walkways and access is expected to be improved as part of the development.</p> |

6.	<p><i>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.</i></p> <p>Response:</p> <p>The proposed rezoning requests a GR- Green frontage designation which would comply with this type of development.</p>
7.	<p><i>Buildings should be located close to the pedestrian-oriented 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.</i></p> <p>Response:</p> <p>The proposed rezoning requests a GR- Green frontage designation which would comply with this type of development.</p>
8.	<p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p>Response:</p> <p>The proposed project will have a building at the intersection of Six Forks Road and Industrial Drive.</p>
9.	<p><i>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.</i></p> <p>Response:</p> <p>The proposed development will comply with open space design standards found in the City's ordinance.</p>
10.	<p><i>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.</i></p> <p>Response:</p> <p>The proposed development will comply with pedestrian access and visibility design standards found in the City's ordinance.</p>
11.	<p><i>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.</i></p> <p>Response:</p> <p>The proposed development will comply with pedestrian access and outdoor amenity design standards found in the City's ordinance.</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p>Response:</p> <p>The proposed rezoning requests a GR- Green frontage designation which would provide open, landscaped green space between the building and the road.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response:</p> <p>The proposed development will comply with Outdoor amenity design standards found in the City's ordinance.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response:</p> <p>The proposed rezoning requests a GR- Green frontage designation which would comply with this type of development.</p>
15.	<p><i>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.</i></p> <p>Response:</p> <p>The proposed rezoning requests a GR- Green frontage designation which would comply with this type of development.</p>
16.	<p><i>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 can make a significant improvement.</i></p> <p>Response:</p> <p>No parking structures are proposed.</p>
17.	<p><i>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.</i></p> <p>Response:</p> <p>Several mass transit stops are available within walking distance to the proposed rezoning development. Future plans for a Fixed-Guideway Transit stop would also be within walking distance.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response:</p> <p>The proposed development would provide improved and comfortable pedestrian access to mass transit stops as well as surrounding mixed use developments.</p>
19.	<p><i>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.</i></p> <p>Response:</p> <p>There are no known sensitive natural resources or landscape areas on the subject properties.</p>

20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p>Response:</p> <p>All sidewalks, roadways and driveways will comply with the City's ordinance standards.</p>
21.	<p><i>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.</i></p> <p>Response:</p> <p>All sidewalks will comply with the City's ordinance standards.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement 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.</i></p> <p>Response:</p> <p>All streetscapes/tree plantings will comply with the City's ordinance standards.</p>
23.	<p><i>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.</i></p> <p>Response:</p> <p>The proposed development with the requested GR-Green designation will define the frontage design and street landscapes as required in the City's ordinance.</p>
24.	<p><i>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.</i></p> <p>Response:</p> <p>The proposed development with the requested GR-Green designation will define the frontage design and street landscapes as required in the City's ordinance.</p>
25.	<p><i>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.</i></p> <p>Response:</p> <p>The proposed development with the requested GR-Green designation will define the ground level frontage design as required in the City's ordinance.</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p>Response:</p> <p>All sidewalks will comply with the City's ordinance standards for GR-Green designation.</p>

WILLIAMS MULLEN

Thomas H. Johnson, Jr.
Direct Dial: 919.981.4006
tjohnson@williamsmullen.com

April 1, 2019

Re: Neighborhood Meeting Notification for Potential Rezoning of Parcel #1715331206
located at 819 E. Six Forks Road

Dear Neighbor:

A neighborhood meeting will be held on Tuesday, April 16, 2019 at 6:00 PM at the Courtyard Marriott Raleigh Midtown, 1041 Wake Towne Drive, Raleigh, NC 27609. The purpose of this meeting is to discuss the proposed rezoning of Parcel # 1715331206 located at 819 E. Six Forks Road. The site is the current location of Sears Appliance Repair at the intersection of Six Forks Road and Industrial Drive. The proposed rezoning application will petition the City of Raleigh to allow for a change from IX-3-PL designation to RX-12-GR designation. This change in zoning designation would allow for mixed-use residential development up to 12 stories to be constructed in accordance with the City's Unified Development Ordinance requirements.

The City of Raleigh requires the applicant to hold a neighborhood meeting with notification to property owners within 500 feet of the property prior to submission of a Rezoning application. The applicant will be available for discussion of the proposed Rezoning request and associated project at this meeting. All neighbors are encouraged to attend this meeting.

If you have any questions, please contact Thomas Johnson at 919-981-4006 or tjohnson@williamsmullen.com. You may also contact the City of Raleigh Zoning department at 919-996-2682 or rezoning@raleighnc.gov or visit www.raleighnc.gov for more information.

Sincerely,



Thomas H. Johnson, Jr.

Member

38695984_1

**Riverbend Development
Rezoning Application – 819 E. Six Forks Road**

**Community Meeting Summary
Tuesday April 16, 2019 6:00 PM
Courtyard Marriott, 1041 Wake Town Drive**

The meeting was attended by two (2) local business owners, Mr. Dan Walker of Walker Napa Auto Parts and Mr. Frank Papa of Phydeaux Pet Supplies. Both were curious about what was being proposed but were not in opposition to the rezoning or redevelopment of the property.

Mr. Walker stated that he liked the idea of having more potential customers and that many business owners in the vicinity were taking a “wait and see” approach knowing that the surrounding area would be redeveloped in the future.

Mr. Papa was also in favor of having an additional customer base in close proximity to his store. He mentioned that the developer should consider adding a dog park area to the site plan. He did ask about plans for traffic in the area. We advised him that the City would determine if a Traffic Analysis would be required and that any DOT required improvements would be made. Also, we indicated sidewalks would be added as part of the project and our desire for a pedestrian connection to Midtown East.

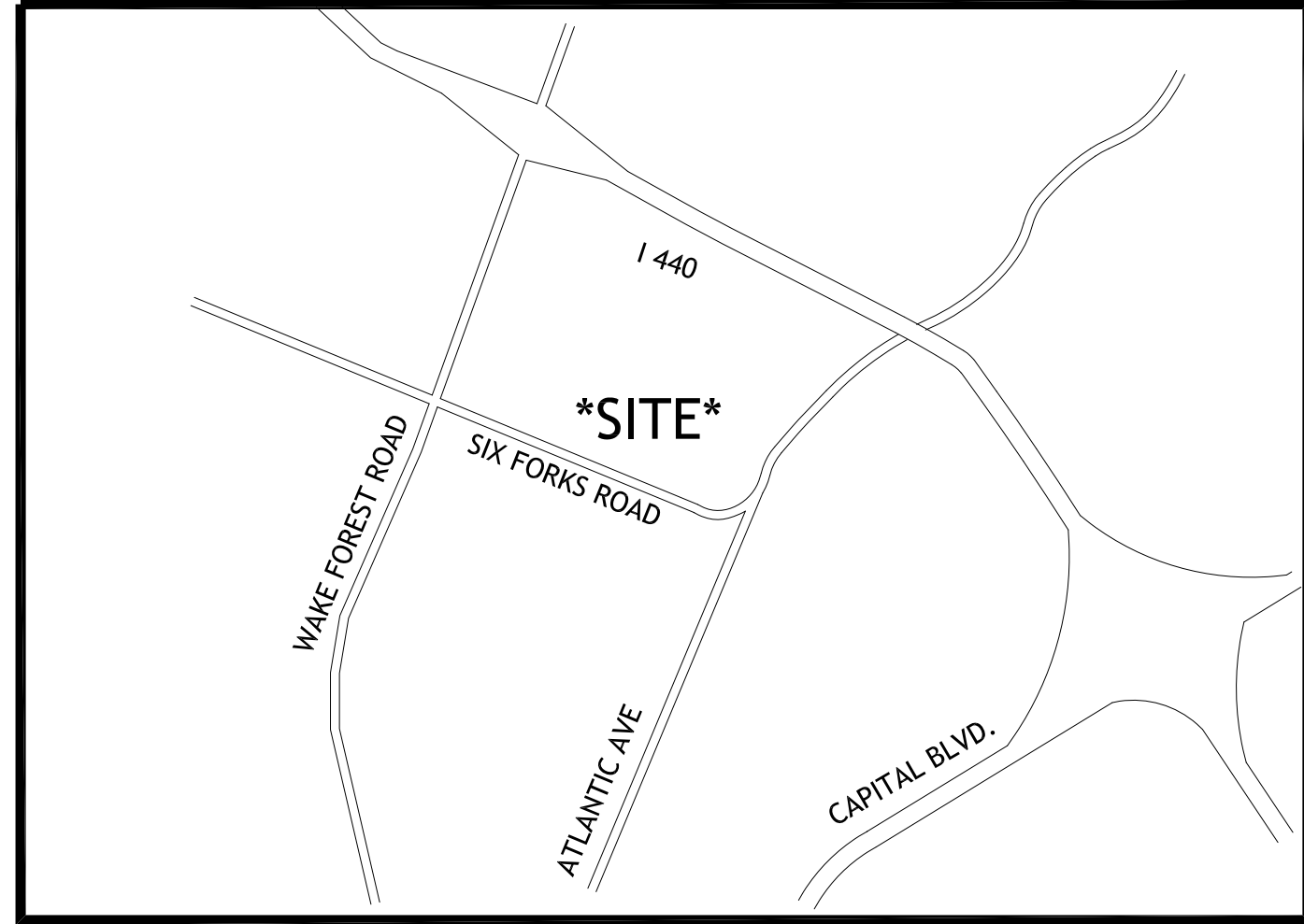
Overall, both were not opposed to the redevelopment and thought they would be positively affected by an increased customer base created by new residential development.

Riverbend Development
Rezoning Application – 819 E. Six Forks Road

Community Meeting Attendee Sign-In Sheet
Tuesday April 16, 2019 6:00 PM

M

1. Dan Walker - Walker / NAPA - Industria Drive
2. Frank Papp - 2535 Atlantic Ave. (Phy deaux)
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____
13. _____
14. _____
15. _____
16. _____
17. _____
18. _____
19. _____
20. _____



RECORD LEGAL DESCRIPTION (from commitment)

Lying and being situate in Wake County, North Carolina, and being more particularly described as follows:

In Raleigh, Wake County, North Carolina, described as follows: Beginning at the intersection of the north line of Six Forks Road with the East line of Industrial Drive; runs thence with the east line of Industrial Drive N 20°38' E 335.66 feet to a point in the center line of a spur track leading from the Seaboard Coast Line Railroad Company track; runs thence with the center line of said spur track S 84°30' E 372.55 feet to a point; thence continuing along the center line of said spur track, along a curve easterly with a radius of 572.35 feet, 498.00 feet to a point; thence continuing with the center line of said spur track N 05°16' E 198.05 feet to its intersection with the center line of the southbound lane of the Seaboard Coast Line Railroad Company track; runs thence with the center line of said southbound lane S 62°58' W 44.59 feet to a point and S 59°59' W 700 feet to a point; thence continuing with the curve of the centerline of said southbound lane southwesterly 1240 feet, more or less, to the point where said center line is intersected with the north line of Six Forks Road; E thence N 84°22' W 10 feet more or less to a point; and continuing along the north line of Six Forks Road, if extended, and then along the north line of Six Forks Road, N 84°22' W 641.84 feet to the beginning, according to a survey and map made by John A. Edwards & Company, Engineers, under date of 11-6-72, entitled "Property of Sears, Roebuck & Co., Raleigh, N.C. Boundary Survey", being all the property conveyed to North State Investment Company, Inc. by deed recorded in the Wake County Registry in Book 1569, page 492.

GENERAL SURVEY NOTES:

- The Basis of Bearings for this survey is based on North American Datum 1983 (NAD 83).
- Utility Note: The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.
- This survey was made in accordance with laws and/or Minimum Standards of the State of North Carolina.
- The property described hereon is the same as the property described in Chicago Title Insurance Company Order No. 18-02332CH with an effective date of March 2, 2018 (Rev. March 7, 2018) and that all easements, covenants and restrictions referenced in said title commitment or apparent from a physical inspection of the site or otherwise known to me have been plotted hereon or otherwise noted as to their effect on the subject property.
- Said described property is located within an area having a Zone Designation X by the Federal Emergency Management Agency (FEMA), on Flood Insurance Rate Map No. 37021750D, with a date of identification of May 2, 2006, for Community No.370243 1715 J, in City of Raleigh, State of North Carolina, which is the current Flood Insurance Rate Map for the community in which said premises is situated.
- The Property has direct access to East Six Forks Road, a dedicated public street or highway.
- The total number of striped parking spaces on the subject property is 40, plus 2 designated handicap spaces. Note: Additional areas being used for parking but striping is too faded to locate.
- There is no observed evidence of current earth moving work, building construction or building additions.
- There are no proposed changes in street right of way lines, according to City of Raleigh Engineering Department. There is no observed evidence of recent street or sidewalk construction or repairs.
- There is no observed evidence of site used as a solid waste dump, pump or sanitary landfill.
- Area computed by coordinate method.
- Utility Note: Observed evidence of utilities has been shown pursuant to Section 5 Paragraph E (iv) of the ALTA/NSPS Minimum Standard Detail Requirements.
- No wetlands are located on the subject property according to the U.S. Fish and Wildlife Service National Wetlands Inventory located at www.fws.gov/wetlands.
- The building height, shown hereon, was measured between the highest point of the building and the finished floor elevation in the approximate location as depicted on the drawing.
- The proposed easement for future road is shown hereon for informational purposes only.

ZONING INFORMATION

per Zoning Report by The Planning and Zoning Resource Company
DATED 1/6/18
Zoning District: IX-3-PK Industrial Mixed Use - 3 - Parking Limited Frontage

Building Setbacks:
Front/Street Setback - 3'
Side Setback - 3' Street Lot Line otherwise, None
Rear Setback - 0'

Parking Setbacks:
Front Street Setback - 10'
Side/Rear Setback - 0'

Height Restriction - 3 stories, 50'

Min lot size - NA
Building Footprint - NA
Building Site Area: Min outdoor amenity area 10%

Density - NA

Parking Requirement - 1 space per 300 sf of GFA

U.S. 1/I-440
(VARIABLE WIDTH PUBLIC RW)

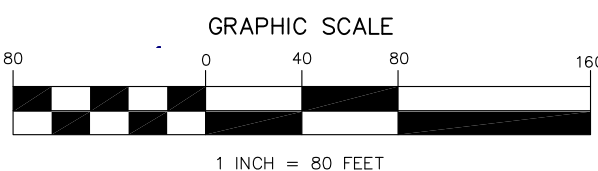
OLD NORTH

LIST OF ENCROACHMENTS

LAND AREA:
12.63 Acres or 550,217 s.f.

LEGEND OF SYMBOLS:

FOUND. BORN PIPE SET IN PLACE CALCULATED POINT PROPERTY MONUMENT SEWER MANHOLE AC UNIT WATER VALVE WATER METER FIRE DEPT. CONNECT FIRE HYDRANT WATER SPOUT SOIL WATER CONTROL VALVE DRAIN CATCH BASIN DRAIN MANHOLE ELECTRIC METER UTILITY POLE LIGHT POLE ELECTRIC MANHOLE GUY WIRE	TRANSFORMER PAD SIGNAL BOX TELEPHONE/CABLE PEDESTAL FIBER OPTIC MARKER TELEPHONE PEDESTAL CLEANOUT ELECTRIC HANDHOLE MONITORING WELL STEAM DRAIN LINE SEWER LINE OVERHEAD POWER LINE FENCE LINE
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SCHEDULE B - SECTION II EXCEPTIONS

- ANY RIGHT, EASEMENT, SETBACK, INTEREST, CLAIM, ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATIONS OR OTHER ADVERSE CIRCUMSTANCE AFFECTING THE TITLE DISCLOSED BY PLAT/PLAT RECORDED IN BOOK OF MAPS 1994, PAGE 1044.
R/W AND EASEMENT SHOWN HEREON
- GRANT/TO RIGHT OF WAY TO CAROLINA POWER & LIGHT COMPANY RECORDED IN BOOK 1455, PAGE 330; BOOK 1489, PAGE 405; BOOK 3936, PAGE 270; AND BOOK 6071, PAGE 380.
BK 3936 PG 270 SHOWN HEREON (RELOCATES BK 1455-330 AND BK 1489 PG 405 (NO WIDTH))
BK 6071 PG 289 DOES NOT HAVE EXHIBIT ATTACHED TO DOCUMENT SHOWING LOCATION OF EASEMENT.
- (INTENTIONALLY DELETED)
- SIXTY FOOT (60') EASEMENT RECORDED IN BOOK 1569, PAGE 492.
SHOWN HEREON
- RELEASE AND CONSENT TO MAKE SPECIAL SEWER INSTALLATION RECORDED IN BOOK 9473, PAGE 1311.
NOT A SURVEY MATTER.
- CONSENT JUDGEMENT TO THE CITY OF RALEIGH RECORDED IN BOOK 7636, PAGE 562. IN CONNECTION THEREWITH MEMORANDUM OF ACTION RECORDED IN BOOK 5893, PAGE 665; AND AS SUPPLEMENTED BY SUPPLEMENTAL MEMORANDUM OF ACTION RECORDED IN BOOK 6236, PAGE 57.
SHOWN HEREON
- DEED OF EASEMENT WITH GENERAL WARRANTY FOR PERMANENT STORMWATER DRAINAGE EASEMENT TEMPORARY CONSTRUCTION EASEMENT TO THE CITY OF RALEIGH RECORDED IN BOOK 3024, PAGE 3474.
SHOWN HEREON
- TITLE TO THAT PORTION OF THE LAND, IF ANY, LYING WITHIN THE RAILROAD RIGHT OF WAY EXTENDING UP TO ONE HUNDRED FEET (100') ON EACH SIDE OF THE TRACKS OR TWO HUNDRED FEET (200') IN TOTAL WIDTH, WHICHEVER IS GREATER AND RIGHTS OF WAY FOR RAILROAD, SWITCH TRACKS, SPUR TRACKS, RAILWAY FACILITIES, EASEMENTS, AND OTHER RELATED INTERESTS, IF ANY, ON AND ACROSS THE LAND.
- (INTENTIONALLY DELETED)
- LEASE BY AND BETWEEN NW RALEIGH LLC ("LANDLORD") AND SEARS, ROEBUCK AND CO. ("TENANT"), A MEMORANDUM OF WHICH IS RECORDED IN BOOK ____ PAGE ____
- RIGHT OF WAY AGREEMENT IN BOOK 1551, PAGE 330.
SHOWN HEREON

SURVEYOR'S CERTIFICATE

TO: NORTHWOOD ACQUISITIONS LLC, NW RALEIGH LLC, UBS AG, STAMFORD BRANCH, IN ITS CAPACITY AS A LENDER AND AS ADMINISTRATIVE AGENT, TOGETHER WITH ITS SUCCESSORS AND/OR ASSIGNS IN EACH SUCH CAPACITY, SRC FACILITIES, LLC, A DELAWARE LIMITED LIABILITY COMPANY AND ITS RESPECTIVE SUCCESSORS AND/OR ASSIGNS; CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5A, 6A, 6B, 7A, 7B, 11, 12, 13, 14, 16, 17, AND 20 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON 2/21/18

DATE OF PLAT OR MAP: 2/28/18

SEAL
L-3860
JAMES M. GILBERTIN
NORTH CAROLINA REGISTRATION NUMBER L-3860

ALTA/NSPS LAND TITLE SURVEY

SEARS # 7385 RALEIGH, NC
819 E. SIX FORKS RD RALEIGH, WAKE COUNTY, NORTH CAROLINA



KCI ASSOCIATES OF N.C.
ENGINEERS, SURVEYORS AND PLANNERS
4505 FALLS OF NEUSE RD, FLOOR 4
RALEIGH, NC 27607
PHONE (919) 783-3214 • FAX (919) 783-9266