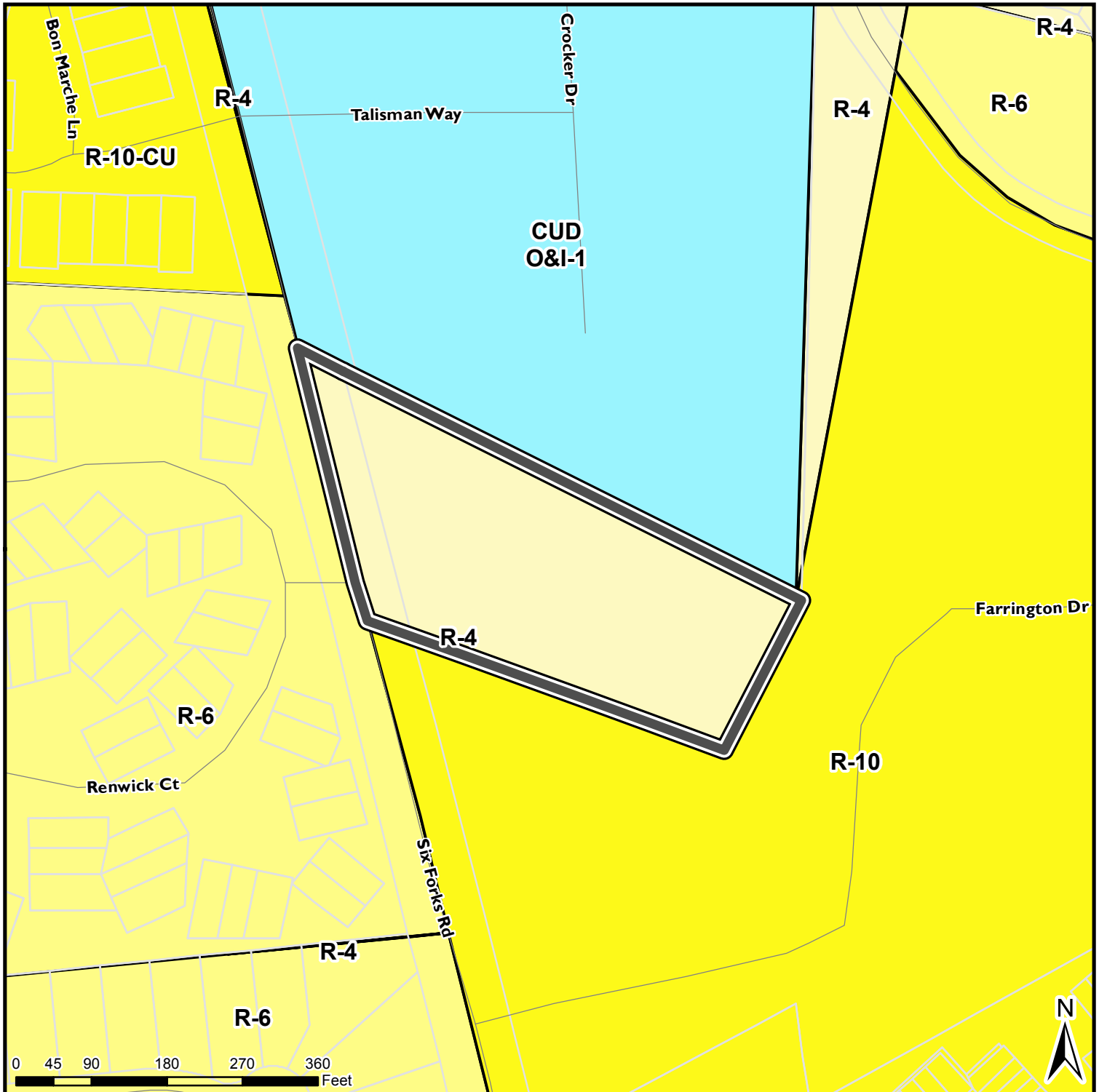


# Existing Zoning Map

# Z-20-2015



**Submittal  
Date**

5/28/2015

**Request:**

**2.6 acres from  
R-4  
to OX-5**

VICINITY MAP





# Planning & Development

## Development Services Customer Service Center

One Exchange Plaza  
1 Exchange Plaza, Suite 400  
Raleigh, North Carolina 27601  
Phone 919-996-2495  
Fax 919-516-2685

5-28-15

11:30 pm

delivered by 3rd floor

## Rezoning Application

Rezoning Request	OFFICE USE ONLY
<input checked="" type="checkbox"/> General Use <input type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan	Transaction Number
Existing Zoning Classification R-4 Proposed Zoning Classification Base District OX Height 5 Frontage	
If the property has been previously rezoned, provide the rezoning case number. Z-65-1987	
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences.	

~~426748~~

Z-20-15

429268

GENERAL INFORMATION		
Property Address 7930 Six Forks Road		Date
Property PIN 1707-48-5597	Deed Reference (Book/Page) BK: 6750 PG: 813	
Nearest Intersection Six Forks Road at Renwick Court		Property size (in acres) 2.6
Property Owner/Address Caplan Investments LLC - 404 Seasons Drive Raleigh, NC 27614	Phone	Fax
	Email	
Project Contact Person/Address Mack Paul - Attorney for Focus Development	Phone 919-590-0377	Fax
	Email mpaul@morningstarlawgroup.com	
Owner/Agent Signature	Email	

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



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### Rezoning Application Addendum

Comprehensive Plan Analysis	OFFICE USE ONLY
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.	Transaction Number  Zoning Case Number 2-20-15

#### STATEMENT OF CONSISTENCY

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.

1.	The property is designated "Office & Residential Mixed Use" on the Future Land Use Map. This classification suggests that low density residential uses are no longer appropriate in this area. OX is the closest corresponding zoning district; thus, the rezoning request is consistent with the Future Land Use Map. (policy LU 1.1 – Future Land use Map Purpose, policy LU 1.2 – Future Land Use Map and Zoning Consistency)
2.	The property is located in a "General" area as described in the Comprehensive Plan. Table LU-2 "Recommended Height Designations", provides guidance for up to five (5) stories in building height for properties designated Office & Residential Mixed Use on the Future Land Use Map and located within a General area. Therefore the rezoning request for a maximum building height of five (5) stories is consistent with the Comprehensive Plan.
3.	The rezoning request is consistent with the following policies: Policy LU 2.1 – Placemaking, Policy LU 2.2 – Compact Development, Policy LU 5.1 – Reinforcing the Urban Pattern, Policy EP 2.3 – Open Space Preservation,
4.	

#### PUBLIC BENEFITS

Provide brief statements regarding the public benefits derived as a result of the rezoning request.

1.	The requested rezoning provides the benefit of facilitating a mixed use development in accord with the Comprehensive Plan in an area that is no longer appropriate for low density residential uses as suggested by the Future Land Use Map.
2.	
3.	
4.	



## URBAN DESIGN GUIDELINES

If the property to be rezoned is shown as a “mixed use center” or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.

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><b>Response:</b> The proposed rezoning permits a mix of retail, office, and residential uses consistent with this guideline, which will facilitate pedestrian-level interest along Six Forks Road.</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><b>Response:</b> Development permitted by the proposed rezoning will comply with the Neighborhood Transition regulations of the UDO, consistent with this guideline.</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><b>Response:</b> The property is located along Six Forks Road and that is its only frontage.</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><b>Response:</b> No new streets are proposed, and the property fronts along a public street.</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><b>Response:</b> The property is part of an existing block face which meets the 660-foot guideline.</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><b>Response:</b> The property is not in an urban region, thus an Urban frontage is not appropriate and this guideline is not applicable.</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><b>Response:</b> The property does not front on to a pedestrian-oriented street, so this guideline does not apply.</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><b>Response:</b> The property is not located at a street intersection, so this guideline does not apply.</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><b>Response:</b> Urban open space will be provided in accordance with the UDO requirements.</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><b>Response:</b> This property is not in an urban region, so this guideline does not apply.</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><b>Response:</b> The OX district allows for retail uses on the ground floor of buildings, which may be near open space areas.</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><b>Response:</b> The urban open space will be provided in accordance with the UDO standards for outdoor amenity areas.</p>
13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p><b>Response:</b> The outdoor amenity standards in the UDO require provision of seating, consistent with this guideline.</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><b>Response:</b> The property does not front on a pedestrian-oriented street, so this provision does not apply.</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><b>Response:</b> Parking will be provided consistent with the UDO and this guideline.</p>



16.	<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> <b>Response:</b> No parking structures are anticipated at this site.
17.	<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> <b>Response:</b> The property is located along Six Forks Road near a transit stop in line with this guideline.
18.	<i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i> <b>Response:</b> The property fronts along Six Forks Road which already provides pedestrian access to existing bus stops.
19.	<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> <b>Response:</b> There are no sensitive landscape areas on the property.
20.	<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> <b>Response:</b> No new streets are contemplated as part of this development.
21.	<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> <b>Response:</b> The proposed development will comply with the applicable UDO regulations, consistent with this guideline.
22.	<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> <b>Response:</b> Street trees will be provided in accordance with the UDO and streetscape guidelines for Six Forks Road.
23.	<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> <b>Response:</b> Development of this property will be in line with the UDO which will ensure compliance with this guideline.
24.	<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> <b>Response:</b> The site will be developed consistent with this guideline.
25.	<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> <b>Response:</b> The transparency requirements of the UDO and permitted retail uses will facilitate compliance with this guideline.
26.	<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> <b>Response:</b> The UDO provisions will ensure that the proposed development will complement the function of the existing public sidewalk along Six Forks Road.



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## **SUMMARY OF ISSUES**

A neighborhood meeting was held on Wednesday, April 29, 2015, at 7:00 PM to discuss a potential rezoning located at 7930 Six Forks Road. The neighborhood meeting was held at the Sertoma Arts Center at 1400 W Millbrook Road in Raleigh, NC 27612. There were no neighbors in attendance. The general issues discussed were:

NONE – No neighbors came to the meeting

Summary of Issues:

NONE – No neighbors came to the meeting