

CITY OF RALEIGH

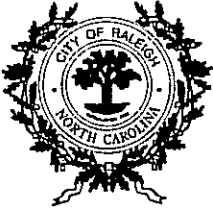
Z-44-08

**O&I-1
to
SC CUD**

6.08 acres

Public Hearing
October 21, 2008
(February 18, 2009)

270
Feet



Petition to Amend the Official Zoning Map

Before the City Council of the City of Raleigh, North Carolina

The petitioner seeks to show the following:

1. That, for the purposes of promoting health, morals, or the general welfare, the zoning classification of the property described herein must be changed.
2. That the following circumstance(s) exist(s):
 - ☐ City Council has erred in establishing the current zoning classification of the property by disregarding one or a combination of the fundamental principles of zoning as set forth in the enabling legislation, North Carolina General Statutes Section 160A-381 and 160A-383.
 - ☐ Circumstances have so changed since the property was last zoned that its current zoning classification could not properly be applied to it now were it being zoned for the first time.
 - ☐ The property has not heretofore been subject to the zoning regulations of the City of Raleigh.
3. That the requested zoning change is or will be in accordance with the Raleigh Comprehensive Plan.
4. That the fundamental purposes of zoning as set forth in the N.C. enabling legislation would be best served by changing the zoning classification of the property. Among the fundamental purposes of zoning are:
 - 1) to lessen congestion in the streets;
 - 2) to provide adequate light and air;
 - 3) to prevent the overcrowding of land;
 - 4) to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements;
 - 5) to regulate in accordance with a comprehensive plan;
 - 6) to avoid spot zoning; and
 - 7) to regulate with reasonable consideration to the character of the district, the suitability of the land for particular uses, the conservation of the value of buildings within the district and the encouragement of the most appropriate use of the land throughout the City.

Please check boxes
where appropriate

THEREFORE, petitioner requests that the Official Zoning map be amended to change the zoning classification of the property as proposed in this submittal, and for such other action as may be deemed appropriate.

Signature(s)

Date:

Mack A. Paul IV and Jason L. Barron, Attorneys for the Petitioner

6/20/2008

CITY OF RALEIGH
CITY PLANNING DEPT

2008 JUN 20 AM 10: 59

EXHIBIT B. Request for Zoning Change

Office Use Only	<u>Z-44-08</u>
Petition No.	<u>Le-20-08</u>
Date Filed:	<u>01-18-08</u>
Filing Fee:	<u>CR# 783304 p2</u>
	<u>\$1,000.00</u>

Please use this form only – form may be photocopied. Please type or print

See instructions, page 6

	Name(s)	Address	Telephone / E-Mail
1) Petitioner(s): Note: Conditional Use District Petitioner(s) must be owner(s) of petitioned property.	<u>Colonnade Regency, LLC</u>	<u>One Independent Drive</u>	_____
	_____	<u>Suite 1A</u>	_____
	_____	<u>Jacksonville, Florida</u>	_____
		<u>32202-5019</u>	_____
2) Property Owner(s):	<u>Colonnade Regency, LLC</u>	<u>One Independent Drive</u>	_____
	_____	<u>Suite 1A</u>	_____
	_____	<u>Jacksonville, Florida</u>	_____
		<u>32202-5019</u>	_____
3) Contact Person(s):	<u>Mack A. Paul, IV and</u>	<u>Kennedy Covington</u>	<u>919-743-7326</u>
	<u>Jason L. Barron</u>	<u>Lobdell & Hickman, L.L.P.</u>	<u>mpaul@kennedycovingt</u>
	_____	<u>P.O. Box 17047</u>	<u>on.com</u>
	_____	<u>Raleigh, NC 27619-7047</u>	<u>919-743-7343</u>
			<u>jbarron@kennedycoving</u>
			<u>ton.com</u>
4) Property Description: Please provide surveys if proposed zoning boundary lines do not follow property lines.	Wake County Property Identification Number(s) (PIN): _____		
	<u>1708-32-5278</u>		

	General Street Location (nearest street intersections):		
	<u>Northeast quadrant of the intersection of Six Forks Road and Colonnade Center</u>		
	<u>Drive</u>		

5) Area of Subject Property (acres):	<u>+/- 6.08 acres</u>		

6) Current Zoning District(s)	_____		
Classification:	<u>Office and Institutional-1</u>		
Include Overlay District(s), if Applicable	_____		

7) Proposed Zoning District	_____		
Classification:	<u>Shopping Center Conditional Use District</u>		
Include Overlay District(s) if Applicable. If existing Overlay District is to remain, please state.	_____		

Petition No. _____

Z-44-08

The following are all of the person, firms, property owners, associations, corporations, entities or governments owning property adjacent to and within one hundred (100) feet (excluding right-of-way) of (front, rear, all sides and across any street) the property sought to be rezoned.

(Important: Include PIN Numbers with names, addresses and zip codes.) Indicate if property is owned by a condominium property owners association. Please complete ownership information in the boxes below in the format illustrated in the first box. Please use this form only – form may be photocopied – please type or print.

Wake Co. PIN #'s:

[illegible]**Rezoning Petition**
Form Revised December 21, 2007

EXHIBIT B-1

COLONNADE REGENCY, LLC

ADJACENT PROPERTY OWNERS

<u>Name and Address</u>	<u>PIN</u>
First States Investors 4100A LLC c/o American Financial Realty Trust P.O. Box 167129 Irvin, TX 5016-7129	1708-32-2779
Beacon Center Properties, LLC 8816 Six Forks Road, Suite 201 Raleigh, NC 27615-2983	1708-32-3679
State Employees Credit Union P.O. Box 27665 Raleigh, NC 27611-7665	1708-32-9368
North Raleigh Church of the Nazarene 9200 Strickland Road Raleigh, NC 27615-2022	1708-42-3937
Edward H. & Sandra B. Wilson 8916 Six Forks Road Raleigh, NC 27615-1919	1708-33-3316
Wachovia Bank of NC NA Wachovia Corp. Real Estate NC 5568 P.O. Box 36246 Charlotte, NC 28236-6246	1708-23-5285
Wachovia Bank of NC NA Wachovia Corp. Real Estate NC 5568 P.O. Box 36246 Charlotte, NC 28236-6246	1708-23-6286
Lead Mine Land Co. P.O. Box 450233 Atlanta, GA 31145-0233	1708-22-9819

Lead Mine Land Co. P.O. Box 450233 Atlanta, GA 31145-0233	1708-22-9736
Lead Mine Land Co. P.O. Box 450233 Atlanta, GA 31145-0233	1708-32-0632
Lead Mine Land Co. P.O. Box 450233 Atlanta, GA 31145-0233	1708-22-2300
Lead Mine Land Co. P.O. Box 450233 Atlanta, GA 31145-0233	1708-22-9112
Lead Mine Land Co. P.O. Box 450233 Atlanta, GA 31145-0233	1708-31-2957
Highwoods DLF Forum LLC 3100 Smoketree Court, Suite 600 Raleigh, NC 27604-1050	1708-31-2700
Highwoods DLF Forum LLC 3100 Smoketree Court, Suite 600 Raleigh, NC 27604-1050	1708-21-9480
Cornerstone Colonnade, LLC Cornerstone Real Estate Advisors, LLC 180 Glastonbury Blvd., Suite 401 Glastonbury, CT 06033-4439	1708-31-9502
EOS Acquisition I LLC c/o Deloitte C. Dawson P.O. Box 130174 Carlsbad, CA 92013-0174	1708-41-2789

EXHIBIT D. Petitioner's Argument on Behalf of The Zoning Change Requested

Please use this form only – form may be photocopied – please type or print.

This section is reserved for the applicant to state factual information in support of the rezoning request.

Required items of discussion:

The Planning Department is instructed not to accept any application for amending the official zoning map without a statement prepared by the applicant analyzing the reasonableness of the rezoning request. This statement *shall* address the consistency of the proposed rezoning with the Comprehensive Plan and any other applicable City-adopted plan(s), the compatibility of the proposed rezoning with the *property* and surrounding area, and the benefits and detriments of the proposed rezoning for the landowner, the immediate neighbors and the surrounding community.

Recommended items of discussion (where applicable):

1. An error by the City Council in establishing the current zoning classification of the property.
2. How circumstances (land use and future development plans) have so changed since the property was last zoned that its current zoning classification could not properly be applied to it now were it being zoned for the first time.
3. The public need for additional land to be zoned to the classification requested.
4. The impact on public services, facilities, infrastructure, fire and safety, parks and recreation, topography, access to light and air, etc.

PETITIONER'S STATEMENT:

I. Consistency of the proposed map amendment with the Comprehensive Plan (www.raleighnc.gov).

- A. Please state which District Plan area the subject property is located within and the recommended land use for this property:**

The subject property lies within the North District Plan. Per the North District Urban Form map, the property is located within a city focus area.

- B. Please state whether the subject property is located within any adopted Regional Center Plan, Small Area Plan, Corridor Plan, Neighborhood Plan, Watershed Plan, Streetscape Plan, Redevelopment Plan or other City Council-adopted plans and policies and discuss the policies applicable to future development within the plan(s) area.**

The subject property is located within the Six Forks/Strickland Small Area Plan (the "Small Area Plan"). The Small Area Plan designates this parcel for "Mixed Use: Residential, Office." The Small Area Plan envisions a mixed-use village or town center with up to 900,000 square feet of retail space.

- C. Is the proposed map amendment consistent or inconsistent with the Comprehensive Plan and other City Council-adopted plans and policies?**

The petitioner concedes that the proposed map amendment is inconsistent with the land use designated for the subject property in the Comprehensive Plan. However, the petitioner submits that the proposed map amendment is consistent with the Comprehensive Plan goal of providing a city focus area and with the Small Area Plan goal of providing for a Village Center with a mix of uses.

II. Compatibility of the proposed map amendment with the property and the surrounding area.

A. Description of land uses within the surrounding area (residential housing types, parks, institutional uses, commercial uses, large parking lots, thoroughfares and collector streets, transit facilities):

The subject property is surrounded by office and retail uses, with low density residential areas in the vicinity.

-Immediately east of the subject property is approximately 5.41 acres of vacant land that is planned to be developed for a bank use; further east there are single family detached dwellings;

-to the north of the subject property is an office building;

-to the west of the subject property are a financial institution, fast food restaurants, a discount store, and a large home improvement store; additionally the Forum Office Park, which includes 5 multi-story office buildings, is located west and south of the subject property;

-to the south of the subject property is the Colonnade Office Center, which includes two multi-story office buildings.

B. Description of existing Zoning patterns (zoning districts including overlay districts) and existing built environment (densities, building heights, setbacks, tree cover, buffer yards):

Existing zoning:

The subject property is currently zoned O&I-1. Adjacent parcels to the north, south, and east are all zoned O&I-1. Parcels to the west, across Six Forks Road, are zoned shopping center. Across Strickland Road to the north is an area of Rural Residential with a Watershed Protection Overlay District.¹

Existing built environment:

The subject parcel is surrounded by mid-rise office uses and financial institutions to the north, east, and south. A high-rise office building is located immediately to the south, across Colonnade Center Drive. Across Six Forks Road to the west is a high-intensity retail development, with a variety of stores including two of over 110,000 square feet each. To the southwest is Forum Office Park, which contains five (5) multistory office buildings with associated parking decks. To the northeast, beyond the vacant parcel and across Strickland Road, are low-density large lot single family residences.

C. Explanation of how the proposed zoning map amendment is compatible with the suitability of the property for particular uses and the character of the surrounding area

¹ Although the Watershed Protection Overlay District is nearby, stormwater from the subject property will not flow in that direction.

The proposed map amendments permits the development of additional retail uses in the Small Area Plan. Allowing the amount of retail use in the plan area to approach the Small Area Plan's 900,000 square foot maximum promotes the area's ability to function as a city focus area. The proposed amendment offers the advantages of reducing the degree to which Six Forks Road forms a barrier between the western and eastern segments of the SAP plan area, enriching the retail options available to the community by providing uses that will complement those on the opposite side of Six Forks Road and, due to the size of the parcel, encouraging more pedestrian-scale development.

III. Benefits and detriments of the proposed map amendment.

A. For the landowner(s):

The proposed map amendment benefits the landowner by permitting the subject property to be developed for its highest and best use. Specifically, it allows the landowner to provide retail options that will serve the surrounding community.

B. For the immediate neighbors:

Added retail at the rezoned property will benefit immediate commercial neighbors by enhancing retail "gravity" in the vicinity of other retail outlets, and by serving the needs of nearby residents and workers.

C. For the surrounding community:

The surrounding community will benefit from having additional retail service options and from the further development of the area as a city focus area. Additionally, the parcels north of the Six Forks Road and Strickland Road intersection are all located in the watershed. The City has maintained a long standing policy of discouraging nonresidential uses in the watershed. Further, the City has a policy prohibiting the extension of water and sewer facilities within the watershed. With the significant amount of residential growth in the watershed area, there is a high demand for retail services in the surrounding community. The proposed map amendment would address that need.

IV. Does the rezoning of this property provide a significant benefit which is not available to the surrounding properties? Explain:

The subject rezoning does not provide a significant benefit which is not available to the surrounding properties. There is nothing unique about this rezoning request such as would allow the owner of the property to receive a significant benefit which is not otherwise available to adjacent properties.

Explain why the characteristics of the subject property support the proposed map amendment as reasonable and in the public interest.

As there remain no vacant, buildable lots within the area covered by the Small Area Plan, the added retail capacity at the subject property will promote the Comprehensive Plan's objective of having a village center within this city focus area. With the retail uses that are located on the opposite side of Six Forks Road, an existing signalized intersection, and both residential and office uses in the

2-44-08

immediate vicinity, the proposed amendment adds to the efficiency of use in the neighborhood and does not require additional infrastructure.

V. Recommended items of discussion (where applicable).

- a. **An error by the City Council in establishing the current zoning classification of the property.**
- b. **How circumstances (land use and future development plans) have so changed since the property was last zoned that its current zoning classification could not properly be applied to it now were it being zoned for the first time.**

All of the parcels within the Small Area Plan that are designated for retail uses have already been developed. As a result, the +/- 115,000 of remaining retail allocation included within the Small Area Plan should be applied to other parcels so as to provide much needed retail services in proximity to the watershed while at the same time fulfilling the objective of providing a village center within this city focus area. In sum, the only way in which to allow for further development of the area for retail use is to amend the zoning designation of a parcel such as the subject property.

- c. **The public need for additional land to be zoned to the classification requested.**

The Small Area Plan calls for a village center within a city focus area with a mix of uses and with a maximum of 900,000 square feet of retail, of which 785,419 square feet has been developed. Approaching this maximum will add important retail "gravity" to the city focus area, and customer exposure to the shopping center across Six Forks Road, add to area residents' options for retail services within the neighborhood, and provide those options at a human scale.

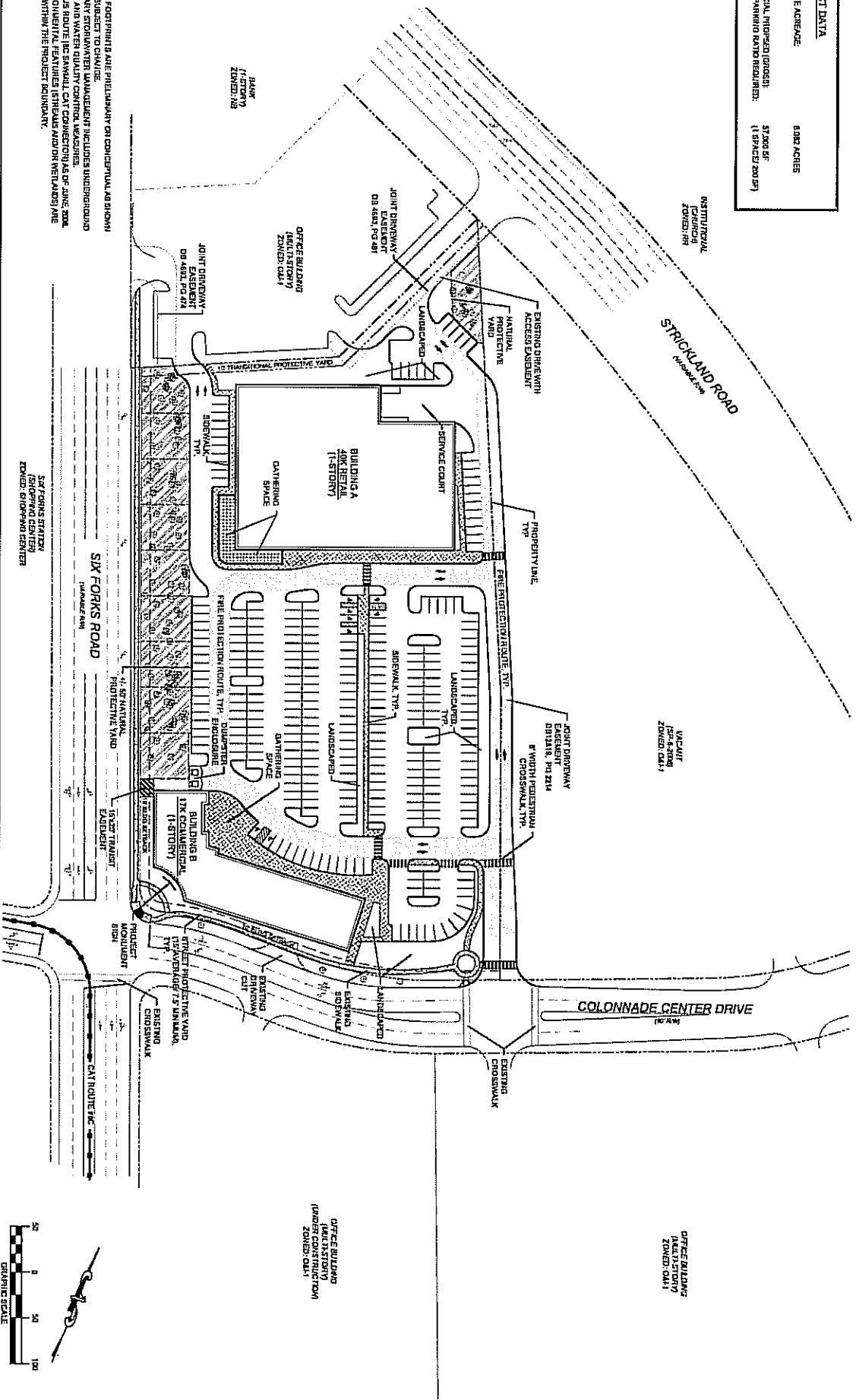
- d. **The impact on public services, facilities, infrastructure, fire and safety, parks and recreation, topography, access to light and air, etc.**

There will be no extraordinary impact on the aforementioned public services as a result of the proposed rezoning.

VI. Other arguments on behalf of the map amendment requested.

None at this time.

PROJECT DATA	
TOTAL SITE AREA:	6.02 ACRES
CONCRETE PROPOSED (FOOT)	57,000 SF
MINIMUM PARKING RATIO REQUIRED:	(1 SPACED 300 SF)



- NOTES:
1. BUILDING FOOTPRINTS ARE PRELIMINARY ON CONCEPTUAL BASIS ONLY.
 2. PRELIMINARY SITEWORK/UTILITIES MANAGEMENT INCLUDES UNDERGROUND UTILITY LOCATIONS AND WATER QUALITY CONTROL MEASURES.
 3. PUBLIC BUS ROUTE (AS SHOWN) IS LOCATED AS OF JUNE 2004. NO ENVIRONMENTAL FEATURES (STREAMS AND/OR WETLANDS) ARE LOCATED WITHIN THE PROJECT BOUNDARY.

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMITTING	07/20/04	W. H. HORN	W. H. HORN
2	ISSUED FOR PERMITTING	07/20/04	W. H. HORN	W. H. HORN
3	ISSUED FOR PERMITTING	07/20/04	W. H. HORN	W. H. HORN
4	ISSUED FOR PERMITTING	07/20/04	W. H. HORN	W. H. HORN
5	ISSUED FOR PERMITTING	07/20/04	W. H. HORN	W. H. HORN
6	ISSUED FOR PERMITTING	07/20/04	W. H. HORN	W. H. HORN
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8	ISSUED FOR PERMITTING	07/20/04	W. H. HORN	W. H. HORN
9	ISSUED FOR PERMITTING	07/20/04	W. H. HORN	W. H. HORN
10	ISSUED FOR PERMITTING	07/20/04	W. H. HORN	W. H. HORN



**Kimley-Horn
and Associates, Inc.**

**REGENCY CENTERS
CONCEPT PLAN EXHIBIT C-1**

**SIX FORKS ROAD AT
COLONNADE CENTER DRIVE
RALEIGH, NC**

BUILDING FACADE NARRATIVE – Exhibit C-1

The architectural vocabulary for this project will create strong public realm and pedestrian zones, and a scale in keeping with the surrounding development patterns. The Concept Plan illustrates two modestly scaled buildings interconnected with a network of vehicular and pedestrian facilities, all responding to opportunities for connectivity with the existing surrounding commercial and residential uses. The design approach for this project envisions that the buildings, hardscape, and landscape components will collectively create an inviting, walkable shopping environment and a strong presence at the intersection of Six Forks Road and Colonnade Center Drive.

This approach is consistent with the Comprehensive Plan's Urban Design Guidelines for Mixed-Use Neighborhood and Village Centers. The "Urban Design Guidelines – Key Elements Summary" section of this rezoning petition details how this project responds and conforms to these guidelines, including a number of sections that address issues related to the building design: Scale, massing, entrance locations, pedestrian-level building detail, overall building facade variety and articulation. This narrative elaborates further on how building-specific design elements will reinforce the planning objectives illustrated in the Concept Plan.

Stylistic Overview

The architectural approach to the design of Building A (as shown on the enclosed Concept Plan) is to create a contemporary, articulated façade with a combination of glass, masonry, and stucco materials. Accent materials may also include metal, natural or synthetic stone, or other high-quality elements. The two building masses will be complementary through responsive massing and alignments, while maintaining individuality through a coordinated palette of materials and details. Building massing will present a streetscape façade in keeping with scale and character of adjacent development, accentuating corners and major entrances and address both the public streetscape realm and interior pedestrian zones. Building facades may articulate the base, middle, and/ or top. Variation in details and articulation in facades between the two buildings will create an inviting presence and an engaging shopping experience.

Building Entranceways

Building variation and articulation of the primary building facades will provide for an engaging shopping experience and result in an integrated pedestrian zone between the buildings. The pedestrian zone along the parking field will be reinforced by the building massing. The Concept Plan envisions public primary entrances to commercial spaces from the site interior.

Window Openings

Window openings will be located, sized, and articulated in a variety of ways. Retail areas may have more expansive openings integrated with entrances to create a connection between vehicular and pedestrian traffic. Vertical and horizontal articulation will divide the retail façade areas into a rhythm of retail window openings at primary facades. Feature areas of the building, such as the Southwestern corner and primary entrance, may utilize taller openings.

Pedestrian Interest Areas

The Concept Plan shows a network of pedestrian walkways and public space for outdoor seating and special landscape features. Buildings may engage the pedestrian through a combination of awnings and entrance canopies. The variety of overhead materials and/or colors will animate the facades and the pedestrian experience, giving individuality to the tenant components.

URBAN DESIGN GUIDELINES - KEY ELEMENTS SUMMARY – Exhibit C-1

Mixed Use Centers

2.0 Overview of Mixed Use Centers

- Mixed Use Centers traditionally form near the convergence of large, coherent neighborhoods and at the intersection of thoroughfares.
- Buildings in the Mixed Use center are made compatible through similar massing, volume, frontage scale and architectural features.

Applicant Proposal:

This Application is for development of the lone remaining undeveloped tract within this part of the Six Forks / Strickland Small Area Plan. It is located at a major intersection within a well developed multi-use development pattern. The proposed uses will provide highly desired neighborhood commercial services within walking distance of existing office and established residential uses and provide pedestrian connectivity to these adjacent uses.

Building facades will be designed to be in keeping with the scale and character of the neighborhood. Streetscape development where practicable given code required buffers and building setbacks, will be designed to create an attractive pedestrian zone along Colonnade Center Drive and internal driveways.

2.2 Elements

- Key Element**
- All Mixed Use Centers should generally provide retail office and residential uses within close proximity of each other. The core should provide office, convenience and personal service retail complying with maximum sizes for single establishments in the Retail Use Guidelines of the Comp Plan. Village Centers may also provide entertainment uses. Retail uses should be placed at street level. There is a maximum height of 3 stories.

Applicant Proposal:

The project will provide for a mix of office and retail uses within close proximity to each other. Currently, there is an existing inventory of +/-1 million square feet of office space, occupied or under construction, within 500 feet of this site. In addition, plans are in review for a bank on the adjacent property. Residential uses are not part of this application, but do exist within ¼ mile of the property.

The proposed concept plan complies with the maximum size for single tenant establishments in the Retail Use Guidelines of the Comprehensive Plan and will provide personal and convenience type retail within walking distance of permanent residents and a large daytime working population.

Commercial uses will be provided at street level along Colonnade Center Drive. The maximum allowed height for the proposed buildings will not exceed two stories.

2.3 Transition to Surrounding Neighborhoods

- Building heights are greatest in the core and transition to lower heights outward from the Core to the boundary of the Mixed Use Center. Edge buildings are comparable in height and massing to the adjacent and nearby properties as well as surrounding neighborhoods. In general, housing densities should be highest within Centers, transitioning to progressively lower densities moving outwards from the Core to the Edge.
- Higher intensity buildings should not cast a shadow line on surrounding neighborhoods.
- Undisturbed natural areas that function as opaque screens are preferable to new plantings.

Key Element

Applicant Proposal:

The site is bounded to the south and north by existing office uses and a proposed bank (currently in Site Plan review by the City) to the east providing transitional uses to nearby residential neighborhoods. Building heights will not exceed the maximum allowable height permitted by code. The site is bounded by taller, mid-rise office buildings and a proposed one story bank. Buildings are situated on the site such that they will not cast a shadow line on surrounding properties.

Natural Tree Protection Areas will be maintained along Six Forks Road and near the service areas in the rear of the site. New street protective yard plantings will be designed for Colonnade Center Drive, parking areas, and internal drives.

2.4 The Block, the Street and the Corridor

- The Center's Road network connects directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the Center. Trips made from surrounding residential neighborhoods to the Center are possible without requiring travel along a major thoroughfare or arterial.
- Streets should interconnect with 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.
- Streets should interconnect with adjoining development.
- Block faces should have a length generally not exceeding 660 feet.
- Mixed Use Centers should provide transit stops at key nodes with easy access to surrounding thoroughfares....

Key Element

Key Element

Applicant Proposal:

The development provides strong vehicular and pedestrian interconnectivity. No new public streets are proposed and existing points of access will be maintained to serve this project. Shared access agreements and established cross-access easements will create strong interconnectivity to adjacent properties.

Pedestrian sidewalks are in place along the street frontages and new walks will be developed associated with the new shared-access driveway between the site and property to the east. A Transit stop location has been provided for along Six Forks Road and will be further coordinated with the City's Transit Technician.

SITE DESIGN

3.1. Building placements

- **Key Element** 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 lined by buildings rather than parking lots are more interesting to move along, especially for pedestrians and provide a safer environment.
- To establish objectives of urban architecture and landscape design, streets are lined by buildings rather than parking lots, establishing physical definition of streets and public spaces as places of shared use.
- **Key Element** Locate buildings close to the pedestrian street (within 25 feet of the curb), with off-street parking behind and/or beside buildings.
- **Key Element** If the building is located at a street intersection, place the main building, or part of the building, at the corner. Parking, loading or service should not be located at an intersection.
- To maximize the street frontage of buildings and minimize the street frontage of parking lots, building should be articulated so that the long side fronts of the street.
- Pedestrian circulation should be an integral part of the initial site layout. Organize the site so that the buildings frame and reinforce pedestrian circulation, and so that the pedestrians walk along building fronts rather than along or across parking lots and driveways. Also arrange buildings to create view corridors between pedestrian destinations within and adjacent to the site including building entrances, transit stops, urban open space, and nearby public amenities including parks and greenways.

Applicant Proposal:

Building B (see Concept Plan) has been located at the building setback along Colonnade Center Drive to enhance the pedestrian zone and streetscape. This frontage presents the primary visual image of the project to the public and relates to the Colonnade office development directly across the street. The relationship of Building A to Six Forks Road is dictated by the required Tree Protection Area and is set back to accommodate that feature and cross access to the adjacent property to the north.

The primary parking fields are internal to the project, away from public streets and will be effectively screened by a combination of buildings, landscaping, natural tree save areas, and topographic changes.

Pedestrian circulation will be encouraged between buildings and to adjacent properties with a system of sidewalks internal to the site and existing sidewalks around the site perimeter. Café seating at Building A and a significant public plaza in front of Building B will enhance and activate pedestrian zones.

3.2. Urban Open Space

- **Key Element** 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.
- **Key Element** New urban open 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.
- **Key Element** The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic and uses for the space including retail, cafes and restaurants and higher-density residential.
- **Key Element** A properly defined urban open space is visually enclosed by the fronting building to create an outdoor room that is comfortable to its users.
- General Design Specifications: 1 tree (3 ½" caliper minimum at installation) for every 1,000 s.f. of provided open space to be planted in at least 350 s.f. of soil. A minimum of 25 linear feet of seating should be provided for every 1,000 square feet of urban open space. Seating should be more than 12" and less than 30" in height and not less than 16" in depth. Seating more than 28" in depth and accessible from two sides should count double. Moveable chairs are encouraged and each count as 2 ½ linear feet of suggested seating. At least half of the open space should be at street level. One water tap for each 5,000 s.f. of each landscaped open space. One garbage receptacle for each 5,000 s.f. of each physically separated open space. Public art is encouraged to be placed within the open space.

Applicant Proposal:

The development offers urban open space directly adjacent to both buildings, providing opportunity for outdoor dining and/or informal gathering. Open space will consist of wide sidewalks, plazas, and seating areas adjacent to the buildings. All of these spaces will be connected by a network of sidewalks to the public rights-of-way.

3.3 Public Seating 6. Transit

- **Key Element** New public spaces should provide as many seating opportunities as possible.

Applicant Proposal:

Both fixed seating and movable seating opportunities will be provided within the development. Public space in front of the Building B will be designed to provide fixed seating in the form of benches and/or seat-walls around planters. Details for design of and location of seating will be provided with building permit plans. The outdoor seating associated with Building A will provide highly visible sitting and dining opportunities.

3.7 Pedestrian, bicycle amenities

- Provide a complete network of paths that interconnect building entrances, parking, transit stops, public sidewalks and crossings, adjacent properties, adjoining off-street paths, and other key destinations on or adjacent to the site.

Key Element

Applicant Proposal:

Pedestrian pathways have been provided from the public streets to the parking area between buildings to ensure safe and convenient access to building entrances and off street parking. Sidewalks interconnect the buildings. A landscaped walkway will connect Building A to Building B.

Bike racks will be provided in various areas associated with the buildings.

A Transit stop on Six Forks Road is centrally located to the project and provides access into the project via the existing public sidewalk network.

3.8 Interface with Adjacent Properties

- Avoid erecting walls, fences, or berms that act as barriers to adjacent properties.
- Try to match the grade of abutting properties.

Applicant Proposal:

Natural buffers will be maintained as required along Six Forks Road. Within the Tree Protection Area there will be no grading and the existing grade differential between the road and the site will be generally unchanged. No fences, walls or berms are planned for. The finished grades and Building B elevations will be very close to the public street elevation and grades along Colonnade Center Drive. The eastern boundary site grades will match closely to the adjoining property across the shared driveway. Grading along the north property boundary will match the existing grades on the office property to match elevations at the cross access locations. The rear of Building A and its services areas will be lower in elevation than the office parcel and, with existing and new landscaping, be effectively screened.

3.9 Vehicular Circulation

- The vehicular circulation network should maximize both on-street and off-street opportunities for the local transportation system so that some local trips are not forced on to the thoroughfares.

Applicant Proposal:

The project will be served by the existing local public street network and two private driveways providing access internal to the site. The location in proximity to existing office and residential uses will help reduce local trips, as will the provision for public transit.

3.10 Automobile Parking

- Parking lots do not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.

Key Element

- Parking lots are located behind buildings or in the interior of a block. Parking lots do not occupy more than 1/3 of the frontage of adjacent building or no more than 64 feet, whichever is less.

- Parking lots should be located behind buildings 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 no more than 64 feet, whichever is less.

Key Element

Applicant Proposal:

The majority of the parking for the proposed project is located behind the buildings, away from views from the public streets, and screened by a combination of grade separation and/or vegetation. Approximately 75% percent of the total parking perimeter is away from public streets. Those areas adjacent to public streets will be appropriately screened with landscaping.

3.11 Parking Structures

- Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can have 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.

Key Element

Applicant Proposal:

Structured parking is not a component of this petition.

3.12 Transit Stops

- Appropriate building densities and land uses are within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile. Transit stops are a basic element in any mixed-use development and is integrated functionally and architecturally.

Key Element

- Convenient, comfortable pedestrian access between transit stops and the building entrances should be planned as part of the overall pedestrian network.

Key Element

Applicant Proposal:

The site plan provides for a transit stop adjacent to the site on Six Forks Road. The final location will be coordinated with the City Transit Technician and will be located to provide access to all establishments and connected to both public and internal sidewalks.

3.13 Environmental Protection

- The development respects natural resources. Sensitive areas, such as areas with slopes in excess of 15% for watercourses, floodplains are acknowledged and development in these areas is minimized. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical these features are conserved as open space amenities and incorporated into the overall site design.

Key Element

Applicant Proposal:

The site is not located within a floodplain and there are no documented sensitive environmental features, regulated wetlands or stream buffers on site. There are limited areas with naturally occurring slopes greater than 15% occurring within the Tree Protection Areas that will be protected.

STREET DESIGN

4.1 Street Design Principles

- Streets are designed to be pedestrian oriented, as integral parts of the designed community. A network of streets is provided dispersing traffic and providing connectivity. A network of sidewalks and bicycle lanes are located within the right of way and provide an attractive and safe mode of travel for cyclists and pedestrians. These apply to all streets up to an including thoroughfares, particularly those that enter the Mixed Use Center.

Key Element

- Sidewalks should be 5-8 feet wide and located on both sides of the street. Sidewalks in commercial areas should be a minimum of 12-16 feet wide to accommodate sidewalk uses such as vendors, merchandising, and outdoor seating.

Key Element

- Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shades both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street tree landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from heaving the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City landscaping, lighting and street sight distance requirements.

Key Element

- Sidewalks should be 5 to 8 feet wide and located on both sides of the street. Sidewalks in retail areas should be a minimum of 12-16' wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.
- Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets are designed with street trees that compliment the face of the buildings and provide a shade canopy for the pedestrian.

Applicant Proposal:

The project will be served by an existing public street network and associated sidewalks along two sides of the property. The existing sidewalk network will be interconnected with the internal project pedestrian system, wide sidewalks (minimum 12') in front of retail, and public plazas and seating areas. Sidewalks will

be provided by the applicant along their side of the proposed internal shared driveway as well.

Street trees will be provided along the proposed shared driveway and Colonnade Center Drive. Internal sidewalks will be shaded by properly spaced tree plantings.

4.2 Spatial Definition

- Buildings establish spatial definition. This is achieved with architectural elements with an appropriate height to width ratio. A 1:6 height to width ratio is the minimum for this definition with an average ration of 1:3.

Key Element

Applicant Proposal:

The spatial definition criteria will be addressed with tree plantings to define scale.

BUILDING DESIGN

5.1 Façade Treatment

- Adjacent buildings should relate in similarity of scale, height, and configuration.
- Larger buildings should be broken down in scale by means of the articulation of separate volumes.

Applicant Proposal:

The concept plan incorporates two, one-story buildings that will be in scale with adjacent commercial development and incorporate compatible architectural vocabulary. Building A architecture will include a delineated façade with both vertical and horizontal movement to visually break up the volume. Building B will include four sided architecture to present visual interest and pedestrian friendly facades to the project interior and the public streetscape.

5.4 Façade Treatment

- Primary building entrance is architecturally and functionally designed on the front façade of the building facing the primary public street. The entrance is designed to convey prominence on the fronting façade.
- The ground level of the building offers pedestrian interests along the sidewalks and paths, including windows, entrances and architectural detail. Signage, awnings and ornamentation are encouraged.
- Building facades should be varied and articulated to provide visual interest to pedestrians.

Key Element

Key Element

Applicant Proposal:

Only Building B will front on public streets due to the configuration of the site and required Tree Protection Areas. It will be four-sided architecture and present visual interest and pedestrian friendly facades to both the project interior and to the public streetscape. Building A architecture will include a delineated façade with both vertical and horizontal movement to visually break up the volume.

5.5 Street Level Activity

- The sidewalks remain the principal place of pedestrian movement and casual social interaction. Designs and uses are complementary of that function.
- Key Element**
- The sidewalks remain the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary of that function.

Applicant Proposal:

The concept plan offers active pedestrian zones directly adjacent to both buildings, providing opportunity for outdoor dining or informal gathering. Open space will consist of wide sidewalks, plazas, and leisure seating areas adjacent to the buildings. All of these spaces will be connected by a network of sidewalks to the public rights-of-way.

5.7 Service and Utilities

- Utilities and Services.... should be screened or otherwise hidden from the view of the pedestrian.

Applicant Proposal:

Detailed plans will provide for appropriate levels of screening of all utility and service areas.



Certified Recommendation of the City of Raleigh Planning Commission

Case File: **Z-44-08 Conditional Use; Six Forks Rd. & Colonnade Center Dr.**

General Location: Northeast quadrant of intersection of Colonnade Center Drive and Six Forks Road.

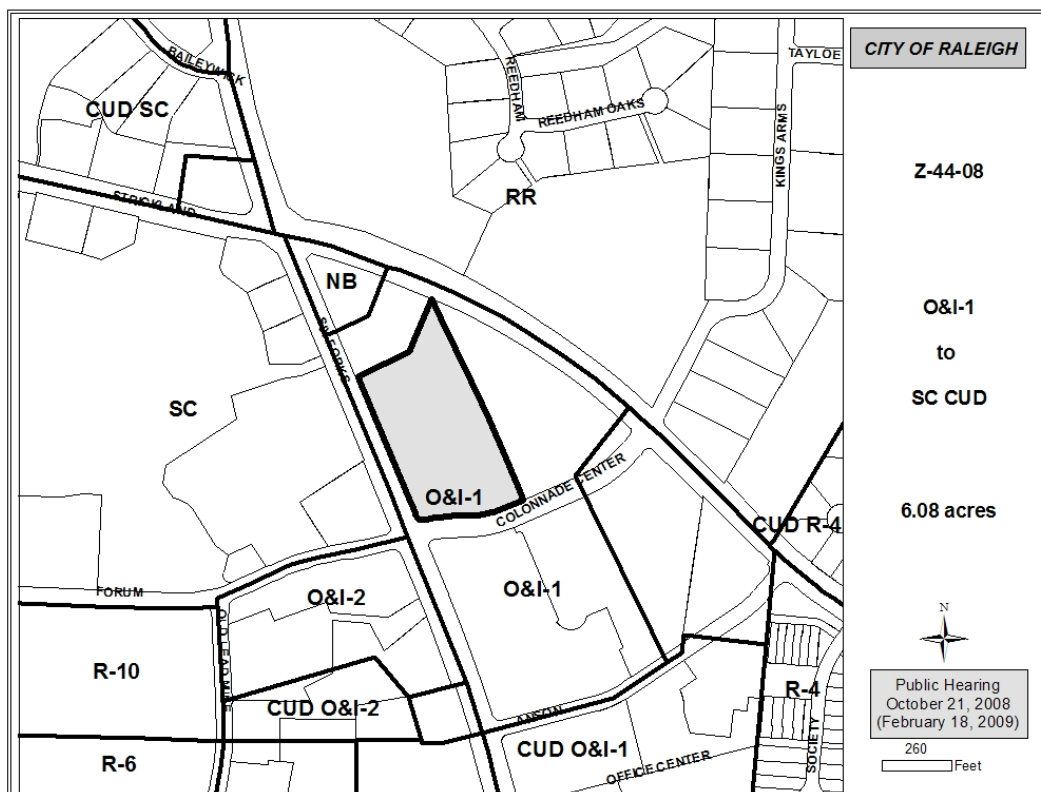
**Planning District
/ CAC:** North / North

Request: Petition for Rezoning from **Office and Institution-1** to **Shopping Center Conditional Use District**.

**Comprehensive Plan
Consistency:** This request is inconsistent with the Comprehensive Plan.

**Valid Protest
Petition (VSPP):** None.

Recommendation: The Planning Commission finds that this request is inconsistent with the Comprehensive Plan. However, based on the findings and reasons stated herein, that this request be approved in accordance with zoning conditions dated March 5, 2009.



CASE FILE: Z-44-08 Conditional Use

LOCATION: This site is located in the northeast quadrant of the intersection of Colonnade Center Drive and Six Forks Road.

REQUEST: This request is to rezone approximately 6.08 acres, currently zoned Office and Institutional-1. The proposal is to rezone the property to Shopping Center Conditional Use District.

**COMPREHENSIVE
PLAN CONSISTENCY:** This request is inconsistent with the Comprehensive Plan.

RECOMMENDATION: The Planning Commission finds that this request is inconsistent with the Comprehensive Plan. However, based on the findings and reasons stated herein, that this request be approved in accordance with zoning conditions dated March 5, 2009.

**FINDINGS
AND REASONS:**

- (1) This request is inconsistent with the Comprehensive Plan. The subject site is within an area designated for "mixed use development with an emphasis on office, hotels and higher density housing." Retail uses are only prescribed for the west side of Six Forks Road.
- (2) The Six Forks/ Strickland Small Area plan provides as policy for the plan area to "retain the guidelines for a maximum of 900,000 square feet of retail in this city focus area. Retail over and above 900,000 square feet should be considered case-by-case and evaluated on the basis of furthering the objectives of this small area plan." To date, 785,000 square feet of retail uses have been developed. The maximum retail square footage conditioned by the proposal is 57,300 sf.
- (3) The maximum gross square footage conditioned under the proposal (57,000 sf + 5%; 59, 850 sf total) is significantly reduced from that possible under the current zoning (approx. 199,000 sf of office or residential uses). As the existing public streets were built out for the related higher volume of traffic, potential congestion should likewise be reduced.
- (4) The site plan approved for the property immediately to the east (State Employees Credit Union: SP-6-08), permits a building of similar scale (36 feet, with pitched roof) as those proposed for the subject site (26 feet minimum, 40 feet maximum height).
- (5) No residences are located adjacent to the site; the SECU building and Tree Conservation Areas on Strickland Road will provide a buffer to the closest neighborhoods (located on the north side of Strickland Road).
- (6) In denying Z-56-05, which proposed rezoning the property immediately across Colonnade Center Drive from the subject site to Shopping Center CUD, City Council included note that "does not feel we [Council] should bring shopping center designation down Six Forks Road." The subject site, however, is closer to the City Focus Area core.
- (7) One of the two proposed buildings is conditioned to be "LEED-certifiable," which will lessen its environmental impact, as will the conditioned provisions for site stormwater controls during and after construction.
- (8) Development of the site as per the rezoning will have economic benefits for the City, including expansion of retail food sales for nearby office workers and residents.

(9) In light of the above measures and conditions, the request can be considered reasonable and in the public interest.

To PC: 10/28/08; COW-12/2/08, 2/3/09 (deferred with recommendation of 60-day extension); City Council-2/17/09, 60-day extension approved; COW-3/3/09 (recommended denial); PC-3/10/09

Case History:

To CC: 3/17/09

City Council Status: _____

Staff Coordinator: Doug Hill

Motion: Anderson
Second: Haq
In Favor: Anderson, Bartholomew, Butler, Chambliss, Fleming, Gaylord, Haq, Harris
Edmisten
Opposed: Smith, Vance
Excused:

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the Staff Report attached.

Signatures: (Planning Dir.) (PC Chair)

date: _____

date: 3/11/09



Zoning Staff Report: Z-44-08 Conditional Use

LOCATION: This site is located in the northeast quadrant of the intersection of Colonnade Center Drive and Six Forks Road.

AREA OF REQUEST: 6.08 acres

PROPERTY OWNER: Colonnade Regency LLC

CONTACT PERSONS: Mack A. Paul IV, 743-7326, and Jason L. Barron, 743-7343

**PLANNING COMMISSION
RECOMMENDATION
DEADLINE:** April 18, 2009

ZONING:	<u>Current Zoning</u>	<u>Proposed Zoning</u>
	Office & Institutional-1	Shopping Center CUD
	<u>Current Overlay District</u>	<u>Proposed Overlay District</u>
	n/a	n/a
ALLOWABLE DWELLING UNITS:	<u>Current Zoning</u>	<u>Proposed Zoning</u>
	w / Staff approval: 91 units (15/a.) w / PC approval: 152 units (25/a.)	w / Staff approval: 91 units (15/a.) w / PC approval: 182 units (30/a.)
ALLOWABLE OFFICE SQUARE FOOTAGE:	<u>Current Zoning</u>	<u>Proposed Zoning</u>
	198,633 square feet (0.75 FAR)	Not fully specified; a minimum of 2,550 sf (15%) of ground floor of Building B conditioned to be "O&I uses that are not prohibited in a Shopping Center District"
ALLOWABLE RETAIL SQUARE FOOTAGE:	<u>Current Zoning</u>	<u>Proposed Zoning</u>
	Limited Retail Uses (maximum of 10%) permitted in association with office building exceeding 30,000 square feet	Not fully specified; 54,450 sf +/- 5% possible under Concept Plan and conditions
ALLOWABLE GROUND SIGNS:	<u>Current Zoning</u>	<u>Proposed Zoning</u>
	Low profile sign (Height = 3.5 feet; Area = 70 sq.ft.)	High profile sign (Height = 15 feet; Area = 100 sq.ft.)

ZONING HISTORY: This property, and the adjacent properties to the south and east, have been zoned Office and Institution-1 since 1985 (Z-99-85). The properties across Six Forks Road from the subject site were zoned Shopping Center in 1973 (Z-37-73). The O&I-2 districts across Six Forks Road, immediately southwest of the site, were zoned in 1987 (Z-9-87). In 2005, SC CUD rezoning was proposed (Z-56-05) for the Colonnade property immediately to the south of the subject property; that proposal was denied.

SURROUNDING ZONING: NORTH: O&I-1
SOUTH: O&I-1
EAST: O&I-1
WEST: SC; O&I-2 (southwest of site)

LAND USE: Vacant, mostly densely wooded.

SURROUNDING LAND USE: NORTH: Bank (3 stories; surface parking)
SOUTH: Office parks (Colonnade I & II: each building 5 stories, with surface parking; Forum I: 7 stories, Forum II & III: each 5 stories, Forum IV & V: each 6 stories, all primarily with structured parking)
EAST: Vacant (preliminary site plan for credit union approved: 1 story with pitched roof; surface parking)
WEST: Shopping center with outparcels (1 story except rear of Borders building: 2 stories; surface parking)

DESIGNATED HISTORIC RESOURCES: None on site, or within 100 feet of site.

CONCEPT PLAN ELEMENTS -- City of Raleigh Code of Ordinances §10-2165(d)8:

The Planning Department is instructed not to accept an application for rezoning to a conditional use zoning district which specifies compliance with elements of the Comprehensive Plan's *Urban Design Guidelines for Mixed-Use Neighborhood and Village Centers* unless accompanied by a concept plan meeting the following minimum standards:

- a. Single sheet depicting a plan view of the site illustrating the location and arrangement of land uses and elements of the *Urban Design Guidelines for Mixed-Use neighborhood and Village Centers* (11" x 17" up to 18" x 24");
- b. Transitions to surrounding properties including, but not limited to transitional protective yards, street protective yards and other types of buffers and protective yards with minimum and maximum dimensions;
- c. A preliminary circulation plan showing access point limitations, existing streets within and adjoining the site, street connections, street hierarchy and declaration of public versus private streets;
- d. Pedestrian circulation patterns;
- e. Identification of topographically, hydrologically, environmentally and historically significant areas which affect the future limitation or enhancement of development;
- f. Vehicular surface areas including, but not limited to location of parking lots and or parking deck(s)/garage(s), utility service areas and emergency access areas;

- g. Building location(s), orientation and entranceways (public and private service entryways) and maximum building height measured in feet and stories for each facade;
- h. Building facade narrative including, but not limited to building entranceways, window openings and pedestrian interest areas;
- i. Open spaces including, but not limited to landscape screening, greenway, urban open areas, plazas and stormwater facilities;
- j. Proximity to transit;
- k. Phasing plan; and
- l. A written narrative providing further evidence that the concept plan ensures that future development for the area requested to be rezoned will conform to the Comprehensive Plan's *Urban Design Guidelines for Mixed-Use Neighborhood and Village Centers*.

(Ord. No. 2005-774-TC-265, §1, TC-1-05, 2-1-05)

EXHIBIT C AND D ANALYSIS:

COMPREHENSIVE PLAN SUMMARY

TABLE:

In addition to the various systems plans (i.e. Transportation Plan, Parks and Recreation Plan, etc.) that are part of the City's adopted Comprehensive Plan the following table summarizes the other comprehensive plan elements that have been adopted by the City Council.

Element	Application to case
Planning District	North
Urban Form	City Focus Area
Specific Area Plan	Six Forks/ Strickland Small Area Plan
Guidelines	Urban Design Guidelines for Mixed Use Neighborhood and Village Centers; Height Guidelines for Urban Form Elements

1. Consistency of the proposed rezoning with the Comprehensive Plan and any applicable City-adopted plan(s).

This request is inconsistent with the Six Forks/ Strickland Small Area Plan. The Plan envisions a City Focus Area at the intersection in question, and designates the subject site within an area of "Mixed Use: Residential, Office" development, transitioning from the High Intensity Mixed Use focus area core located west of Six Forks Road and south of Baileywick Road, toward the lower density/ intensity uses outside the focus area.

Of the subject site, the plan specifically notes that:

"Mixed use development with an emphasis on office, hotels and higher density housing are appropriate for the undeveloped land in the southeast quadrant of the intersection of Six Forks and Strickland Roads."

This development pattern was upheld in 2006, when rezoning case Z-56-05, which proposed Shopping Center Conditional Use District zoning for the parcel immediately across Colonnade Center

Drive from the subject site, was denied by the City Council. (That property has since been developed for office use, consistent with the Small Area Plan.)

The conditioned building height restriction of 2 stories runs counter to site's location within a City Focus Area, which by definition is to provide "a concentration of intense land uses." The Comprehensive Plan's "Height Guidelines for Urban Form Elements" underscore this approach, noting that within City Focus Areas there is "no maximum height;" that instead, the "height should be determined by the zoning regulations." The Urban Design Guidelines for Mixed Use Neighborhood and Village Centers, which apply to Concept Plan submittals, equate City Focus Areas with Village Centers. Within Village Centers, the Guidelines prescribe a minimum building height of 2 stories or 26 feet, and a maximum height of 6 stories or 80 feet, with 2 additional stories permitted with an upper story stepback of 25 feet. The current zoning would allow a 40-foot building at the setback line, plus a one-foot height increase for every additional foot of setback thereafter.

2. Compatibility of the proposed rezoning with the property and surrounding area.

The proposed Concept Plan would reduce the intensity of non-residential use, and building scale, from what is permitted under the current zoning. At present, nearly 200,000 square feet of office development (with up to 10% office-related retail, i.e., 20,000 square feet) could be built on the site. The rezoning request proposes approximately 57,000 combined square feet (plus or minus 5%, or 2,850 sf) of "retail," "commercial," and "O&I uses that are not prohibited in a Shopping Center District," the latter confined to Building B and representing a minimum of 2,550 sf (15% of the 17,000 sf footprint).

The proposed buildings also represent a reduction in scale, in comparison to existing buildings on adjacent parcels within the quadrant. Those buildings are multi-story—on the north, a 3-story office/bank, and to the south, the pair of 5-story Colonnade office buildings. The Forum office complex, located southwest across Six Forks Road, contains office buildings of 5 to 7 stories (along with four multi-story parking decks). The rezoning request prohibits any building taller than 2 stories or 40 feet on the subject site (with the Concept Plan showing only surface parking). Recently approved to the east but not yet built is a one-story credit union building, which, with its pitched roof, will measure approximately 36 feet in height.

The Colonnade buildings to the south are axially aligned with a central courtyard/ loop street. While the Concept Plan extends this street to the bank/ office property to the north, neither of the two proposed buildings directly address the drive; instead, they are set back behind parking and landscaping islands; Building A faces inward toward a central parking lot, and Building B is positioned diagonally at opposite end of the property from Building A. Building B, however, is located immediately at the Six Forks/ Colonnade Center intersection, with primary entrances facing both the interior parking lot and the two streets.

The Concept Plan indicates multiple points of vehicular and pedestrian access to the site. Pedestrian access from the north, though, is indirect. While the adjoining bank property there provides a crosswalk and sidewalk stub-out at the lot line shared with the subject site, the Concept Plan directs the link across the access street/ drive, then brings the connection back to site via another crosswalk further south. The walkway which extends from the subject property to the bank property northward from the west side of Building A appears to dead end at the subject property line. Internally, pedestrian connections between the two proposed buildings consist of a 275-foot-long walkway atop a median spanning the longest part of the central parking lot (and reached by crossing the two travel lanes at either end), and a second sidewalk, 200 feet long, edging the western parking bays.

3. Public benefits of the proposed rezoning

The proposed zoning district could permit an increase in residential density, but the Concept Plan calls only for non-residential development. Some office uses would be provided, but, as noted in the Concept Plan, would represent approximately 4% of the total site square footage. Other benefits over the existing zoning are not clear. The proposal suggests introducing retail in this quadrant benefits "immediate neighbors" by bringing in "additional customers" and "serving the needs of nearby

residents and workers.” Retail’s introduction on the property, however, at the exclusion of residential uses and the substantial office uses prescribed by the Small Area Plan, creates a dispersal of uses; all other retail within the City Focus Area is located within those areas designated for it, on the opposite (west) side of Six Forks Road.

4. Detriments of the proposed rezoning

Increased traffic congestion is a possible outcome of the proposed rezoning. The closest residences within the Six Forks/ Strickland southeast quadrant are located approximately 700 feet away, across five-lane Strickland Road at a non-signalized intersection. No residences are planned on the property under the rezoning proposal’s Concept Plan.

The condition which limits building height at two stories or 40 feet is counter to the intent of City Focus Area designation, which envisions these areas for some of the city’s most intensive development. Other City Focus Areas include North Hills, Cameron Village, and Crabtree Valley. The site design illustrated by the Concept Plan follows a suburban model, rather than the concentrated mixed-use development pattern envisioned by the Small Area Plan.

5. The impact on public services, facilities, infrastructure, fire and safety, parks and recreation, etc.

TRANSPORTATION: Six Forks Road is classified as a secondary arterial thoroughfare (2007 ADT - 31,000 vpd) as exists as a 5-lane roadway with a 78-foot back-to-back curb and gutter cross section with sidewalks on both sides within a 100-foot right-of-way. City standards call for Six Forks Roads to be constructed with an 89-foot back-to-back curb and gutter section within a 110-foot right-of-way. Strickland Road is also classified as a secondary arterial thoroughfare (2007 ADT - 14,000 vpd) and is exists as a 5-lane roadway with a 75-foot back-to-back curb and gutter section with sidewalks on both sides within 120-foot right-of-way. City standards call for Strickland Road to be constructed as an 89-foot back-to-back curb and gutter cross section within the existing right-of-way. Colonnade Center Drive is classified as a collector street and is constructed to city standards as a 4-lane, 55-foot back-to-back curb and gutter section with sidewalks on both sides within an 80-foot right-of-way.

TRANSIT: Prior to lot recordation or the issuance of any building permit, whichever shall first occur, the owner of the property shall deed to the City a transit easement measuring twenty feet (20') long by fifteen feet (15') wide adjacent to the public right-of-way to support a bus stop for future transit services in the area. The location of the transit easement shall be timely reviewed and approved by the Transit Division of the City and the City Attorney or his designee shall approve the transit easement deed prior to recordation in the Wake County Registry.

HYDROLOGY: FLOODPLAIN: N/A
DRAINAGE BASIN: Mine
STORMWATER MANAGEMENT: Site will be subject to stormwater requirements found in Part 10 Chapter 9 of Raleigh City Code.

PUBLIC UTILITIES:

	Maximum Demand on Current Zoning	Maximum Demand on Proposed Zoning
Water	Approx. <u>19,760</u> gpd	Approx. <u>27,360</u> gpd
Waste Water	Approx. <u>19,760</u> gpd	Approx. <u>27,360</u> gpd

The proposed rezoning would add approximately 7,600 gpd to the wastewater and water treatment systems of the City. There are currently sanitary sewer and water mains available at the property for connection to the City’s utilities systems.

**PARKS AND
RECREATION:**

This property is not adjacent to a greenway corridor. The comprehensive plan identifies the need for a neighborhood park in the area. The closest park is Baileywick Road Park, approximately 1.5 miles away.

**WAKE COUNTY
PUBLIC SCHOOLS:**

The maximum number of dwelling units permitted under the current zoning is 152; the proposed rezoning could permit 182. This would result in a net increase in school enrollment of 30. The current base schools for the site, and their respective capacities, are indicated below:

School name	Current enrollment	Current Capacity	Future Enrollment	Future Capacity
Lead Mine	544	101.1%	548	101.9%
West Millbrook	984	84.5%	986	84.7%
Sanderson	1,876	98.8%	1,878	98.9%

IMPACTS SUMMARY:

Rezoning the site to SC could increase school enrollment by 30 students; however, no residential components are indicated by the Concept Plan.

OPTIONAL ITEMS OF DISCUSSION

1. **An error by the City Council in establishing the current zoning classification of the property.**

N/A

2. **How circumstances (land use and future development plans) have so changed since the property was last zoned that its current zoning classification could not be properly applied to it now were it being zoned for the first time.**

The proposal notes that while all other retail parcels in the area covered by the Small Area Plan have been developed, the area's retail cap has not been reached. The Comprehensive Plan, however, does not mandate development. The public interest in not reaching retail caps is underscored by the Plan's provisions that, in City or Community Focus Areas, if a retail cap has been reached and a new proposal seeks to exceed them, the proposal is required to adopt prescribed mitigation measures [outlined in "Retail Use Guidelines" in Part 4 Guidelines; required by Code under §10-2132.2 (d.1)].

**APPEARANCE
COMMISSION:**

This request is subject to Appearance Commission review: October 7 (Development Review Committee) and October 16 (full commission).

**CITIZENS'
ADVISORY COUNCIL:**

DISTRICT: North
CAC CONTACT PERSON: Ann Weathersbee, 876-1807

SUMMARY OF ISSUES:

COMPREHENSIVE PLAN / COMPATIBILITY / ADVERSE IMPACTS:

1. Outstanding issues

- The proposal is inconsistent with the Comprehensive Plan.

2. Suggested Conditions

Submittals required of Concept Plans (as per Code §10-2165(d)8; excerpted on pages 4 & 5 of this Staff Report, above) include narratives regarding the proposed Building Façade, and Concept Plan compliance with Elements of the Urban Design Guidelines for Mixed Use Neighborhood and Village Centers. Primary staff responses to the documents submitted are provided below, followed by a more detailed response to the respective narratives, Element by Element:

URBAN DESIGN GUIDELINES/ BUILDING NARRATIVES—Primary Staff Responses:

- While UDG Section 2.2 does list buildings 26 feet tall as meeting the minimum height appropriate for a Village Center, taller buildings are possible both under existing and proposed zoning (Condition 2 [d] aside). Given the existing adjacent buildings, multi-story buildings also would be the more compatible design approach for this location.
- Positioning Building A closer to Building B would place the former in closer proximity to the proposed transit stop location, as well as break up the parking field and provide better spatial definition than the proposed parking lot trees alone.

Below, more detailed staff responses to the respective narratives are provided, Element by Element:

MIXED-USE CENTERS

2.0 Overview of Mixed Use Centers

- Mixed Use Centers traditionally form near the convergence of large, coherent neighborhoods and at the intersection of thoroughfares.
- Buildings in the Mixed Use center are made compatible through similar massing, volume, frontage scale and architectural features.

Applicant Proposal:

The application provides for Office and Institution Uses on Ground Floor of Building B. At least 15% of the floor area gross of the first floor of Building B shall include office and institution uses.

This application is for development of the lone remaining undeveloped tract within this part of the Six Forks / Strickland Small Area Plan. It is located at a major intersection within a well developed multi-use development pattern. The proposed uses will provide highly desired neighborhood commercial services within walking distance of existing office and established residential uses and provide pedestrian connectivity to these adjacent uses.

Building facades will be designed to be in keeping with the scale and character of the neighborhood. Streetscape development where practicable given code required buffers

and building setbacks, will be designed to create an attractive pedestrian zone along Colonnade Center Drive and internal driveways.

STAFF RESPONSE:

The Plan earmarks the subject site for “Mixed Use Residential, Office” uses, as a transition between the intense development to the west and the lower-density neighborhoods to the east, qualifying the subject site’s status in stating:

“Mixed use development with an emphasis on office, hotels and higher density housing are appropriate for the undeveloped land in the southeast quadrant of the intersection of Six Forks and Strickland Roads”.

Under the existing zoning, the subject site could be developed at a higher intensity than that conditioned under the rezoning proposal. Additionally, it is located between the 5-story buildings to the south and a 3-story building to the north.

2.2 Elements of Mixed Use

- All Mixed Use Centers should generally provide retail office and residential uses within close proximity of each other. The core should provide office, convenience and personal service retail complying with maximum sizes for single establishments in the Retail Use Guidelines of the Comp Plan. Village Centers may also provide entertainment uses. Retail uses should be placed at street level. There is a maximum height of 3 stories.

Key Element

Applicant Proposal:

The project will provide for a mix of office and retail uses. In addition, these uses will be located in close proximity to an existing inventory of +/-1 million square feet of office space, occupied or under construction, within 500 feet of this site, including a planned bank on the adjacent property. Residential uses are not part of this application, but do exist within ¼ mile of the property.

The proposed concept plan complies with the maximum size for single tenant establishments in the Retail Use Guidelines of the Comprehensive Plan and will provide personal and convenience type retail within walking distance of permanent residents and a large daytime working population.

Commercial uses will be provided at street level along Colonnade Center Drive.

STAFF RESPONSE:

The site is located in a City Focus Area. Section 2.1 declares City Focus Areas to correspond with Village Centers. For Village Centers, Section 2.2 notes the following:

Height (Minimum): 2 stories (or 26 ft)

Height (Maximum): 6 stories (2 additional stories permitted with upper story recess – See 5.3.4) (or 80 feet)

While the proposal would meet the minimum height figures noted above, that approach is significantly reduced from the intensity suggested by Section 2.2’s upper range.

2.3 Transitions to Surrounding Neighborhoods

- Building heights are greatest in the core and transition to lower heights outward from the Core to the boundary of the Mixed Use Center. Edge buildings are comparable in height and massing to the adjacent and nearby properties as well as surrounding neighborhoods. In general, housing

Key Element

densities should be highest within Centers, transitioning to progressively lower densities moving outwards from the Core to the Edge.

- Higher intensity buildings should not cast a shadow line on surrounding neighborhoods.
- Undisturbed natural areas that function as opaque screens are preferable to new plantings.

Applicant Proposal:

The site is bounded to the south and north by existing office uses and a proposed bank (SP-6-08) to the east providing transitional uses to nearby residential neighborhoods. Building heights are consistent with the UDG guidelines for a Village Center and will not exceed the maximum allowable height permitted by code. The site is bounded by taller, mid-rise office buildings and a proposed one story bank. Buildings are situated on the site such that they will not cast a shadow line on surrounding properties.

Tree Protection Areas will be maintained along Six Forks Road and near the service areas in the rear of the site. New Street Protective Yard plantings will be designed for Colonnade Center Drive, parking areas, and internal drives and a Transitional Protective Yard at the rear (north) of Building A.

STAFF RESPONSE:

Tree protection areas instead of natural protective yards are being proposed on the frontage of Six Forks Road. No disturbance is permitted in these areas. In the shopping center zoning district additional height is permitted with site plan approval. This area of the city is designated for more intense use, contrary to the proposal.

2.4 The Block, the Street and the Corridor

- The Center's Road network connects directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the Center. Trips made from surrounding residential neighborhoods to the Center are possible without requiring travel along a major thoroughfare or arterial.

Key Element

- Streets should interconnect with 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.

Key Element

- Streets should interconnect with adjoining development.
- Block faces should have a length generally not exceeding 660 feet.
- Mixed Use Centers should provide transit stops at key nodes with easy access to surrounding thoroughfares....

Applicant Proposal:

The development provides strong vehicular and pedestrian interconnectivity. No new public streets are proposed and existing points of access will be maintained to serve this project. The site is currently accessed by one (1) private driveway from Colonnade Center Drive and three (3) shared driveways to the properties to the north and east (see Concept Plan for cross-access agreement Deed Book references). The Concept Plan will utilize all three (3) shared driveways and abandon the one (1) existing private driveway apron.

Shared access agreements and established cross-access easements will create strong interconnectivity to adjacent properties.

Pedestrian sidewalks are in place along the street frontages and new walks will be developed associated with the new shared-access driveway between the site and property to the east. A Transit stop location has been provided for along Six Forks Road and will be further coordinated with the City's Transit Technician. Seven (7) pedestrian access points to the site with the active pedestrian pathway will be provided along the Northern end of Building B will provide excellent access into the interior of the site from adjacent properties, street sidewalks, the intersection of Six Forks Road and Colonnade Center Drive, and the Transit stop location. Two walkway connections within the parking lot will enhance pedestrian connectivity between Building A, Building B, and the public sidewalk and transit stop on Six Forks Road.

A mulch path is shown through the Tree Protection Area on the Concept Plan, at the request of staff, connecting the public sidewalk along Six Forks Road and the internal sidewalk that connects Building A to Building B.

STAFF RESPONSE:

Section 2.4.4. notes that "to facilitate transit usage and circulation, Mixed-Use Centers should provide transit stops at key nodes with easy access to the surrounding streets, and along routes through the Center planned to accommodate the technical requirements of bus operations. Transit shall be provided in an area where it can be accessed at grade to enter the site." The above complies.

SITE DESIGN

3.1. Building placements

- **Key Element** 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 lined by buildings rather than parking lots are more interesting to move along, especially for pedestrians and provide a safer environment.
- To establish objectives of urban architecture and landscape design, streets are lined by buildings rather than parking lots, establishing physical definition of streets and public spaces as places of shared use.
- **Key Element** Locate buildings close to the pedestrian street (within 25 feet of the curb), with off-street parking behind and/or beside buildings.
- **Key Element** If the building is located at a street intersection, place the main building, or part of the building, at the corner. Parking, loading or service should not be located at an intersection.
- To maximize the street frontage of buildings and minimize the street frontage of parking lots, building should be articulated so that the long side fronts of the street.
- Pedestrian circulation should be an integral part of the initial site layout. Organize the site so that the buildings frame and reinforce pedestrian circulation, and so that the pedestrians walk along building fronts rather than along or across parking lots and driveways. Also arrange buildings to create view corridors between pedestrian destinations within and adjacent to the site including building entrances, transit stops, urban open space, and nearby public amenities including parks and greenways.

Applicant Proposal:

As referenced in Section 3.1. (main Key Element), Building B (see Concept Plan) has been located at the building setback along Colonnade Center Drive to frame and enhance the pedestrian zone and streetscape. This frontage presents the primary visual image of the project to the public and relates to the Colonnade office development directly across the street. The relationship of Building A to Six Forks Road is dictated by the required Tree Protection Area and is set back to accommodate that feature and cross access driveway to the adjacent property to the north.

The primary parking fields are internal to the project, visually screened from public streets by a combination of buildings, landscaping, tree protection areas, and topographic changes.

Pedestrian circulation will be encouraged between buildings and to adjacent properties with a system of sidewalks internal to the site and existing sidewalks around the site perimeter. Café seating at Building A and a significant urban open space in front of Building B will enhance and activate pedestrian zones.

STAFF RESPONSE:

While tree conservation areas and cross-access lanes may dictate Building A's proximity to Six Forks Road, no such criteria enter into its proximity to Building B. Particularly in the interest of improving pedestrian circulation, the two buildings should be closer together (with the parking field northwest of Building A enlarged proportionately to that in front being reduced). Horizontal spatial definition is exceeded based on the low building heights.

3.2. Urban Open Space

- 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.

Key Element

- New urban open 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.

Key Element

- The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic and uses for the space including retail, cafes and restaurants and higher-density residential.

Key Element

- A properly defined urban open space is visually enclosed by the fronting building to create an outdoor room that is comfortable to its users.

Key Element

- General Design Specifications: 1 tree (3 ½" caliper minimum at installation) for every 1,000 s.f. of provided open space to be planted in at least 350 s.f. of soil. A minimum of 25 linear feet of seating should be provided for every 1,000 square feet of urban open space. Seating should be more than 12" and less than 30" in height and not less than 16" in depth. Seating more than 28" in depth and accessible from two sides should count double. Moveable chairs are encouraged and each count as 2 ½ linear feet of suggested seating. At least half of the open space should be at street level. One water tap for each 5,000 s.f. of each landscaped open space. One garbage receptacle for each 5,000 s.f. of each physically separated open space. Public art is encouraged to be placed within the open space.

Applicant Proposal:

The development offers urban open space directly adjacent to both buildings, providing opportunity for outdoor dining and/or informal gathering. Open space will consist of wide sidewalks, plazas, and seating areas adjacent to the buildings. All of these spaces will be connected by a network of sidewalks to the public rights-of-way and include a combination of fixed and movable seating options to meet the intent of Element 3.3 of the Guidelines.

The open space are adjacent to Building A will be minimum 1,200 square feet; the open space along the north side of Building B will be a minimum 2,000 square feet, and the open space at the southwest corner of Building B will be a minimum 1,500 square feet.

STAFF RESPONSE:

In introducing the Urban Open Space element, Section 3.2 notes that – “The design and location of urban open space on a site is perhaps the most important determinant in a successful pedestrian environment.

All mixed-use development should provide useable urban open space, in accordance with Section 3.2.8 [‘General Design Specifications’]. Examples of useable urban open space include: outdoor café or restaurant seating, a plaza with seating, a tot lot, a picnic area, or a wide arcade for strolling along store fronts. Public right-of-way, landscaping filled in around buildings and parking lots, and simple paths are not considered useable open space.

The type and character of the urban open space should be influenced by the surrounding uses (e.g. retail, office) as well as by the prospective groups.”

The proposal incorporates several of the open space examples cited above. Language regarding compliance with the General Design Specifications (Section 3.2.8) is not included, however.

3.3 Public Seating

- New public spaces should provide as many seating opportunities as possible.

Key Element

Applicant Proposal:

Both fixed seating and movable seating opportunities will be provided within the development. The open space area adjacent to Building A will consist of a minimum five (5) tables and twenty (20) movable chairs. The open space in front of the Building B will be designed to provide fixed seating in the form of benches and/or seat-walls around planters and at a minimum provide a minimum of ten (10) seating choices. Details for design of and location of seating will be provided with building permit plans. The outdoor seating associated with Building A will provide highly visible sitting and dining opportunities.

STAFF RESPONSE:

The sidewalk connections from building to building should also be wide enough for seating and some open space functions (other than moving people across the parking field).

3.7 Pedestrian, bicycle amenities

- Provide a complete network of paths that interconnect building entrances, parking, transit stops, public sidewalks and crossings, adjacent properties, adjoining off-street paths, and other key destinations on or adjacent to the site.

Key Element

Applicant Proposal:

Pedestrian pathways have been provided from the public streets to the parking area between buildings to ensure safe and convenient access to building entrances and off street parking. Two walkways will connect Building A to Building B. Pedestrian paths will also create desirable connectivity between the development and adjacent or nearby office uses to encourage pedestrian activity and reduced vehicle trips as the daytime work force is afforded opportunities to walk to services and shopping.

Bike racks will be provided in various areas associated with the buildings. The project will provide at least one (1) bicycle space for every fifty (50) required automobile spaces per the Urban Design Guidelines.

A transit stop on Six Forks Road is centrally located to the project and provides access into the project via the existing public sidewalk network, the active pedestrian pathway on the north end of Building B, and two walkways within the parking lot between Building A and Building B.

STAFF RESPONSE:

Bike rack locations should be specified and should be included at both buildings.

3.8 Interface with Adjacent Properties

- Avoid erecting walls, fences, or berms that act as barriers to adjacent properties.
- Try to match the grade of abutting properties.

Applicant Proposal:

Tree Protection Areas will be maintained along Six Forks Road and at the NE corner of the site. Within the Tree Protection Areas there will be no grading and the existing grade differential between the road and the site will be generally unchanged. No fences, walls or berms are planned for. The finished grades and Building B elevations will be very close to the public street elevation and grades along Colonnade Center Drive. The eastern boundary site grades will match closely to the adjoining property across the shared driveway. Grading along the north property boundary will match the existing grades on the office property to match elevations at the cross access locations. The rear of Building A and its services areas will be lower in elevation than the office parcel and, with existing and new landscaping, be effectively screened.

STAFF RESPONSE:

Note Section 3.8.2 – “Try to match the grade of abutting properties where the properties meet. If there is a significant grade difference, create an attractive transition, using creative grading and landscaping or a decorative retaining wall. Be sure to incorporate vehicular and pedestrian cross-access. Avoid using a blank or unscreened concrete retaining wall or a rock-covered slope.”

3.9 Vehicular Circulation

- The vehicular circulation network should maximize both on-street and off-street opportunities for the local transportation system so that some local trips are not forced on to the thoroughfares.

Applicant Proposal:

The project will be served by the existing local public street network and two private driveways providing access internal to the site. The location in proximity to existing office and residential uses will help reduce some local trips as will the provision for public transit.

STAFF RESPONSE:

No additional comment.

3.10 Automobile Parking

- Parking lots do not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.

Key Element

- Parking lots are located behind buildings or in the interior of a block. Parking lots do not occupy more than 1/3 of the frontage of adjacent building or no more than 64 feet, whichever is less.

- Parking lots should be located behind buildings 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 no more than 64 feet, whichever is less.

Key Element

Applicant Proposal:

The majority of the parking for the proposed project is located behind the buildings, away from views from the public streets, and screened by a combination of grade separation and/or vegetation. Over 90% percent of the total parking will be visually screened from public streets. Those areas adjacent to public streets will be appropriately screened with landscaping. Landscape islands are located in the parking field in order to visually and functionally segment the lot.

STAFF RESPONSE:

Although parking is not located between the buildings and the public street, the proposed parking lot is very large. The interior parking lot appears to be in excess of 75,000 square feet. Section 3.10.5. states – “Large surface parking lots larger than 75,000 square feet of vehicular surface should be visually and functionally segmented into several smaller lots in accordance with the City Code.” While the larger islands assist in this regard, positioning the buildings closer together would go further toward compliance with those provisions.

3.11 Parking Structures

- Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can have 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.

Key Element

Applicant Proposal:

Structured parking is not a component of this petition.

STAFF RESPONSE:

The intensity of site development possible under the existing zoning and intended by the Comprehensive Plan, as well as suggested by the Forum complex diagonally opposite the subject site, could be achieved with structured parking.

3.12 Transit Stops

- Appropriate building densities and land uses are within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile. Transit stops are a basic element in any mixed-use development and is integrated functionally and architecturally.

Key Element

- Convenient, comfortable pedestrian access between transit stops and the building entrances should be planned as part of the overall pedestrian network.

Key Element

Applicant Proposal:

The site plan provides for a transit stop adjacent to the site on Six Forks Road. The final location will be coordinated with the City Transit Technician and will be located to provide access to all establishments and connected to both public and internal sidewalks.

STAFF RESPONSE:

Positioning Building A closer to Building B, as suggested above, would place the former in closer proximity to the proposed transit stop location.

3.13 Environmental Protection

- The development respects natural resources. Sensitive areas, such as areas with slopes in excess of 15% for watercourses, floodplains are acknowledged and development in these areas is minimized. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical these features are conserved as open space amenities and incorporated into the overall site design.

Key Element

Applicant Proposal:

The site is not located within a floodplain and there are no documented sensitive environmental features, regulated wetlands or stream buffers on site. There are limited areas with naturally occurring slopes greater than 15% occurring within the Tree Protection Areas that will be protected.

STAFF RESPONSE:

No additional comment.

STREET DESIGN

4.1 General Street Design Principles

- Streets are designed to be pedestrian oriented, as integral parts of the designed community. A network of streets is provided dispersing traffic and providing connectivity. A network of

Key Element

sidewalks and bicycle lanes are located within the right of way and provide an attractive and safe mode of travel for cyclists and pedestrians. These apply to all streets up to and including thoroughfares, particularly those that enter the Mixed Use Center.

Key Element

- Sidewalks should be 5-8 feet wide and located on both sides of the street. Sidewalks in commercial areas should be a minimum of 12-16 feet wide to accommodate sidewalk uses such as vendors, merchandising, and outdoor seating.

Key Element

- Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shades both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street tree landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from heaving the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City landscaping, lighting and street sight distance requirements.

- Sidewalks should be 5 to 8 feet wide and located on both sides of the street. Sidewalks in retail areas should be a minimum of 12-16' wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.

- Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets are designed with street trees that compliment the face of the buildings and provide a shade canopy for the pedestrian.

Applicant Proposal:

The project will be served by an existing public street network and associated sidewalks along two sides of the property. The existing sidewalk network will be interconnected with the internal project pedestrian system, wide sidewalks, and public plazas and seating areas. Pedestrian zones fronting commercial buildings shall be a minimum of 12'. Sidewalks abutting head-in parking shall be a minimum of 6.5'. All other sidewalks will be a minimum of 5', as recommended in the Urban Design Guidelines. A sidewalk will be provided by others along the East side of the proposed internal shared driveway as part of the planned bank site improvements (SP-6-08).

Street trees will be provided along the proposed shared driveway and Colonnade Center Drive. Internal sidewalks will be shaded by properly spaced tree plantings.

STAFF RESPONSE:

Section 4.1.2 also states that – "...The typical width of the street tree landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from heaving the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City landscaping, lighting and street sight distance requirements."

Proposed sidewalk widths are consistent with the minimum dimensions prescribed in the Element. The Narrative and Concept Plan reflect the intent of street tree provisions. Planting specifications are not provided, however.

4.2 Spatial Definition

Key Element

- Buildings establish spatial definition. This is achieved with architectural elements with an appropriate height to width ratio. A 1:6 height to width ratio is the minimum for this definition with an average ratio of 1:3.

Applicant Proposal:

The spatial definition criteria will be addressed with tree plantings to define scale such that a ratio no less than 1:6 is achieved along the internal drives adjacent to Building A and B storefronts (Element 4.2).

STAFF RESPONSE:

Section 4.2. states in its entirety that – “Buildings serve to define streets spatially. Proper spatial definition is 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.

The condition of alignment occurs when the facades of buildings cooperate to delineate the public space, as walls form a room. Building articulation must take place primarily in the vertical plane or facade. Appendages such as porches, balconies, and bay windows are encouraged to promote the visual transition.

The condition of enclosure generated by the height-width ratio of the space is related to the physiology of the human eye. If the width of a public space is such that the cone of vision encompasses less street walls than the opening to the sky, then the degree of spatial enclosure is slight.”

While the “certain tree plantings” noted in the Element can be one technique for creating spatial definition, the proposed internal drives encircle a central parking lot. The conditioned minimum building height of 26 feet, applied to the 1:6 ratio, prescribes a maximum distance between Buildings A and Building B of 156 feet. The Concept Plan places the two buildings a minimum of 290 feet apart. Building A is approximately 100 feet from the existing 3-story bank/office building to the north, but faces away from it.

BUILDING DESIGN

5.1 General Building Design Guidelines

- Adjacent buildings should relate in similarity of scale, height, and configuration.
- Larger buildings should be broken down in scale by means of the articulation of separate volumes.

Applicant Proposal:

Please refer to Building Façade Narrative as part of this Exhibit C-1 for proposed scale, height and configuration of buildings contemplated by this petition.

STAFF RESPONSE:

The Concept Plan incorporates buildings that are smaller in scale than those adjacent, and smaller than those which would be possible under both existing and proposed zoning. Multi-story buildings would be more in keeping with the allowance to maximize land use, as per the site's Focus Area location.

5.4 Façade Treatment

- Primary building entrance is architecturally and functionally designed on the front façade of the building facing the primary public street. The entrance is designed to convey prominence on the fronting façade.

Key Element

- The ground level of the building offers pedestrian interests along the sidewalks and paths, including windows, entrances and architectural detail. Signage, awnings and ornamentation are encouraged.
- Key Element**
- Building facades should be varied and articulated to provide visual interest to pedestrians.

Applicant Proposal:

Please refer to Building Façade Narrative as part of this Exhibit C-1 for description of building entrances, glazing, façade articulation, and pedestrian engagement of buildings contemplated by this petition.

STAFF RESPONSE:

The amended Concept Plan shows primary entrances to Building B on both the street and interior sides. No specific building elevations have been provided, though the amended Building Façade Narrative provides a measure of components in compliance with the provisions of this Element.

5.5 Street Level Activity

- The sidewalks remain the principal place of pedestrian movement and casual social interaction. Designs and uses are complementary of that function.
- Key Element**
- The sidewalks remain the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary of that function.

Applicant Proposal:

Please refer to Building Façade Narrative as part of this Exhibit C-1 for description of pedestrian connectivity contemplated by this petition.

STAFF RESPONSE:

Street level activity is difficult to provide with a large parking lot separating buildings, uses and open space. This design indicates emphasis on the vehicle instead of it being secondary to the layout.

5.7 Service and Utilities

- Utilities and Service should be screened or otherwise hidden from the view of the pedestrian.

Applicant Proposal:

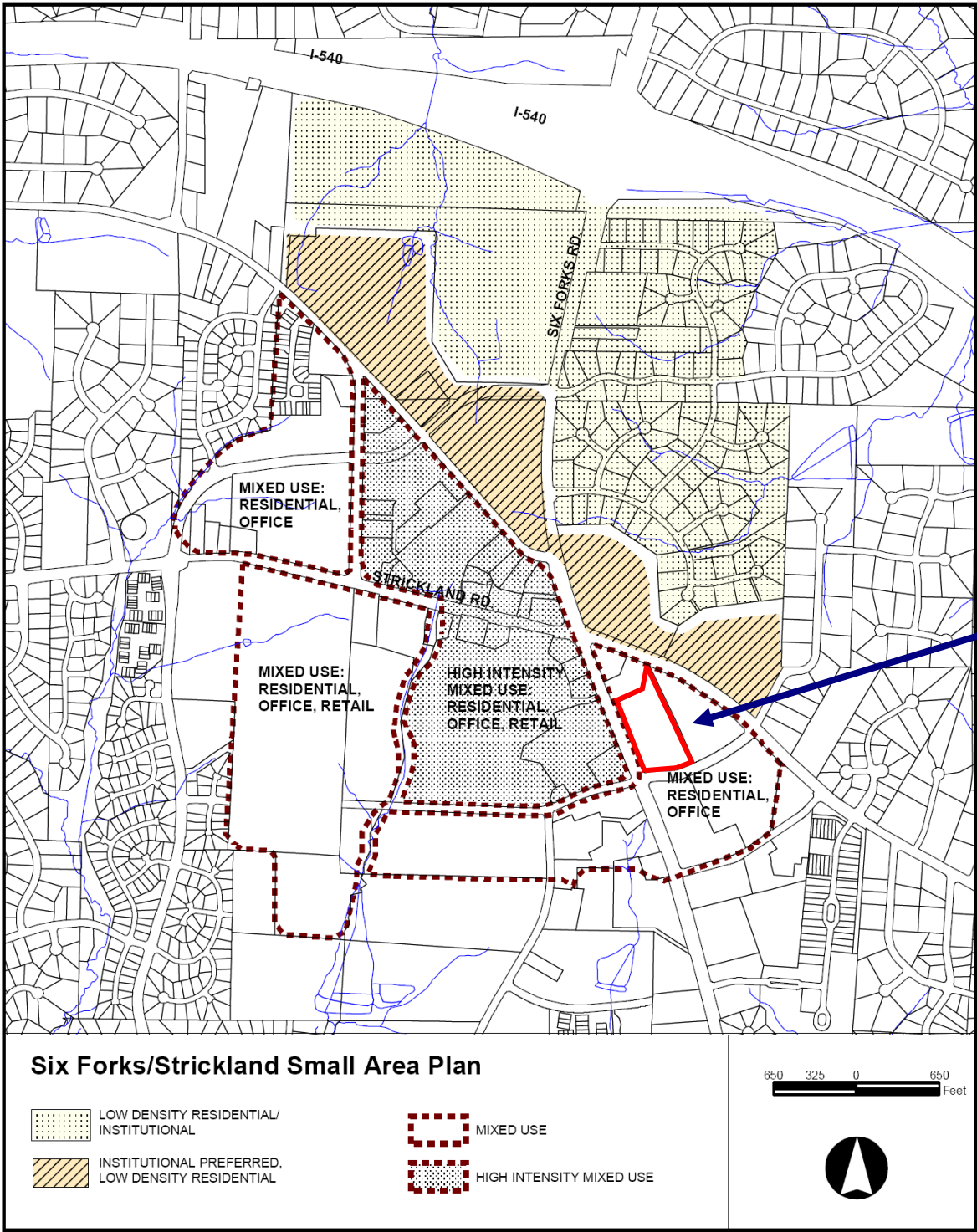
Plans will be provided for appropriate levels of screening of all utility and service areas.

STAFF RESPONSE:

Section 5.6.1 states: "Locate trash storage, loading, and truck parking to minimize visibility from the street/sidewalk and building entrances. Avoid locating service and loading areas along important view corridors. Since delivery and trash trucks can be noisy, also do not locate service areas adjacent to residential units, hotel rooms, and useable open space."

The dumpsters have been relocated to the east side of the building, immediately adjacent to the pedestrian space on that side of the building. However, while behind an area designated for "landscaping" on the Concept Plan, the extent to which the enclosure will be visible from Colonnade Center Drive is not certain.

Urban Form— Six Forks/ Strickland Small Area Plan



BUILDING FACADE NARRATIVE – Exhibit C-1

The architectural vocabulary for this project will create strong public realm and storefront pedestrian zones, and vertical and horizontal scale and massing consistent with surrounding development patterns, and embrace the village concept as set forth in the Comprehensive Plan's Urban Design Guidelines (the "UDG"). The Concept Plan illustrates two buildings that are a minimum 26 ft in height and a maximum of 40' (per the Urban Design Guideline recommendations for Village Centers) interconnected with a network of vehicular and pedestrian facilities, all responding to opportunities for connectivity with the existing surrounding commercial and residential uses. The design approach for this project envisions that the buildings, hardscape, and landscape components will collectively create an inviting, pedestrian friendly shopping environment and a strong presence at the intersection of Six Forks Road and Colonnade Center Drive.

This approach is consistent with the Comprehensive Plan's Urban Design Guidelines for Village Centers. The "Urban Design Guidelines – Key Elements Summary" section of this rezoning petition details how this project responds and conforms to these guidelines, including a number of sections that address issues related to the building design: Scale, massing, entrance locations, pedestrian-level building detail, overall building facade variety and articulation. This narrative elaborates further on how building-specific design elements will reinforce the planning objectives illustrated in the Concept Plan.

Stylistic Overview

The architectural approach to the design of Building A (as shown on the Concept Plan Exhibit C-1) is to create a contemporary, articulated façade with a combination of glass, masonry, and stucco materials, with a building height of at least 26 ft so as to present the mass of a two story structure as recommended in the Urban Design Guideline recommendations for Village Centers

The architectural approach to the design of Building B is to create a contextually desirable combination of glass, masonry, and stucco materials which compliments Building A while (i) being sensitive to the Colonnade Center II office building located to the South across Colonnade Center Drive and (ii) establishing its own identity as a street building embodying the essence of the UDG. The west (facing Six Forks Road), southwest (at the hard corner) and south (facing Colonnade Drive) elevations of Building B (collectively, the “Streetfront Elevation”) will include vertical and horizontal articulation that includes storefronts with awnings to provide weather protection to pedestrians. The longer portion of the Streetfront Elevation – south elevation – will include at least two plane changes to visually break the long wall plane at less than 150’, as advised in the Urban Design Guidelines. Wall mounted exterior light fixtures shall be utilized to provide pedestrian scale and interest to these elevations. The southwest corner elevation in particular shall incorporate plane and height changes from the adjoining facades together with lighting as a means of architecturally defining the building corner.

The Colonnade Center Drive/Six Forks Road Streetfront Elevation of Building B will include glazing (and corresponding framing) for a minimum of 20% of its total area; and will include doors for public access as elements of the storefront glazing and framing. Building B height will be a minimum of 26’ and a maximum of 40’ so as to present the mass of a two story structure as recommended in the Urban Design Guideline recommendations for Village Centers

Accent materials shall also include metal, natural or synthetic masonry, or other high-quality elements. The two building masses will be complementary through responsive massing and alignments, while maintaining individuality through a coordinated palette of materials and details. Building massing will present a streetscape façade in keeping with scale and character of adjacent development, accentuating corners and major entrances and address both the public streetscape realm and interior pedestrian zones. Building facades shall articulate

the base, middle, and/ or top. Variation in details and articulation in facades between the two buildings will create an inviting presence and an engaging shopping experience.

Building Entranceways

Building variation and articulation of the primary building facades will provide for an engaging shopping experience and result in an integrated pedestrian zone between the buildings. The pedestrian zones along storefronts will be framed by the building massing. The Concept Plan envisions public entrances to commercial spaces in Building B from the site interior and from the Streetfront Elevation.

Window Openings

Window openings will be located, sized, and articulated in a variety of ways in each of the two buildings. Building B will have glass storefronts, including doors, on both the Streetfront Elevation and from the site interior, creating a building with two fronts and no back. Retail areas shall have more expansive openings integrated with entrances to create a connection between vehicular and pedestrian traffic. Vertical and horizontal articulation will divide the retail façade areas into a rhythm of retail window openings at primary facades. Feature areas of the building, such as the Southwestern corner and primary entrance, **may** utilize taller openings.

Pedestrian Interest Areas

The Concept Plan shows a network of pedestrian walkways and public space for outdoor seating and special landscape features associated with both Building A and B, and as connecting elements between them. Buildings shall engage the pedestrian through a combination of awnings and entrance canopies as important elements of the façade's architectural statement. The variety of overhead materials and/or colors will animate the facades and the pedestrian experience, giving individuality to the tenant components. As shown in the

Concept Plan, pedestrian zones at the North End of Building B will facilitate connectivity to the site interior from the intersection of Six Forks Rd. and Colonnade Drive and the public transit stop. A sidewalk between the parking field and Tree Conservation Area will further enhance pedestrian connectivity between Building A, Building B, the public sidewalk and transit stop on Six Forks Road .

A focal, urban open space will be included in the interior hardscape framed by Building B, located conveniently close to the active pedestrian pathways and the transit easement so that it is easily accessible, but buffered from the busy intersection of Six Forks Road and Colonnade Center Drive. Options for fixed or movable seating will be provided in this space to meet the intent of element 3.2. An urban open space at the Southwest corner of Building A will support outdoor gathering, while the Tree Conservation Area along the western site boundary effectively buffers it from the high-traffic corridor.

URBAN DESIGN GUIDELINES - KEY ELEMENTS SUMMARY – Exhibit C-1

Mixed Use Centers

2.0 Overview of Mixed Use Centers

- Mixed Use Centers traditionally form near the convergence of large, coherent neighborhoods and at the intersection of thoroughfares.
- Buildings in the Mixed Use center are made compatible through similar massing, volume, frontage scale and architectural features.

Applicant Proposal:

The application provides for Office and Institution Uses on Ground Floor of Building B. At least 15% of the floor area gross of the first floor of Building B shall include office and institution uses.

This Application is for development of the lone remaining undeveloped tract within this part of the Six Forks / Strickland Small Area Plan. It is located at a major intersection within a well developed multi-use development pattern. The proposed uses will provide highly desired neighborhood commercial services within walking distance of existing office and established residential uses and provide pedestrian connectivity to these adjacent uses.

Building facades will be designed to be in keeping with the scale and character of the neighborhood. Streetscape development where practicable given code required buffers and building setbacks, will be designed to create an attractive pedestrian zone along Colonnade Center Drive and internal driveways.

2.2 Elements

Key Element

- All Mixed Use Centers should generally provide retail office and residential uses within close proximity of each other. The core should provide office, convenience and personal service retail complying with maximum sizes for single establishments in the Retail Use Guidelines of the Comp Plan. Village Centers may also provide entertainment uses. Retail uses should be placed at street level. There is a maximum height of 3 stories.

Applicant Proposal:

The project will provide for a mix of office and retail uses. In addition, these uses will be located in close proximity to an existing inventory of +/-1 million square feet of office space, occupied or under construction, within 500 feet of this site, including a planned bank on the adjacent property. Residential uses are not part of this application, but do exist within ¼ mile of the property.

The proposed concept plan complies with the maximum size for single tenant establishments in the Retail Use Guidelines of the Comprehensive Plan and will provide personal and convenience type retail within walking distance of permanent residents and a large daytime working population.

Commercial uses will be provided at street level along Colonnade Center Drive.

2.3 Transition to Surrounding Neighborhoods

- **Key Element** Building heights are greatest in the core and transition to lower heights outward from the Core to the boundary of the Mixed Use Center. Edge buildings are comparable in height and massing to the adjacent and nearby properties as well as surrounding neighborhoods. In general, housing densities should be highest within Centers, transitioning to progressively lower densities moving outwards from the Core to the Edge.
- Higher intensity buildings should not cast a shadow line on surrounding neighborhoods.
- Undisturbed natural areas that function as opaque screens are preferable to new plantings.

Applicant Proposal:

The site is bounded to the south and north by existing office uses and a proposed bank (SP-6-08) to the east providing transitional uses to nearby residential neighborhoods. Building heights are consistent with the UDG guidelines for a Village Center and will not exceed the maximum allowable height permitted by code. The site is bounded by taller, mid-rise office buildings and a proposed one story bank. Buildings are situated on the site such that they will not cast a shadow line on surrounding properties.

Tree Protection Areas will be maintained along Six Forks Road and near the service areas in the rear of the site. New Street Protective Yard plantings will be designed for Colonnade Center Drive, parking areas, and internal drives and a Transitional Protective Yard at the rear (North) of Building A .

2.4 The Block, the Street and the Corridor

- **Key Element** The Center's Road network connects directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the Center. Trips made from surrounding residential neighborhoods to the Center are possible without requiring travel along a major thoroughfare or arterial.
- **Key Element** Streets should interconnect with 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.
- Streets should interconnect with adjoining development.
- Block faces should have a length generally not exceeding 660 feet.
- Mixed Use Centers should provide transit stops at key nodes with easy access to surrounding thoroughfares....

Applicant Proposal:

The development provides strong vehicular and pedestrian interconnectivity. No new public streets are proposed and existing points of access will be maintained to serve this project. The site is currently accessed by one (1) private driveway from Colonnade Center Drive and three (3) shared driveways to the properties to the north and east (see Concept Plan for cross access agreement Deed Book references,) The Concept Plan will utilize all three (3) shared driveways and abandon the one (1) existing private driveway apron. Shared access agreements

and established cross-access easements will create strong interconnectivity to adjacent properties.

Pedestrian sidewalks are in place along the street frontages and new walks will be developed associated with the new shared-access driveway between the site and property to the east. A Transit stop location has been provided for along Six Forks Road and will be further coordinated with the City's Transit Technician. Seven (7) pedestrian access points to the site with the active pedestrian pathway provided along the Northern end of Building B will provide excellent access into the interior of the site from adjacent properties, street sidewalks, the intersection of Six Forks Road and Colonnade Center Drive, and the Transit stop location. Two walkway connections within the parking lot will enhance pedestrian connectivity between Building A, Building B, and the public sidewalk and transit stop on Six Forks Road.

A mulch path is shown throughout the Tree Protection Area on the Concept Plan, at the request of staff, connecting the public sidewalk along Six Forks Road and the internal sidewalk that connects building A to Building B.

SITE DESIGN

3.1. Building placements

- **Key Element** 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 lined by buildings rather than parking lots are more interesting to move along, especially for pedestrians and provide a safer environment.
- To establish objectives of urban architecture and landscape design, streets are lined by buildings rather than parking lots, establishing physical definition of streets and public spaces as places of shared use.
- **Key Element** Locate buildings close to the pedestrian street (within 25 feet of the curb), with off-street parking behind and/or beside buildings.
- **Key Element** If the building is located at a street intersection, place the main building, or part of the building, at the corner. Parking, loading or service should not be located at an intersection.
- To maximize the street frontage of buildings and minimize the street frontage of parking lots, building should be articulated so that the long side fronts of the street.
- Pedestrian circulation should be an integral part of the initial site layout. Organize the site so that the buildings frame and reinforce pedestrian circulation, and so that the pedestrians walk along building fronts rather than along or across parking lots and driveways. Also arrange buildings to create view corridors between pedestrian destinations within and adjacent to the site including building entrances, transit stops, urban open space, and nearby public amenities including parks and greenways.

Applicant Proposal:

As referenced in Section 3.1. (main Key Element), Building B (see Concept Plan) has been located at the building setback along Colonnade Center Drive to frame and enhance the pedestrian zone and streetscape. This frontage presents the primary visual image of the project to the public and relates to the Colonnade

office development directly across the street. The relationship of Building A to Six Forks Road is dictated by the required Tree Protection Area and is set back to accommodate that feature and cross access driveway to the adjacent property to the north.

The primary parking fields are internal to the project, visually screened from public streets by a combination of buildings, landscaping, tree protection areas, and topographic changes.

Pedestrian circulation will be encouraged between buildings and to adjacent properties with a system of sidewalks internal to the site and existing sidewalks around the site perimeter. Café seating at Building A and a significant urban open space in front of Building B will enhance and activate pedestrian zones.

3.2. Urban Open Space

- **Key Element** 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.
- **Key Element** New urban open 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.
- **Key Element** The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic and uses for the space including retail, cafes and restaurants and higher-density residential.
- **Key Element** A properly defined urban open space is visually enclosed by the fronting building to create an outdoor room that is comfortable to its users.
- General Design Specifications: 1 tree (3 ½" caliper minimum at installation) for every 1,000 s.f. of provided open space to be planted in at least 350 s.f. of soil. A minimum of 25 linear feet of seating should be provided for every 1,000 square feet of urban open space. Seating should be more than 12" and less than 30" in height and not less than 16" in depth. Seating more than 28" in depth and accessible from two sides should count double. Moveable chairs are encouraged and each count as 2 ½ linear feet of suggested seating. At least half of the open space should be at street level. One water tap for each 5,000 s.f. of each landscaped open space. One garbage receptacle for each 5,000 s.f. of each physically separated open space. Public art is encouraged to be placed within the open space.

Applicant Proposal:

The development offers urban open space directly adjacent to both buildings, providing opportunity for outdoor dining and/or informal gathering. Open space will consist of wide sidewalks, plazas, and seating areas adjacent to the buildings. All of these spaces will be connected by a network of sidewalks to the public rights-of-way and include a combination of fixed and movable seating options to meet the intent of element 3.3 of the Guidelines.

The open space area adjacent to Building A will be a minimum 1,200 square feet, the open space along the north side of Building B will be a minimum 2,000 square feet, and the open space at the southwest corner of Building B will be a minimum 1,500 square feet.

3.3 Public Seating 6. Transit

- New public spaces should provide as many seating opportunities as possible.

Key Element

Applicant Proposal:

Both fixed seating and movable seating opportunities will be provided within the development. The open space area adjacent to Building A will consist of a minimum five (5) tables and twenty (20) moveable chairs. The open space in front of Building B will be designed to provide fixed seating in the form of benches and/or seat-walls around planters and at a minimum provide a minimum ten (10) seating choices. Details for design of and location of seating will be provided with building permit plans. The outdoor seating associated with Building A will provide highly visible sitting and dining opportunities.

3.7 Pedestrian, bicycle amenities

- Provide a complete network of paths that interconnect building entrances, parking, transit stops, public sidewalks and crossings, adjacent properties, adjoining off-street paths, and other key destinations on or adjacent to the site.

Key Element

Applicant Proposal:

Pedestrian pathways have been provided from the public streets to the parking area between buildings to ensure safe and convenient access to building entrances and off street parking. Two walkways will connect Building A to Building B. Pedestrian paths will also create desirable connectivity between the development and adjacent or nearby office uses to encourage pedestrian activity and reduced vehicle trips as the daytime work force is afforded opportunities to walk to services and shopping.

Bike racks will be provided in various areas associated with the buildings. The project will provide at least one (1) bicycle space for every fifty (50) required automobile spaces per the Urban Design Guidelines.

A Transit stop on Six Forks Road is centrally located to the project and provides access into the project via the existing public sidewalk network, the active pedestrian pathway on the north end of Building B, and two walkways within the parking lot between Building A and Building B.

3.8 Interface with Adjacent Properties

- Avoid erecting walls, fences, or berms that act as barriers to adjacent properties.
- Try to match the grade of abutting properties.

Applicant Proposal:

Tree Protection Areas will be maintained along Six Forks Road and at the NE corner of the site.. Within the Tree Protection Areas there will be no grading and the existing grade differential between the road and the site will be generally unchanged. No fences, walls or berms are planned for. The finished grades and Building B elevations will be very close to the public street elevation and grades along Colonnade Center Drive. The eastern boundary site grades will match closely to the adjoining property across the shared driveway. Grading along the north property boundary will match the existing grades on the office property to match elevations at the cross access locations. The rear of Building A and its services areas will be lower in elevation than the office parcel and, with existing and new landscaping, be effectively screened.

3.9 Vehicular Circulation

- The vehicular circulation network should maximize both on-street and off-street opportunities for the local transportation system so that some local trips are not forced on to the thoroughfares.

Applicant Proposal:

The project will be served by the existing local public street network and two private driveways providing access internal to the site. The location in proximity to existing office and residential uses will help reduce some local trips as will the provision for public transit.

3.10 Automobile Parking

- Parking lots do not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.
Key Element
- Parking lots are located behind buildings or in the interior of a block. Parking lots do not occupy more than 1/3 of the frontage of adjacent building or no more than 64 feet, whichever is less.
- Parking lots should be located behind buildings 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 no more than 64 feet, whichever is less.
Key Element

Applicant Proposal:

The majority of the parking for the proposed project is located behind the buildings, away from views from the public streets, and screened by a combination of grade separation and/or vegetation. Over 90% percent of the total parking will be visually screened from public streets. Those areas adjacent to public streets will be appropriately screened with landscaping. Landscape islands are located in the parking field in order to visually and functionally segment the lot.

3.11 Parking Structures

- Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can have 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.
- Key Element**

Applicant Proposal:

Structured parking is not a component of this petition.

3.12 Transit Stops

- Appropriate building densities and land uses are within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile. Transit stops are a basic element in any mixed-use development and is integrated functionally and architecturally.
- Key Element**

- Convenient, comfortable pedestrian access between transit stops and the building entrances should be planned as part of the overall pedestrian network.
- Key Element**

Applicant Proposal:

The site plan provides for a transit stop adjacent to the site on Six Forks Road. The final location will be coordinated with the City Transit Technician and will be located to provide access to all establishments and connected to both public and internal sidewalks.

3.13 Environmental Protection

- The development respects natural resources. Sensitive areas, such as areas with slopes in excess of 15% for watercourses, floodplains are acknowledged and development in these areas is minimized. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical these features are conserved as open space amenities and incorporated into the overall site design.
- Key Element**

Applicant Proposal:

The site is not located within a floodplain and there are no documented sensitive environmental features, regulated wetlands or stream buffers on site. There are limited areas with naturally occurring slopes greater than 15% occurring within the Tree Protection Areas that will be protected.

STREET DESIGN

4.1 Street Design Principles

- Streets are designed to be pedestrian oriented, as integral parts of the designed community. A network of streets is provided dispersing traffic and providing connectivity. A network of sidewalks and bicycle lanes are located within the right of way and provide an attractive and safe mode of travel for cyclists and pedestrians. These apply to all
- Key Element**

streets up to an including thoroughfares, particularly those that enter the Mixed Use Center.

Key Element ➤ Sidewalks should be 5-8 feet wide and located on both sides of the street. Sidewalks in commercial areas should be a minimum of 12-16 feet wide to accommodate sidewalk uses such as vendors, merchandising, and outdoor seating.

Key Element ➤ Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shades both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street tree landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from heaving the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City landscaping, lighting and street sight distance requirements.

➤ Sidewalks should be 5 to 8 feet wide and located on both sides of the street. Sidewalks in retail areas should be a minimum of 12-16' wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.

➤ Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets are designed with street trees that compliment the face of the buildings and provide a shade canopy for the pedestrian.

Applicant Proposal:

The project will be served by an existing public street network and associated sidewalks along two sides of the property. The existing sidewalk network will be interconnected with the internal project pedestrian system, wide sidewalks, and public plazas and seating areas. Pedestrian zones fronting commercial buildings shall be a minimum of 12'. Sidewalks abutting head-in parking shall be a minimum of 6.5'. All other sidewalks will be a minimum of 5', as recommended in the Urban Design Guidelines. A sidewalk will be provided by others along the East side of the proposed internal shared driveway as part of the planned bank site improvements (SP-6-08)

Street trees will be provided along the proposed shared driveway and Colonnade Center Drive. Internal sidewalks will be shaded by properly spaced tree plantings.

4.2 Spatial Definition

Key Element ➤ Buildings establish spatial definition. This is achieved with architectural elements with an appropriate height to width ratio. A 1:6 height to width ratio is the minimum for this definition with an average ration of 1:3.

Applicant Proposal:

The spatial definition criteria will be addressed with tree plantings to define scale such that a ratio no less than 1:6 is achieved along the internal drives adjacent to Building A and B storefronts (element 4.2)

BUILDING DESIGN

5.1 Façade Treatment

- Adjacent buildings should relate in similarity of scale, height, and configuration.
- Larger buildings should be broken down in scale by means of the articulation of separate volumes.

Applicant Proposal:

Please refer to Building Façade Narrative as part of this Exhibit C-1 for proposed scale, height and configuration of buildings contemplated by this petition.

5.4 Façade Treatment

- Key Element** ➤ Primary building entrance is architecturally and functionally designed on the front façade of the building facing the primary public street. The entrance is designed to convey prominence on the fronting façade.
- Key Element** ➤ The ground level of the building offers pedestrian interests along the sidewalks and paths, including windows, entrances and architectural detail. Signage, awnings and ornamentation are encouraged.
- Building facades should be varied and articulated to provide visual interest to pedestrians.

Applicant Proposal:

Please refer to Building Façade Narrative as part of this Exhibit C-1 for description of building entrances, glazing, façade articulation, and pedestrian engagement of buildings contemplated by this petition.

5.5 Street Level Activity

- Key Element** ➤ The sidewalks remain the principal place of pedestrian movement and casual social interaction. Designs and uses are complementary of that function.
- The sidewalks remain the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary of that function.

Applicant Proposal:

Please refer to Building Façade Narrative as part of this Exhibit C-1 for description of pedestrian connectivity contemplated by this petition.

5.7 Service and Utilities

- Utilities and Services.... should be screened or otherwise hidden from the view of the pedestrian.

Applicant Proposal:

Plans will be provided for appropriate levels of screening of all utility and service areas.