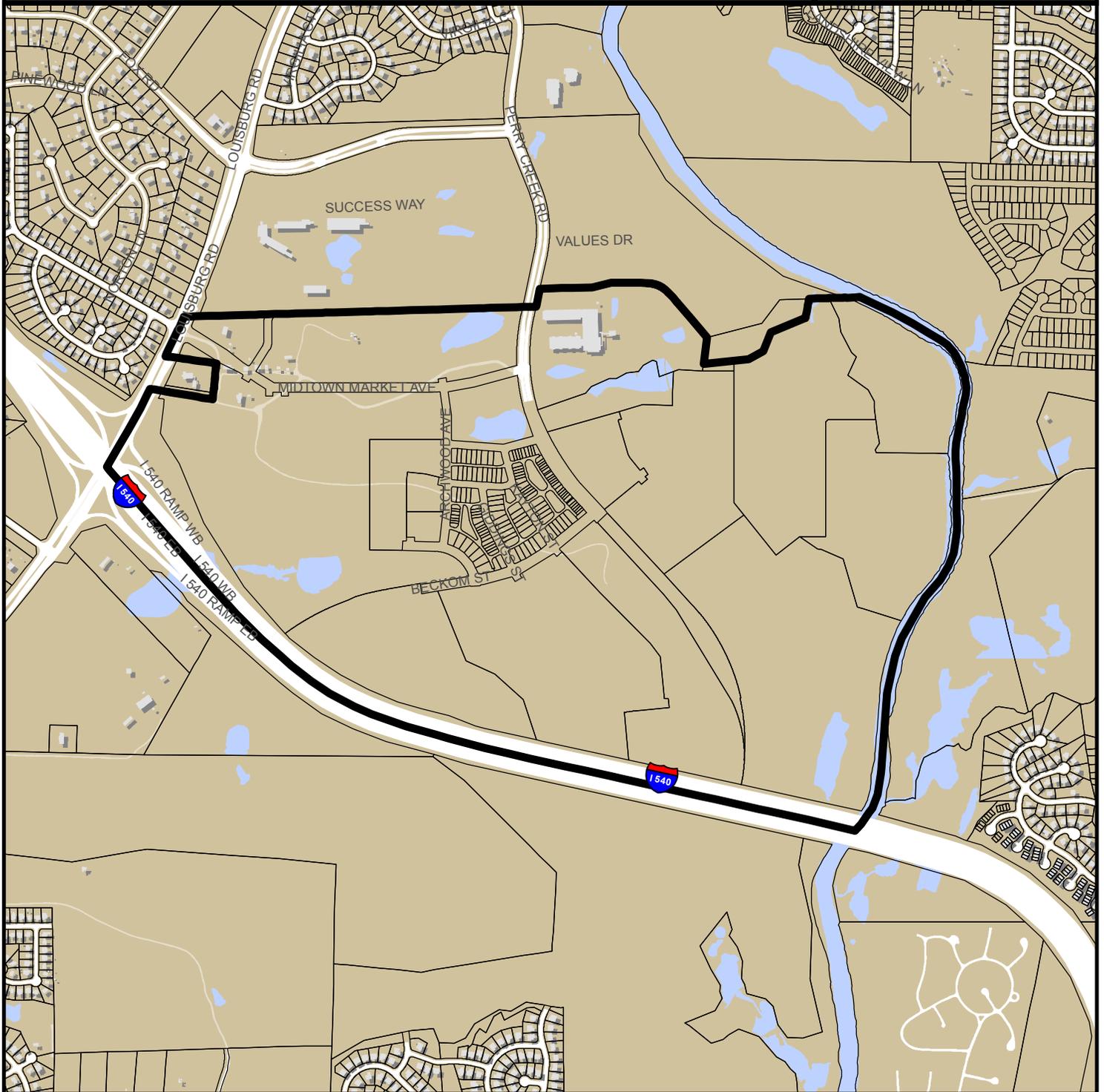


# 5401 NORTH AMENDMENT MP-2-2016



0 300 600 1,200 1,800 2,400 3,000 Feet

Zoning: **PD**  
CAC: **Forestville**  
Drainage Basin: **Neuse**  
Acreage: **402**  
Number of Lots: **1450**  
Square Feet: **1,605,000**

Planner: **Justin Rametta**  
Phone: **(919) 996-2665**  
Applicant: **5401 North LLC**  
Phone: **225-824-7206**



# Rezoning Application



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2626

SEP 9 2016 PM 4:05

REZONING REQUEST			
<input type="checkbox"/> General Use <input type="checkbox"/> Conditional Use <input checked="" type="checkbox"/> Master Plan			<b>OFFICE USE ONLY</b>  Transaction #
Existing Zoning Classification <u>5401 North PD with SHOD-1 and SHOD-2</u> Proposed Zoning Classification Base District <u>No Change 5401 North PD with SHOD-1</u> Height <u>and SHOD-2</u> (MAP) Frontage _____			
If the property has been previously rezoned, provide the rezoning case number: <b>Z-20-2010</b>			
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:			
461993			

GENERAL INFORMATION			
Property Address <b>Midtown Market Ave</b>			Date
Property PIN		Deed Reference (book/page)	
Nearest Intersection <b>I-540 at Highway 401</b>			Property Size (acres) <b>402</b>
Property Owner/Address 5401 North LLC Carolyn Martin, President 100 N Street, Suite 900 Baton Rouge, LA 70802		Phone <b>225.924.7206</b>	Fax <b>225.924.1235</b>
		Email <b>cmartin@cppt.com</b>	
Project Contact Person/Address Mack Paul, Attorney for 5401 North		Phone <b>919-590-0377</b>	Fax
		Email <b>mpaul@morningstarlawgroup.com</b>	
Owner/Agent Signature		Email	

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

# Rezoning Application



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2626

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		Email <u>cmartin@cppt.com</u>	
Project Contact Person/Address Mack Paul, Attorney for 5401 North		Phone <u>919-590-0377</u>	Fax
		Email <u>mpaul@morningstarlawgroup.com</u>	
Owner/Agent Signature <i>Carolyn Martin</i>		Email	

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

**REZONING APPLICATION ADDENDUM**

**Comprehensive Plan Analysis**

**OFFICE USE ONLY**

Transaction #

Rezoning Case #

The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.

**STATEMENT OF CONSISTENCY**

Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.

The request is consistent with the guidelines set forth in the Comprehensive Plan. As proposed, the Master Plan is consistent with the Future Land Use designations on the site. The proposal also meets all applicable Comprehensive Plan policies.

The proposal is consistent and compatible with surrounding land uses and zoning. The site is bordered by natural boundary features, I-540, Highway 401, and Wake Technical Community College. It is also located at a major highway intersection, making it ideal for higher intensity mixed use development.

The proposal is consistent with the following Policies: LU 1.1, 1.2, 1.3, 2.4, 2.5, 4.5, 4.10, 6.1, 7.6, 8.9, 10.6, 3. and 12.3; T 2.4, 2.5, 5.1, 5.2, 5.3, 5.5, and 5.9; EP 2.5 and 4.2; HP 2.7; and UD 2.1, 2.2, 2.3, 2.4, 2.7, and 6.1.

4.

**PUBLIC BENEFITS**

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

The Master Plan will help ensure unified development and will also increase the potential for higher intensity mixed use development in an area where that is appropriate.

The proposal will result in extension of the road network and the provision of pedestrian and bicycle improvements.

The creation of a walkable mixed use development that will allow citizens to live in close proximity to goods and services as well as places of employment thereby reducing the dependency on vehicles.

4.

Conditional Use District Zoning Conditions		
Zoning Case Number		OFFICE USE ONLY Transaction #
Date Submitted		
Existing Zoning	Proposed Zoning	

**NARRATIVE OF ZONING CONDITIONS OFFERED**

1. This is an amendment to an existing Master Plan. Please see Master Plan
2.
3.
4.
5.
6.
7.
8.
9.
10.

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

Owner/Agent Signature \_\_\_\_\_ Print Name \_\_\_\_\_

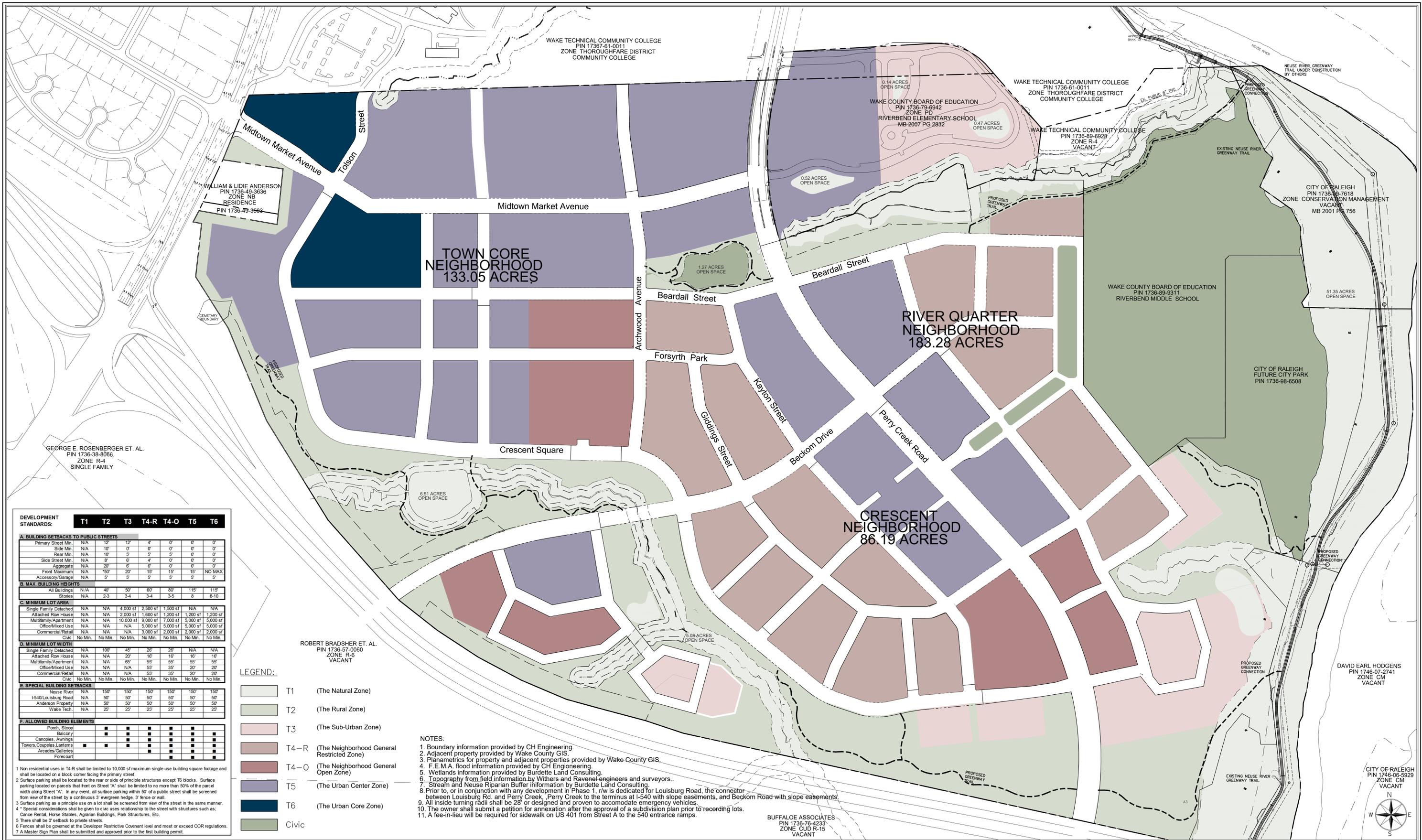
## URBAN DESIGN GUIDELINES

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

1.	<i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i>
2.	<i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i>
3.	<i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i>
4.	<i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i>
5.	<i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i>
6.	<i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i>
7.	<i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i>
8.	<i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i>
9.	<i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i>
10.	<i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i>
11.	<i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i>
12.	<i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i>
13.	<i>New public spaces should provide seating opportunities.</i>
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i>
15.	<i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i>

16.	<i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i>
17.	<i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i>
18.	<i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i>
19.	<i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i>
20.	<i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i>
21.	<i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i>
22.	<i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i>
23.	<i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i>
24.	<i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i>
25.	<i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i>
26.	<i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i>





**DEVELOPMENT STANDARDS:**

	T1	T2	T3	T4-R	T4-O	T5	T6
<b>A. BUILDING SETBACKS TO PUBLIC STREETS</b>							
Primary Street Min.	N/A	12'	12'	4'	0'	0'	0'
Side Min.	N/A	10'	0'	0'	0'	0'	0'
Rear Min.	N/A	10'	5'	5'	5'	0'	0'
Side Street Min.	N/A	6'	4'	4'	0'	0'	0'
Aggregate	N/A	20'	6'	6'	0'	0'	0'
Front Maximum	N/A	40'	20'	15'	15'	15'	NO MAX
Accessory/Garage	N/A	5'	5'	5'	5'	5'	5'
<b>B. MAX. BUILDING HEIGHTS</b>							
All Buildings	N/A	40'	50'	60'	80'	115'	115'
Stories	N/A	2-3	3-4	3-4	3-5	8	8-10
<b>C. MINIMUM LOT AREA</b>							
Single Family Detached	N/A	N/A	4,000 sf	2,500 sf	1,500 sf	N/A	N/A
Attached Row House	N/A	N/A	2,000 sf	1,800 sf	1,200 sf	1,200 sf	1,200 sf
Multifamily/Apartment	N/A	N/A	10,000 sf	9,000 sf	7,000 sf	5,000 sf	5,000 sf
Office/Mixed Use	N/A	N/A	5,000 sf	5,000 sf	5,000 sf	5,000 sf	5,000 sf
Commercial/Retail	N/A	N/A	3,000 sf	2,000 sf	2,000 sf	2,000 sf	2,000 sf
Civic	No Min.	No Min.	No Min.	No Min.	No Min.	No Min.	No Min.
<b>D. MINIMUM LOT WIDTH</b>							
Single Family Detached	N/A	100'	45'	26'	26'	N/A	N/A
Attached Row House	N/A	N/A	20'	16'	16'	16'	16'
Multifamily/Apartment	N/A	N/A	65'	55'	55'	55'	55'
Office/Mixed Use	N/A	N/A	55'	35'	35'	20'	20'
Commercial/Retail	N/A	N/A	55'	35'	35'	20'	20'
Civic	No Min.	No Min.	No Min.	No Min.	No Min.	No Min.	No Min.
<b>E. SPECIAL BUILDING SETBACKS</b>							
Neuse River	N/A	150'	150'	150'	150'	150'	150'
I-540/Louisburg Road	N/A	50'	50'	50'	50'	50'	50'
Anderson Property	N/A	50'	50'	50'	50'	50'	50'
Wake Tech.	N/A	25'	25'	25'	25'	25'	25'
<b>F. ALLOWED BUILDING ELEMENTS</b>							
Porch, Stoop	■	■	■	■	■	■	■
Balcony	■	■	■	■	■	■	■
Canopies, Awnings	■	■	■	■	■	■	■
Towers, Coupes, Lanterns	■	■	■	■	■	■	■
Arcades/Galleries	■	■	■	■	■	■	■
Forecourt	■	■	■	■	■	■	■

- Non residential uses in T4-R shall be limited to 10,000 sf maximum single use building square footage and shall be located on a block corner facing the primary street.
- Surface parking shall be located to the rear or side of principle structures except T6 blocks. Surface parking located on parcels that front on Street "A" shall be limited to no more than 50% of the parcel width along Street "A". In any event, all surface parking within 50' of a public street shall be screened from view of the street by a continuous 5' evergreen hedge, 3' fence or wall.
- Surface parking as a principle use on a lot shall be screened from view of the street in the same manner.
- Special considerations shall be given to civic uses relationship to the street with structures such as: Canoe Rental, Horse Stables, Agrarian Buildings, Park Structures, Etc.
- There shall be 0' setback to private streets.
- Fences shall be governed by the Developer Restrictive Covenant level and meet or exceed COR regulations.
- A Master Sign Plan shall be submitted and approved prior to the first building permit.

**LEGEND:**

- T1 (The Natural Zone)
- T2 (The Rural Zone)
- T3 (The Sub-Urban Zone)
- T4-R (The Neighborhood General Restricted Zone)
- T4-O (The Neighborhood General Open Zone)
- T5 (The Urban Center Zone)
- T6 (The Urban Core Zone)
- Civic

**NOTES:**

- Boundary information provided by CH Engineering.
- Adjacent property provided by Wake County GIS.
- Planimetrics for property and adjacent properties provided by Wake County GIS.
- F.E.M.A. flood information provided by CH Engineering.
- Wetlands information provided by Burdette Land Consulting.
- Topography from field information by Withers and Ravenel engineers and surveyors.
- Stream and Neuse Riparian Buffer information by Burdette Land Consulting.
- Prior to, or in conjunction with any development in Phase 1, r/w is dedicated for Louisburg Road, the connector between Louisburg Rd. and Perry Creek, Perry Creek to the terminus at I-540 with slope easements, and Beckom Road with slope easements.
- All inside turning radii shall be 28' or designed and proven to accommodate emergency vehicles.
- The owner shall submit a petition for annexation after the approval of a subdivision plan prior to recording lots.
- A fee-in-lieu will be required for sidewalk on US 401 from Street A to the 540 entrance ramps.



**5401 North Master Plan  
Transect Map  
June 18, 2010**

**Commercial Properties  
Realty Trust**  
5630 Bankers Avenue  
Baton Rouge, LA 70808  
225.924.7206

Revision Dates:  
August 20, 2010  
November 4, 2010  
December 21, 2010  
January 28, 2011  
March 3, 2011

March 9, 2011  
August 30, 2016  
September 8, 2016



**L-3**



CITY OF RALEIGH  
PIN 1746-07-2741  
ZONE CM  
VACANT

DAVID EARL HODGENS  
PIN 1746-06-5929  
ZONE CM  
VACANT

CITY OF RALEIGH  
PIN 1736-98-6508  
FUTURE CITY PARK

51.35 ACRES  
OPEN SPACE

WAKE COUNTY BOARD OF EDUCATION  
PIN 1736-89-9311  
RIVERBEND MIDDLE SCHOOL

WAKE COUNTY BOARD OF EDUCATION  
PIN 1736-79-6942  
RIVERBEND ELEMENTARY SCHOOL  
MB 2007 PG 2832

WAKE TECHNICAL COMMUNITY COLLEGE  
PIN 1736-61-001  
ZONE THOROUGHFARE DISTRICT  
COMMUNITY COLLEGE

WAKE TECHNICAL COMMUNITY COLLEGE  
PIN 1736-61-001  
ZONE THOROUGHFARE DISTRICT  
COMMUNITY COLLEGE

WAKE TECHNICAL COMMUNITY COLLEGE  
PIN 1736-61-001  
ZONE THOROUGHFARE DISTRICT  
COMMUNITY COLLEGE

