



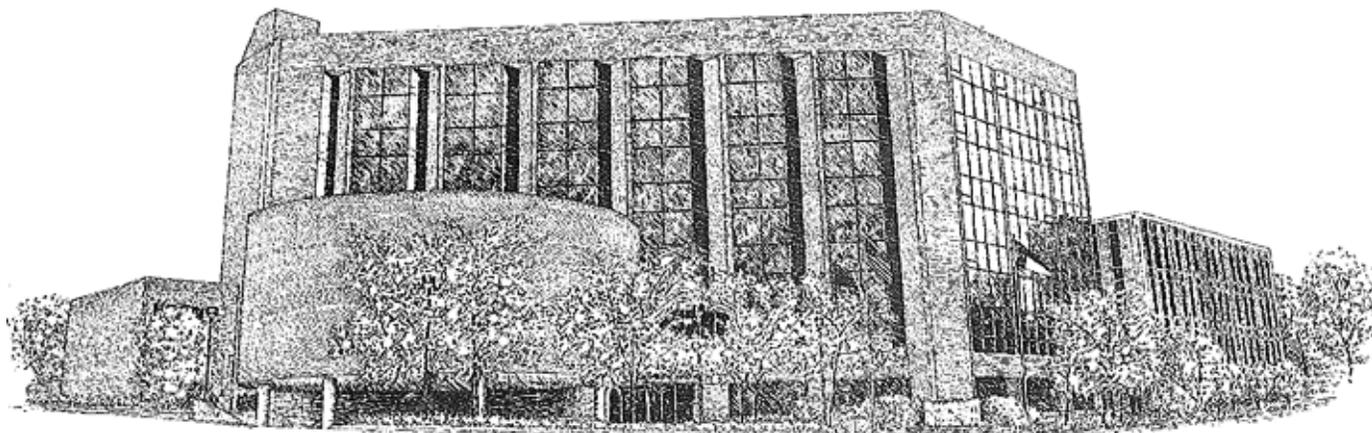
Official Agenda

RALEIGH CITY COUNCIL

Nancy McFarlane, Mayor
Kay C. Crowder, Mayor Pro Tem
Mary-Ann Baldwin
Corey D. Branch
David N. Cox
Bonner Gaylord
Russ Stephenson
Dickie Thompson

TUESDAY, JULY 19, 2016
11:30 A.M. LUNCH WORK SESSION
CONFERENCE ROOM 305

Avery C. Upchurch Government Complex



222 West Hargett Street, Raleigh, North Carolina 27602

A. MEETING CALLED TO ORDER BY THE MAYOR**B. AGENDA****1. Frontages and Build-To Requirements**

Ken Bowers, City Planning

This is a summary of the Planning Commission recommendations regarding Frontage and Build-To requirement in the Unified Development Ordinance. Over the previous nine months, the Planning Commission's Strategic Planning Committee and Planning staff conducted analysis of existing frontage and build-to regulations in order to provide greater clarity to staff and the development community, to amend regulations to ensure more uniform application of frontage, and to promote safe, comfortable and attractive urban environments.

These recommendations would initiate further analysis of four topic areas, with the potential for City-initiated Text Changes to resolve the identified issues. The four topic areas are the design of parking structures on Urban Frontages (UDO Sec. 3.4.2.B); Townhouse and Apartment Building type build-to requirements (UDO Secs. 2.2.3, 2.2.4, 3.2.3, and 3.2.4); Administrative Alternates (UDO Sec. 10.2.17); and Detached Frontage (UDO Sec. 3.4.4).

2. Citizen Survey and What Works Cities Recap

Monica Chaparro, Budget and Management Services

Adam Martin, Information Technology

Staff will provide updates on two projects: a Citizen Survey initiative and the Bloomberg Philanthropies' What Works Cities project. In coming months, Raleigh will embark on conducting its first ever Citizen Survey. During the work session, staff will provide City Council with an overview of the Citizen Survey process. In February, staff began its partnership with Bloomberg Philanthropies' What Works Cities to advance the use of data and evidence within the organization. The work focused on a pilot program within the Stormwater Division. Staff will provide a review of the pilot program.



City of Raleigh North Carolina

To: Mayor McFarlane and Members of City Council

From: Ken Bowers AICP, Planning Director
Charles Dillard, Planner II

Date: July 13, 2016

Re: Frontage and Build-To Requirements

Since the Unified Development Ordinance's effective date in September 2013, Planning Commission has reviewed more than 90 rezoning petitions to apply a UDO district. A handful of issues related to application of zoning Frontages have been debated on more than one occasion. Several applicants have offered conditions as an alternative to a frontage recommended in the Comprehensive Plan because of some issue relating to the frontage standards and the specific property. The Commission referred those issues to its Strategic Planning Committee for in-depth discussion. The Planning Commission's Strategic Planning Committee met monthly from October, 2015 to May, 2016 to discuss these and other issues the UDO's existing regulation of building frontage.

As a result of Strategic Planning Committee review, the Planning Commission has recommended a series of revisions to Frontage regulations to the City Council for consideration. Ultimately the City Council may authorize one or more text changes to initiate further public discussion of a potential changes to the Unified Development Ordinance. The Planning Commission notes that frontage is the most desirable tool for regulating a building's relationship to the public realm, and prefers to see frontages used rather than zoning conditions wherever possible.

The suggested revisions address four aspects of Frontage:

1. Sec. 3.4.2.B Design of Parking Structures on Urban Frontages
2. Townhouse and Apartment Building type build-to requirements
3. Sec. 3.4.4 Detached (-DE)
4. Sec 10.2.17 Administrative Alternates

1. Sec. 3.4.2.B Design of Parking Structures on Urban Frontages

Regarding Parking Structure regulations on Urban Frontages, the Planning Commission recommends a number of alterations and additions to existing regulations that would both promote more uniform application of frontage and ensure that developments including parking structures offer users a safe, comfortable, and attractive environment. Regarding uniform application of frontage, the Planning Commission acknowledges that

an existing regulation requiring active uses on all sides of parking structures in urban frontage districts presents a hardship for developers and that such hardship has an unintended consequence of impeding uniform frontage application, vis-à-vis zoning applications without frontage and the Administrative Alternate process, both aimed at avoiding the active use requirement. The requirement also lacks clarity, as all parking structures require space to accommodate ingress and egress, and all developments typically need some ground floor space dedicated to loading, mechanical equipment, and other functions. The recommended changes would have the following effects:

- A. Provide allowance for parking structure ingress/egress;
- B. Reduce the active use requirement to the portion of the ground story of structured parking necessary to meet the build-to requirement of the frontage, and;
- C. Provide new screening regulations for parking structure ground floor portions without active frontage.

Additional recommended changes would eliminate what are seen as overly prescriptive regulations. Specifically, Planning Commission recommends retaining a mandate that parking structure upper stories be screened with materials consistent with those used on the ground floor, but eliminating a requirement that window and architectural detailing be continued on upper floors.

All recommended changes to the Parking Structure regulations would have the effective of improving clarity for both Staff and the development community.

2. Townhouse and Apartment Building type build-to requirements

With respect to the build-to requirements for Townhouses and Apartment Buildings, the Planning Commission recognizes that existing regulations require both building types to satisfy a build-to between 10 and 30 feet of the parcel boundary, irrespective of street type. This can result in these buildings types being built relatively close to high-traffic, auto-oriented major streets. The Planning Commission recommends expanding the range of build-to to 10 to 50 feet to increase flexibility in response to development context. This will provide a better ability to provide landscaping and buffers between residential units and busy streets.

3. Sec. 3.4.4 Detached (-DE)

With respect to Detached Frontage (-DE), the Planning Commission recognizes loopholes in existing regulations that permit development patterns that are in conflict with the intent of the frontage. Specifically, Detached Frontage does not currently require detached buildings—quite large buildings could be constructed in –DE if a large enough site were assembled. The Commission recommends a number of potential solutions to ameliorate these issues:

- A. Adding a side-yard requirement for Apartment and Civic building types of between five and 10 feet would ensure separation (i.e. “detachment”) in –DE districts.
- B. Adding a maximum building footprint of 4,000 square feet within –DE districts would ensure a detached form and would prohibit destruction of detached neighborhood character.
- C. Prohibiting retail in RX- districts with –DE frontages would ensure that smaller multi-family developments in –DE districts are compatible with any adjacent residential uses, particularly low-density areas.
- D. Adding a maximum number of five (5) townhomes for an uninterrupted row of such buildings would ensure that a detached character is maintained in –DE districts.

Additionally, the Commission and staff suggest that such revisions to regulations could promote development of small-scale, multi-family buildings, otherwise known as the “missing middle,” that is compatible with existing

neighborhoods, yet that requires a density in excess of that permitted in R-10, the most intense residential district in the code. The combination of RX zoning and –DE frontage could permit triplexes, quadraplexes, and other classic missing middle housing types while still maintaining a detached residential character.

4. Sec 10.2.17 Administrative Alternates

Recognizing that frontage is the most desirable tool for regulating a building’s relationship to the public realm, the Planning Commission suggests prohibiting Administrative Alternates in cases where equivalent zoning conditions are offered in lieu of one of the seven defined frontages.



Certified Recommendation of the City of Raleigh Planning Commission

SUBJECT: Zoning District Frontages and Build-To Requirements
REQUEST: The proposed changes would require City Council authorization for a Unified Development Ordinance Text Change

RECOMMENDATION: Based on review and advice of the Strategic Planning Committee, the Planning Commission notes that frontage are the most desirable tool for regulating a building's relationship to the public realm and offers the following recommendations for alterations to regulations related to Frontages and Build-To requirements in the Unified Development Ordinance:

A. Sec. 3.4.2.B Design of Parking Structure on Urban Frontages

In order to discourage conditional use rezoning cases aimed at avoiding frontage regulations, the Commission recommends the following changes as a first attempt at revising the existing Sec. 3.4.2:

1. The **portion of the** ground story of structured parking **necessary to meet the build-to requirement of the frontage** must have active uses (such as, but not limited to, residential, commercial, office or civic space) located between the parking structure and any public sidewalk.

Existing regulations present obstacles to achieving intent of frontage. The recommended alterations makes allowances for entrance/egress areas and considers limitation of ground floor active space attached to parking structures (i.e. limited depth of active space).

2. **Where the ground floor of structured parking is not screened by active uses, it must be fully enclosed so that cars are not visible from the right-of-way, and clad in materials used in the active frontage of the deck and any attached building.**

This recommendation would work in conjunction with the above regulation to ensure a safe, comfortable, and attractive streetscape alongside parking structures

3. Where upper stories of structured parking are located at the perimeter of a building, they must be screened so that cars are not visible from adjacent streets. Sloped ramps cannot be discernible along the perimeter of the

parking structure. Architectural and vegetative screens must be used to articulate the façade, hide parked vehicles and shield lighting. In addition, the ground floor ~~façade treatment (building materials, windows and architectural detailing)~~ shall be continued on upper stories.

The recommended amendment would eliminate overly prescriptive regulations and would encourage rezoning applicants to offer one of the defined frontages.

B. Townhouse and Apartment Building type build-to requirements (various sections throughout)

Under the UDO, Townhouses and Apartments are required to have a build-to between 10 and 30 feet, regardless of context. Concerns have arisen that such a build-to is not appropriate on major streets in suburban locations. The Commission recommends the following alteration:

1. Expand the build-to range from 10'-30' to 10'-50'.

Such an amendment would allow for townhome development on major streets while not requiring the buildings to be placed in close proximity to the street, thus mitigating a number of potential impacts from the roadway on townhome residents (e.g. noise, light, safety, etc.).

C. Sec. 10.2.17 Administrative Alternates

Equivalent zoning conditions are sometimes offered to avoid some regulations related to frontage. The Commission recommends the following amendment to the UDO:

1. Prohibit Administrative Alternates in cases where equivalent zoning conditions are offered.

Such an amendment would encourage zoning applicants to provide one of the seven defined frontages and would help eliminate uncertainty from the perspective of city staff and government.

D. Sec. 3.4.4. Detached (-DE)

The Commission recommends the following revisions to better realize the intent of –DE frontage:

1. Add a side yard requirement of between 5' and 10' (for Apartment and Civic Building Types and end/perimeter units of the Townhouse Building Type).

The current setback minimums for the Apartment, Civic, and Townhouse building types would permit a zero-side setback when the building is constructed in a non-combustible manner. The increase in minimum side yard

setbacks will ensure physical separation between properties and a detached built form.

2. Add a maximum building footprint to Detached frontage of 4,000 sq. ft.

There is no maximum standard for building footprint associated with the Detached frontage or any other frontage. Creating this standard will ensure that the detached form intended by the frontage is achieved. Staff has determined that 353 of 372 properties (95%) with adopted –DE frontage comply with this proposed standard.

3. Prohibit retail in RX- districts with –DE frontages.

The RX district currently allows a small amount of ancillary retail in an apartment building. The retail use must be located in a corner unit at the corner of two streets; cannot exceed 4,000 square feet in area; is limited to a certain palette of uses; and has limited hours of operation. This prohibition on retail in the RX district when the Detached frontage is mapped will ensure that these smaller multi-family developments are compatible with any adjacent low density residential. In addition, prohibition of retail in RX- districts with –DE frontages will protect residential communities in such areas from nuisance uses and potential impacts of such uses.

4. Add a maximum number of five (5) townhomes for an uninterrupted row of townhouses.

There is no limit to the number of attached townhouses in any zoning district. The introduction of a standard would ensure that the bulk and mass of a townhouse with the Detached frontage is compatible with the intent of the frontage. The Commission recommends a maximum of five (5) attached townhomes for the RX district with Detached frontage. Given that a typical townhouse is 16-20 feet wide, this regulation would yield a building face length of between 80 and 100 feet that is compatible with the intent of the frontage.

FINDINGS AND REASONS:

1. The recommendations are consistent with the Urban Form Map and pertinent guidance in the Comprehensive Plan.
2. The recommendations would promote offer of frontage, which is the most desirable tool for regulating a building's relationship to the public realm.
3. The recommendations would improve compatibility between the private development and the public realm, and between areas of different character.
4. The proposal would promote uniform application of frontage by prohibiting Administrative Alternates in cases where equivalent zoning conditions are offered.
5. The proposal would improve feasibility of parking structures on properties with frontage.
6. The proposal would promote city's vision of creating safe, comfortable, and attractive pedestrian realms, including those alongside parking structures.
7. The proposal would improve regulations on townhome building placement, particularly on major auto-oriented streets.
8. The proposal would allow for properties and areas designated with Detached Frontage (-DE) to maintain such a detached character.
9. The proposal would promote density and use transitions between areas of residential and commercial or mixed use character.
10. The proposal would allow for appropriate residential uses in RX- districts that are also designated with Detached Frontage
11. The proposal would promote and allow for construction of 3-6 unit apartment buildings in areas transitioning from residential to commercial or mixed-use character.

To PC:
Case History:

To CC:

City Council Status: _____

Staff Coordinator: Charles Dillard: (919) 996-2651; charles.dillard@raleighnc.gov

Motion:
Second:
In Favor:

Opposed:
Excused:

This document is a true and accurate statement of the findings and recommendations of the Planning Commission.

Signatures: (Planning Director)

(PC Chair)

Date:

Date:



*City of Raleigh
North Carolina*

DATE: January 15, 2016

TO: Rodney Swink, Chair
Members of the Strategic Planning Committee

FROM: Bynum Walter, AICP
Senior Planner, Long Range Planning

SUBJECT: Zoning District Frontages and Build-to Requirements

At its November meeting, the Strategic Planning Committee discussed secondary regulations related to frontage and options for amending the UDO and/or Comprehensive Plan to better ensure uniform application of frontage. Based on further staff review, this memo provides greater detail on five specific frontage/urban form issues and potential policy or UDO changes:

- Parking structures in urban frontages
- Pedestrian entrance spacing requirements
- Detached frontage lot, coverage, and building type regulations
- Parking Limited frontages mapped on Transit Emphasis Corridors
- Townhouse and apartment building type build-to requirements

Options for Changing Policy

The Urban Form Map of the Comprehensive Plan, area plans, and corridor studies are the primary policy tools the city employs to recommend frontage. Three options are available for refining the Comprehensive Plan's policy guidance with respect to frontage.

The primary tool is to implement additional area and corridor studies, both of which are required to provide focused, site-specific frontage recommendations. The Six Forks Corridor Study is the first post-UDO corridor study; frontages within the plan are recommended to a block-level of specificity.

Second, the recently released Wake County Transit Plan will inform a significant revision of the Urban Form Map. New information on proposed bus service routes, particularly high-frequency and Bus Rapid Transit routes, will inform a revised Urban Form Map that more accurately reflects growth centers and transit corridors. This revision will produce more accurate frontage recommendations.

Finally, the Comprehensive Plan calls for “hybrid frontage” on Transit Emphasis Corridors. Parking Limited frontage (-PL) is the only hybrid frontage option. Based on the draft Wake County Transit Plan, the designations for Transit Emphasis Corridors on the Urban Form Map will likely change and the application of –PL frontage to properties along some corridors may no longer be appropriate. While staff does not recommend a proactive removal of –PL frontage from such sites, applications for removal of –PL frontage on such sites should not be considered inconsistent based upon the Comprehensive Plan’s blanket recommendation for –PL frontage on Transit Emphasis Corridors.

Options for Changing Regulations

The Unified Development Ordinance provides developers three options for addressing the relationship between their private investment and the public realm. The first is the unconditional application of one of the seven frontage types (Shopfront, Urban General, Urban Limited, Green, Parking Limited, Detached, and Parkway). The second is through the offering of equivalent zoning conditions that satisfy the intent of frontage as outlined in the Comprehensive Plan and the UDO while allowing for contextual limitations. The third option is through the application for an Administrative Alternate. Discussions among staff have identified options for amending each of these administrative processes.

Amendments to UDO

With regard to amending frontage regulations and related build-to regulations for certain building types, staff has identified five general regulations, the revision of which could produce greater clarity for developers and reduce the need for equivalent zoning conditions:

- Parking structures in urban frontages
- Pedestrian entrance spacing requirements
- Detached (-DE) frontage lot, coverage, building type and use regulations
- Signage regulations in Parking Limited frontage
- Townhouse and Apartment Building type build-to’s

Parking structures in urban frontages

With respect to the design of parking structures on urban frontages – as seen with Z-1-15 (Dillon Supply), the general frontage requirements (Sec. 3.4.2) regarding structured parking are an obstacle to achieving unconditioned frontage application. Staff has identified a number of options for addressing this issue, and suggests the following language (revisions noted in italics) as a first attempt at revising:

1. *The portion of the ground story of structured parking necessary to meet the build-to requirement of the frontage must have active uses (such as, but not limited to, residential, commercial, office or civic space) located between the parking structure and any public sidewalk.*
2. *Where the ground floor of structured parking is not screened by active uses, it must be fully enclosed so that cars are not visible from the right-of-way, and clad in materials used in the active frontage of the deck and any attached building.*
3. *Where upper stories of structure parking are located at the perimeter of a building, they must be screened so that cars are not visible from adjacent streets. Sloped ramps cannot be discernible along the perimeter of the parking structure.*

Architectural and vegetative screens must be used to articulate the façade, hide parked vehicles and shield lighting. *In addition, the ground floor building materials shall be continued on upper stories.*

4. Upper stories of parking structure facades shall be designed with both vertical (façade rhythm of 20 feet to 30 feet) and horizontal articulation (aligning with horizontal elements along the block).

Alternatively, parking structure regulations could be removed from their current location in Sec. 3.4 – Frontage Requirements, and relocated to untie them from frontage regulations. Either option would result in parking structure regulations being applied more broadly than just in areas with an urban frontage:

1. Relocating parking structure regulations to UDO Chapter 1, Article 5 – Measurement, Exceptions & General Rules of Applicability
2. Relocating parking structure requirements to Article 3.5 - Transitions
3. Applying parking structure design regulations to those in –DX districts only

Pedestrian entrance spacing requirements

Urban Frontages (-SH, -UG, -UL, and -GR) contain maximum street-facing entrance spacing distances. These range from 50’ in Shopfront frontage to 100’ in Green frontage. These distance regulations are overly prescriptive and are not conducive to some retail typologies, particularly larger-format uses such as grocery stores. The Committee is asked to consider options for revising these regulations.

Detached Frontage (-DE) lot, coverage and building type regulations

Detached Frontage is intended for areas adjacent to roadways transitioning from residential to commercial. It accommodates neighborhood-scaled, low intensity commercial uses while maintaining the residential character of the street right-of-way. General buildings are prohibited in –DE districts, but apartments are allowed, as they must be in order to accommodate houses subdivided to three or more units. In addition, -DE contains no side yard, maximum lot width or use restrictions. Therefore, regulations do not exist that would prohibit the assemblage of an entire block face for a large apartment building, contradicting the intent of the frontage. Staff has identified a number of options for addressing this issue, and suggests the following language as a first attempt at revising:

1. Add a side yard requirement of between 5’ and 10’
2. Add a maximum lot width (~100’ to 200’)
3. Add a maximum building footprint to Detached frontage (~4,000 sq. ft.). Staff has determined that 19 of 372 properties with adopted –DE frontage have footprints larger than 4,000 sq. ft.
4. Prohibit retail in RX- districts with –DE frontages

Signage regulations in Parking Limited Frontage (-PL)

UDO Article 7.3 – Signs provides regulations for signage based on zoning district and frontage. An expressed concern of the development community is the prohibition of medium- and high-profile signs under Parking Limited frontage. Such restrictions are intended to ensure pedestrian safety and comfort, while also de-cluttering streetscapes. Staff does not recommend an amendment to the regulations, but the Committee could consider an amendment to allow such signs on a limited or regulated basis.

Townhouse and Apartment building type build-to requirements

Related to Frontage, but a separate issue is Building Type build-to requirements. Under the UDO, Townhouses and Apartments are required to have a build-to between 10 and 30 feet, regardless of context. Concerns have arisen that such a build-to is not appropriate on major streets in suburban locations. Staff would like the Committee to consider possible solutions.

Equivalent Zoning Conditions and Frontage

Regarding equivalent zoning conditions, staff has identified one possible amendment that could promote a more uniform application of frontage:

- Administrative Alternates - a prohibition on the use of Administrative Alternates in cases where equivalent zoning conditions are offered would encourage zoning applicants to provide one of the seven defined frontages. Such a prohibition could promote application of a defined frontage and would help eliminate uncertainty from the perspective of city staff and government.



*City of Raleigh
North Carolina*

DATE: May 17, 2016

TO: Rodney Swink, Chair
Members of the Strategic Planning Committee

FROM: Bynum Walter, AICP, Senior Planner
Charles Dillard, Planner II
Vivian Ekstrom, Planner II

SUBJECT: Zoning District Frontages and Build-to Requirements

At its April meeting, the Strategic Planning Committee continued its discussion of frontage/urban form issues and potential UDO changes. Beginning in October, the Committee began discussing a number of topics, and in February voted out recommendations on four items related to frontage:

- Parking structures in urban frontages
- Pedestrian entrance spacing requirements
- Parking Limited frontages mapped on Transit Emphasis Corridors
- Townhouse and apartment building type build-to requirements

For parking structure regulations for properties in urban frontages, the committee recommended amending the UDO text as suggested by staff (see suggested amendments in the reference information section). For pedestrian entrance spacing requirements for properties with a frontage, the committee recommended keeping the regulations as is; the administrative alternate process seems to provide appropriate relief for property owners/developers that are unable to comply with these standards. For signage regulations in the Parking Limited frontage, the committee recommended keeping the regulations as is; the prohibition of medium-profile and high-profile ground signs seems appropriate for these areas. For the townhouse and apartment building type build-to requirements, the committee recommended expanding the build-to range from 10' - 30' to 10' - 50'; in addition, the committee recommended including language in the ultimate report to City Council that recognizes frontage as the most desirable tool for regulating a building's relationship to the public realm.

At its most recent April meeting, the Committee voted out a recommendation on a possible amendment to the UDO to prohibit Administrative Alternates in cases where equivalent zoning conditions are offered.

The remaining item was discussed at the April meeting and will be discussed at this May meeting:

- Detached (DE-) frontage lot size, building size, and use regulations

Remaining item for discussion and recommendation

Detached Frontage (-DE) lot, coverage and building type regulations

Detached Frontage is intended for areas adjacent to roadways transitioning from residential to commercial. It accommodates neighborhood-scaled, low intensity commercial uses while maintaining the residential character of the street right-of-way. General buildings are prohibited in –DE districts, but apartment buildings are allowed. While the intent of –DE is to promote residential scale, low-intensity, mixed use, the frontage regulations are limited and do not prohibit assemblage of parcels or an entire block face for a large apartment building. To wit, -DE contains no side yard minimum, maximum lot width or land use restrictions.

In particular, staff sees the possibility of combining revised Detached frontage regulations with the RX-3/RX-4 districts to address “missing middle” housing. This typically refers to small multi-family buildings, courtyard apartments, and cottage courts. The idea is to accommodate modest density in building types that serve as a transition between lower density residential and more intense development.

Staff offers a few options for consideration that would reposition the Detached frontage regulations and encourage smaller multi-family housing developments where the Detached frontage is mapped. Staff suggests the following revisions to the Detached frontage regulations as a starting point for discussion:

1. Add a side yard requirement of between 5’ and 10’ (for Apartment and Civic Building Types only).

The current setback minimums for the apartment and civic building types would permit a zero-side setback when the building is constructed in a non-combustible manner. The increase in minimum side yard setbacks will ensure physical separation between properties.

2. Add a maximum building footprint to Detached frontage of 4,000 sq. ft.

There is no maximum standard for building footprint associated with the Detached frontage or any other frontage. Creating this standard will ensure that the intent of the frontage is achieved. Staff has determined that 353 of 372 properties (95%) with adopted –DE frontage comply with this proposed standard.

3. Prohibit retail in RX- districts with –DE frontages.

The RX district currently allows a small amount of ancillary retail in an apartment building. The retail use must be located in a corner unit at the corner of two streets; cannot exceed 4,000 square feet in area; is limited to a certain palette of uses; and has

limited hours of operation. This prohibition on retail in the RX district when the Detached frontage is mapped will ensure that these smaller multi-family developments are compatible with any adjacent low density residential.

4. Add a maximum number for an uninterrupted row of townhouses; i.e. maximum of 4 or 5 townhouses in one uninterrupted row.

There is no limit to the number of attached townhouses in any zoning district. The introduction of a standard would ensure that the bulk and mass of a townhouse with the Detached frontage is compatible with the intent of the frontage. Staff suggests a maximum of five attached townhomes for the RX district with Detached frontage. A typical townhouse is 16-20 feet wide. This would produce a building face of between 80 and 100 feet in length.

Two additional revisions were considered and discussed in previous meetings. The first of these is a maximum lot width requirement of 100 feet. This option remains open to discussion. The second was a potential maximum lot size in DE- districts. The side yard and building footprint requirements above most directly and simply address the issue of scale.

Attached are maps providing reference for the above items:

- Map 1: Detached Frontage Properties
- Map 2: Detached Frontage Properties (Aerial)
- Map 3: Base Zoning for Detached Properties
- Map 4: Zoning Overlays on Detached Frontage Properties
- Map 5: Current Land Use on Detached Frontage Properties
- Map 6: Building Footprint Size on Detached Frontage Properties
- Map 7: Lot Width on Detached Frontage properties.

Reference information on items for which the Committee has made recommendations

The Committee has previously discussed these items and offered a recommendation. The items are listed below, as information.

Parking structures in urban frontages

At the January meeting, committee members discussed potential updates to the UDO to address concerns about parking structure design. There was some interest in expanding these design standards to parking structures throughout the city, not just on properties with an urban frontage. This could potentially be accomplished by requiring all parking structures to comply with regulations that address screening of upper stories (#3 – 4 in the list below), but leaving out regulations related to active uses on the ground floor for properties outside of downtown or without an urban frontage.

With respect to the design of parking structures on urban frontages, the general requirements (Sec. 3.4.2) regarding structured parking are an obstacle to achieving unconditioned frontage application. Zoning Case Z-1-15 (Dillon Supply) illustrates the prevalence of such obstacles. Staff has identified a number of options for addressing this issue, and suggests the following changes as a first attempt at revising:

1. The **portion of the** ground story of structured parking **necessary to meet the build-to requirement of the frontage** must have active uses (such as, but not limited to, residential, commercial, office or civic space) located between the parking structure and any public sidewalk.
2. **Where the ground floor of structured parking is not screened by active uses, it must be fully enclosed so that cars are not visible from the right-of-way, and clad in materials used in the active frontage of the deck and any attached building.**
3. Where upper stories of structured parking are located at the perimeter of a building, they must be screened so that cars are not visible from adjacent streets. Sloped ramps cannot be discernible along the perimeter of the parking structure. Architectural and vegetative screens must be used to articulate the façade, hide parked vehicles and shield lighting. In addition, the ground floor ~~façade treatment~~ (building materials, ~~windows and architectural detailing~~) shall be continued on upper stories.
4. Upper stories of parking structure facades shall be designed with both vertical (façade rhythm of 20 feet to 30 feet) and horizontal articulation (aligning with horizontal elements along the block).

Alternatively, parking structure regulations could be removed from their current location in Sec. 3.4 – Frontage Requirements, and relocated to untie them from frontage regulations. Either option would result in parking structure regulations being applied more broadly than just in areas with an urban frontage:

1. Relocating parking structure regulations to UDO Chapter 1, Article 5 – Measurement, Exceptions & General Rules of Applicability
2. Relocating parking structure requirements to Article 3.5 - Transitions
3. Applying parking structure design regulations to those in –DX districts only

Pedestrian entrance spacing requirements

Urban Frontages (-SH, -UG, -UL, and -GR) contain maximum street-facing entrance spacing distances. These range from 50’ in Shopfront frontage to 100’ in Green frontage. These distance regulations are overly prescriptive and are not conducive to some retail typologies, particularly larger-format uses such as grocery stores. The UDO does provide the option of an administrative alternate for pedestrian access requirements ([Section 1.5.8](#)). The Committee could also consider other options for revising these spacing requirements based on square footage of the particular use or the provision of other design features that help mitigate the impact of less frequent pedestrian entrances (e.g. additional transparency, additional streetscape amenities, public art, walk-up windows, etc.)

Signage regulations in Parking Limited Frontage (-PL)

UDO Article 7.3 – Signs provides regulations for signage based on zoning district and frontage. An expressed concern of the development community is the prohibition of medium- and high-profile signs under Parking Limited frontage. Such restrictions are intended to ensure pedestrian safety and comfort, while also de-cluttering streetscapes. Staff does not recommend an amendment to the regulations, but the Committee could consider an amendment to allow such signs on a limited or regulated basis.

Townhouse and Apartment building type build-to requirements

Related to Frontage, but a separate issue is Building Type build-to requirements. Under the UDO, Townhouses and Apartments are required to have a build-to between 10 and 30 feet,

regardless of context. Concerns have arisen that such a build-to is not appropriate on major streets in suburban locations. Staff would like the Committee to consider possible solutions.

Equivalent Zoning Conditions and Frontage

Regarding equivalent zoning conditions, staff has identified one possible amendment that could promote a more uniform application of frontage:

- Administrative Alternates - a prohibition on the use of Administrative Alternates in cases where equivalent zoning conditions are offered would encourage zoning applicants to provide one of the seven defined frontages. Such a prohibition could promote application of a defined frontage and would help eliminate uncertainty from the perspective of city staff and government.

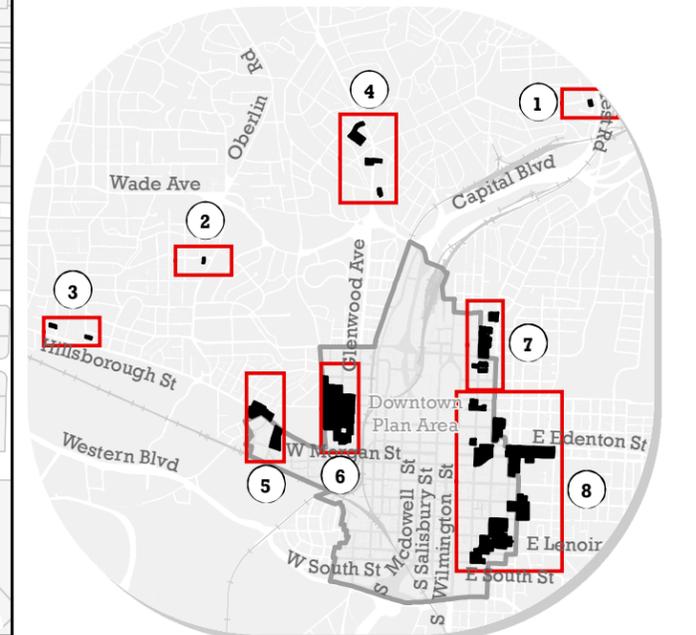


Detached Frontage Properties



- Properties with -DE Frontage
- Downtown Plan Area

1 inch = 500 feet 0 125 250 500 750 1,000 Feet

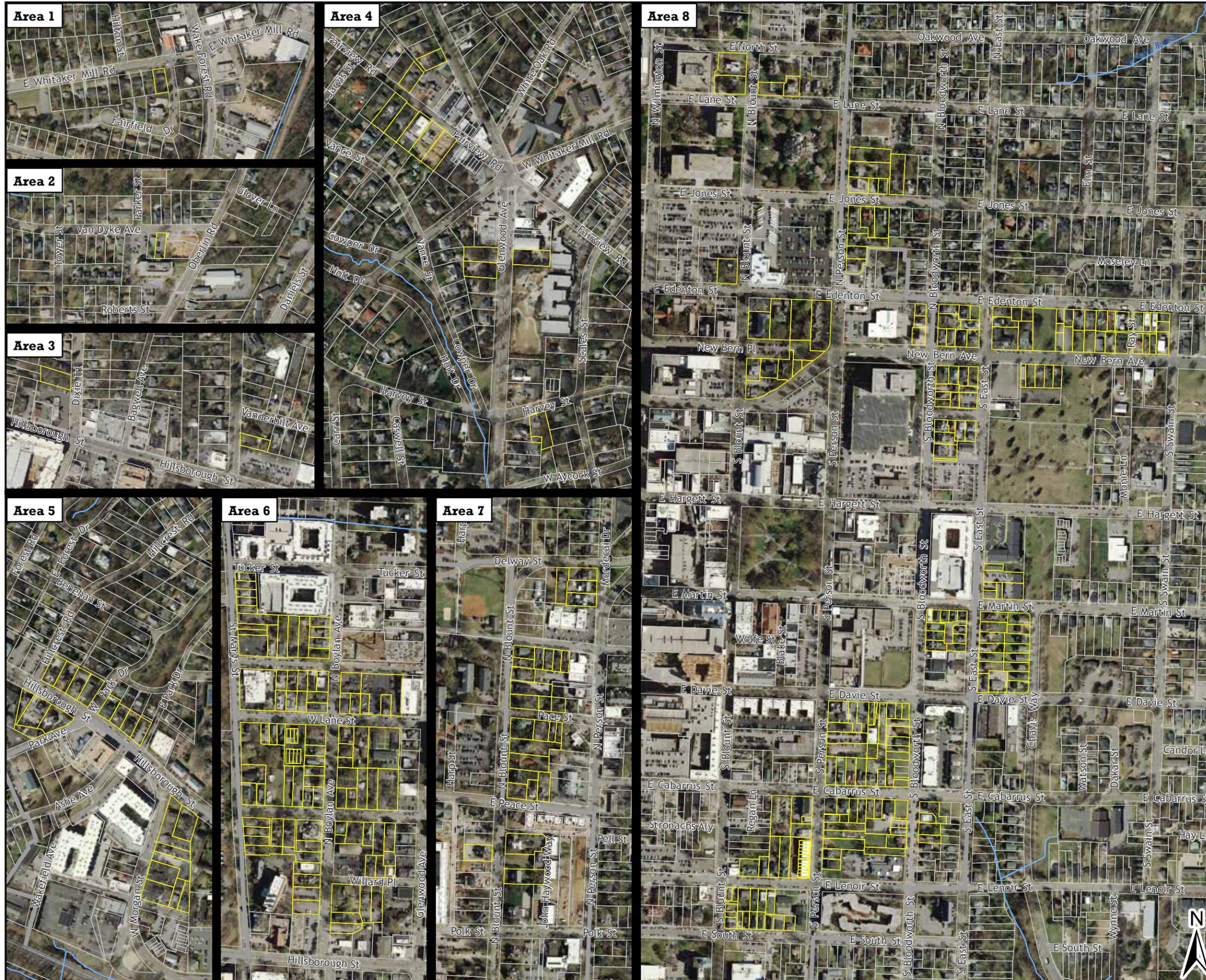




Detached Frontage 2015 Aerials

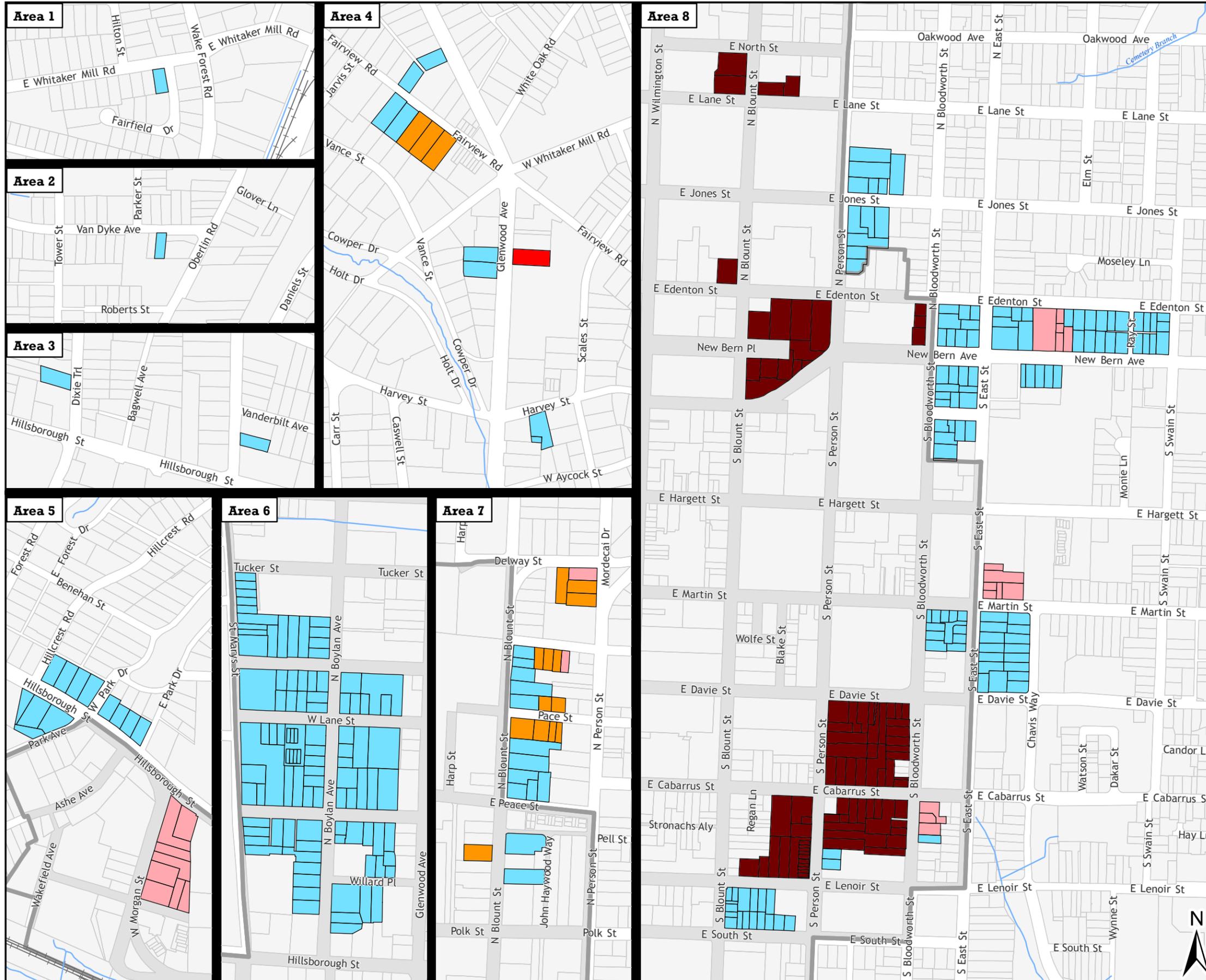
- DE Properties
- Downtown Plan Area

1 inch = 500 feet 0 125 250 500 750 1,000 Feet



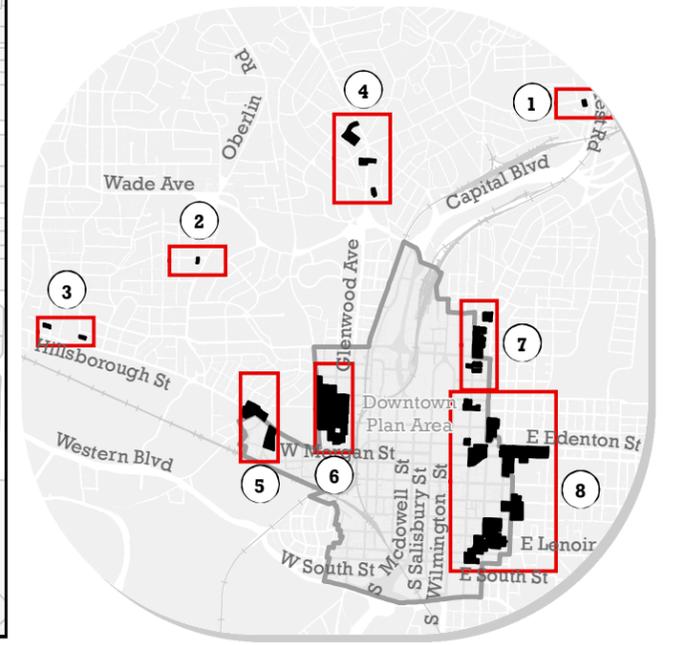


Detached Frontage Base Zoning



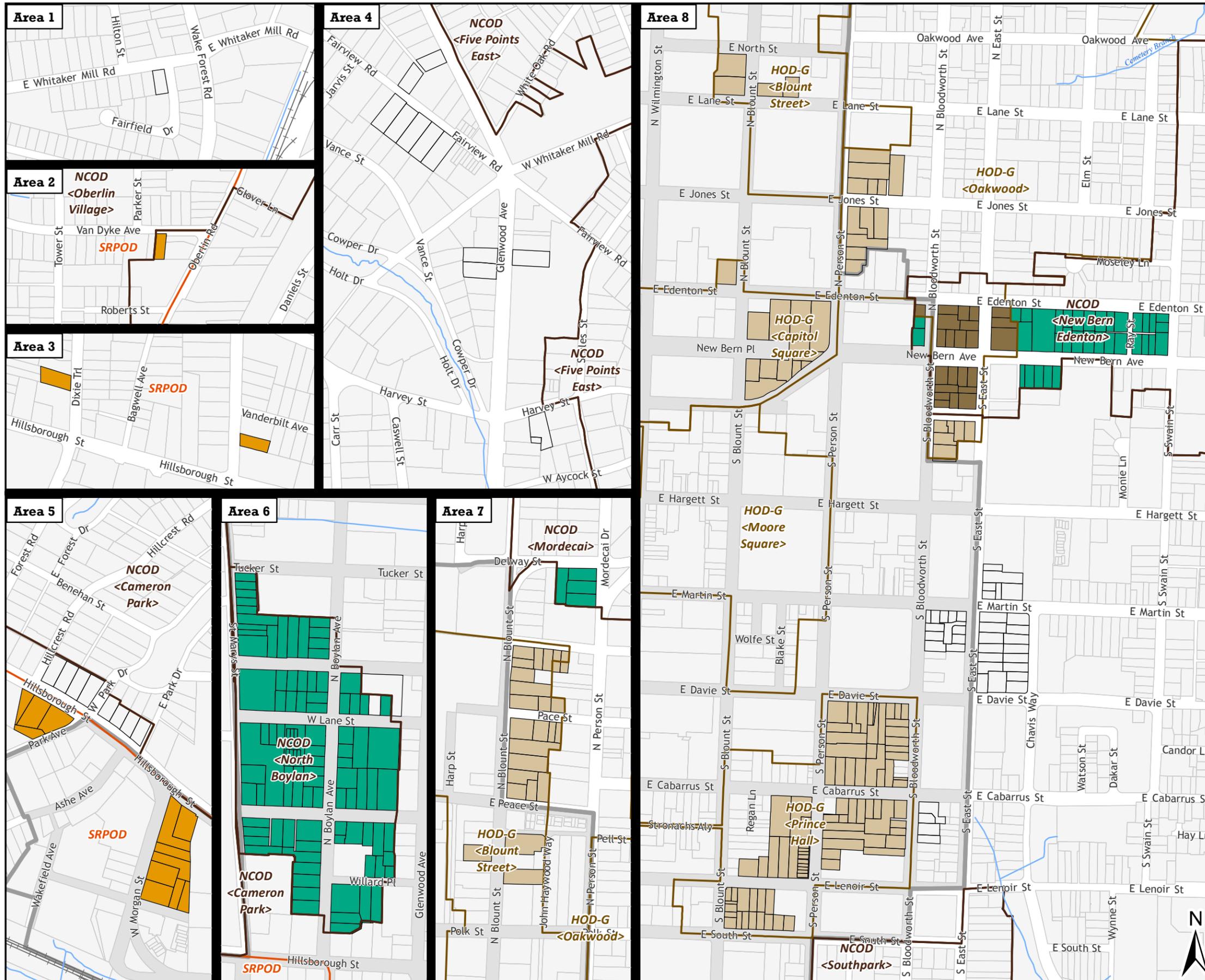
- DE Properties
- Downtown Plan Area
- Zoning of -DE Parcels**
- Residential Mixed Use (RX-)
- Office Mixed Use (OX-)
- Neighborhood Mixed Use (NX-)
- Commercial Mixed Use (CX-)
- Downtown Mixed Use (DX-)

1 inch = 500 feet 0 125 250 500 750 1,000 Feet





Detached Frontage Overlay Zoning



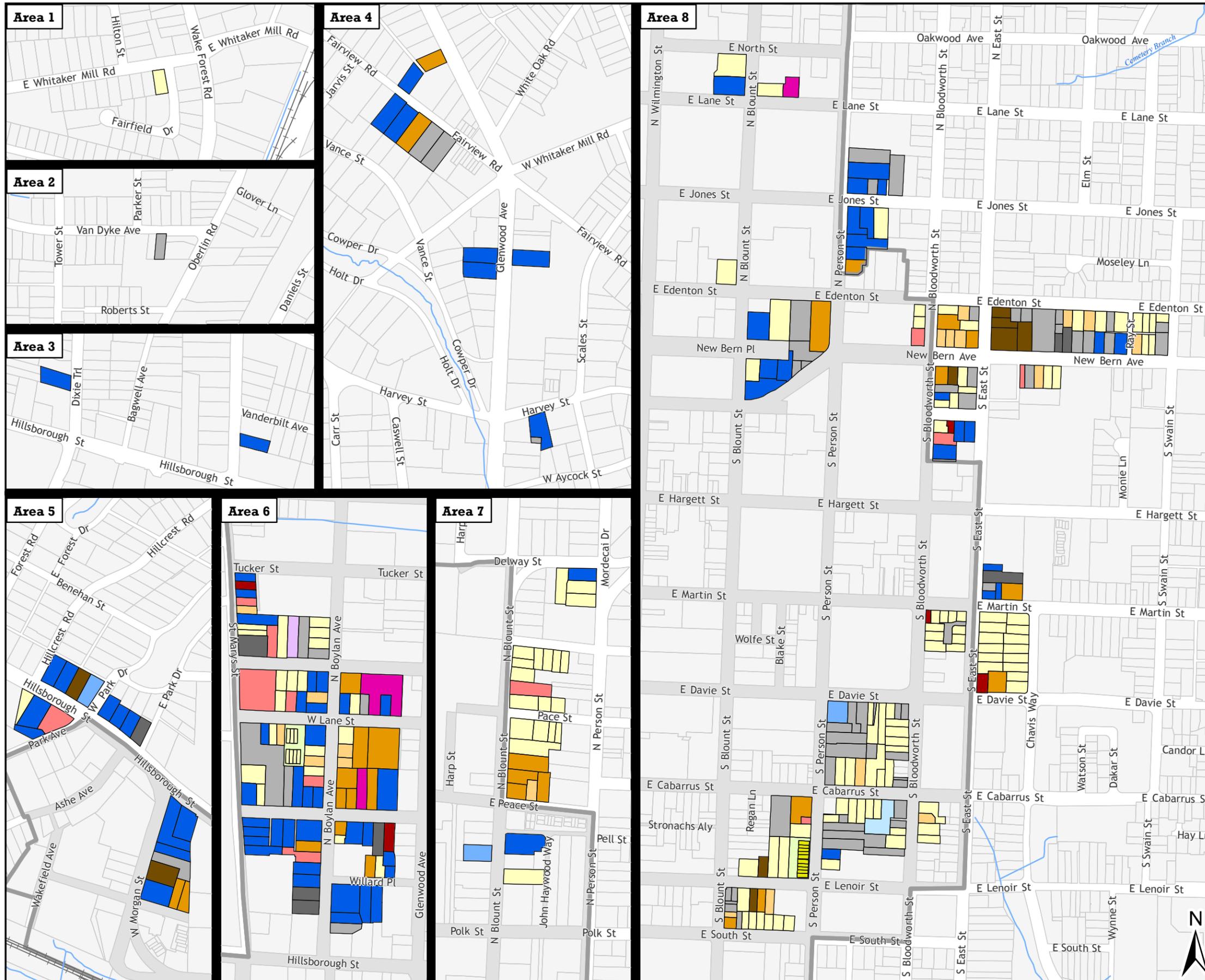
- DE Properties
- Downtown Plan Area
- Overlay Zoning of -DE Parcels**
- HOD-G
- HOD-G & NCOD
- NCOD
- SRPOD

1 inch = 500 feet



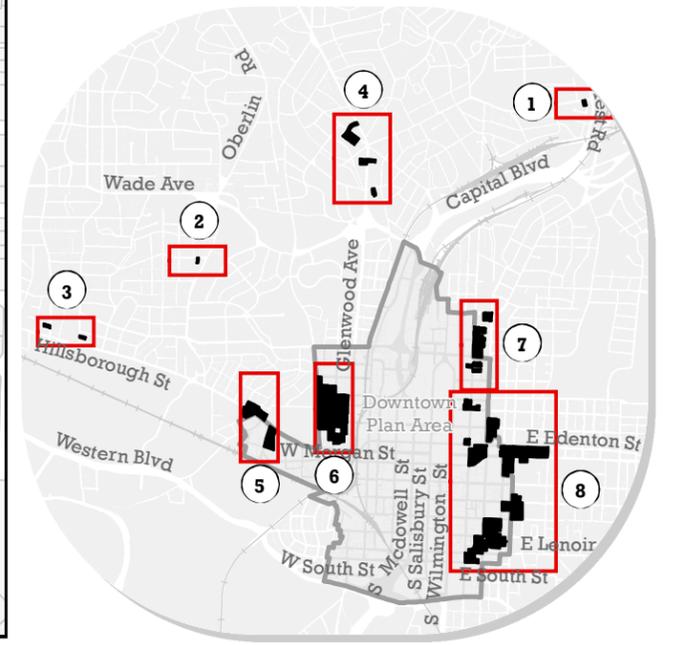


Detached Frontage Land Use



- DE Properties
- Downtown Plan Area
- DE Property Use**
- Single-unit Living
- Townhouse Living
- Two-unit Living
- Multi-unit Living
- Group Living
- Open Space in a Subdivision
- Day Care
- Civic
- Office
- Mixed Use
- Personal Service
- Retail
- Light Industrial
- Parking
- Vacant

1 inch = 500 feet





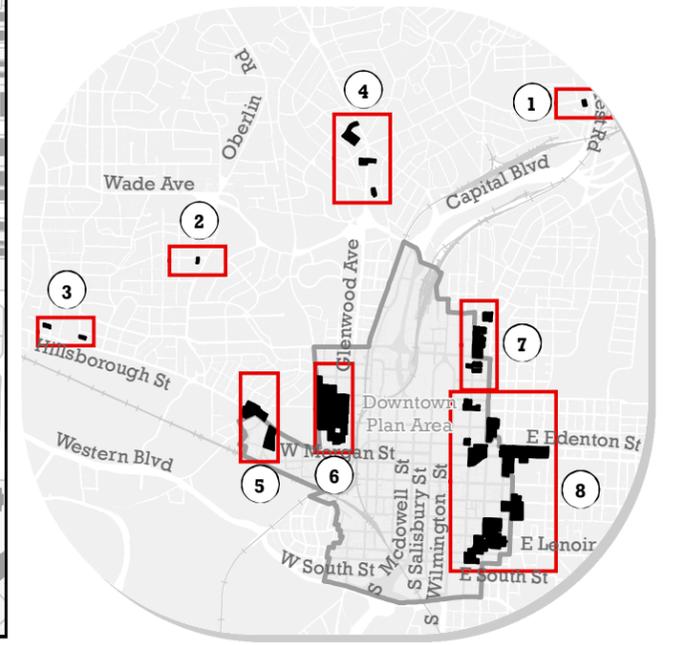
Detached Frontage Building Footprints



- DE Properties
- Downtown Plan Area
- Building Footprints**
- < 4,000 sqft
- > 4,000 sqft

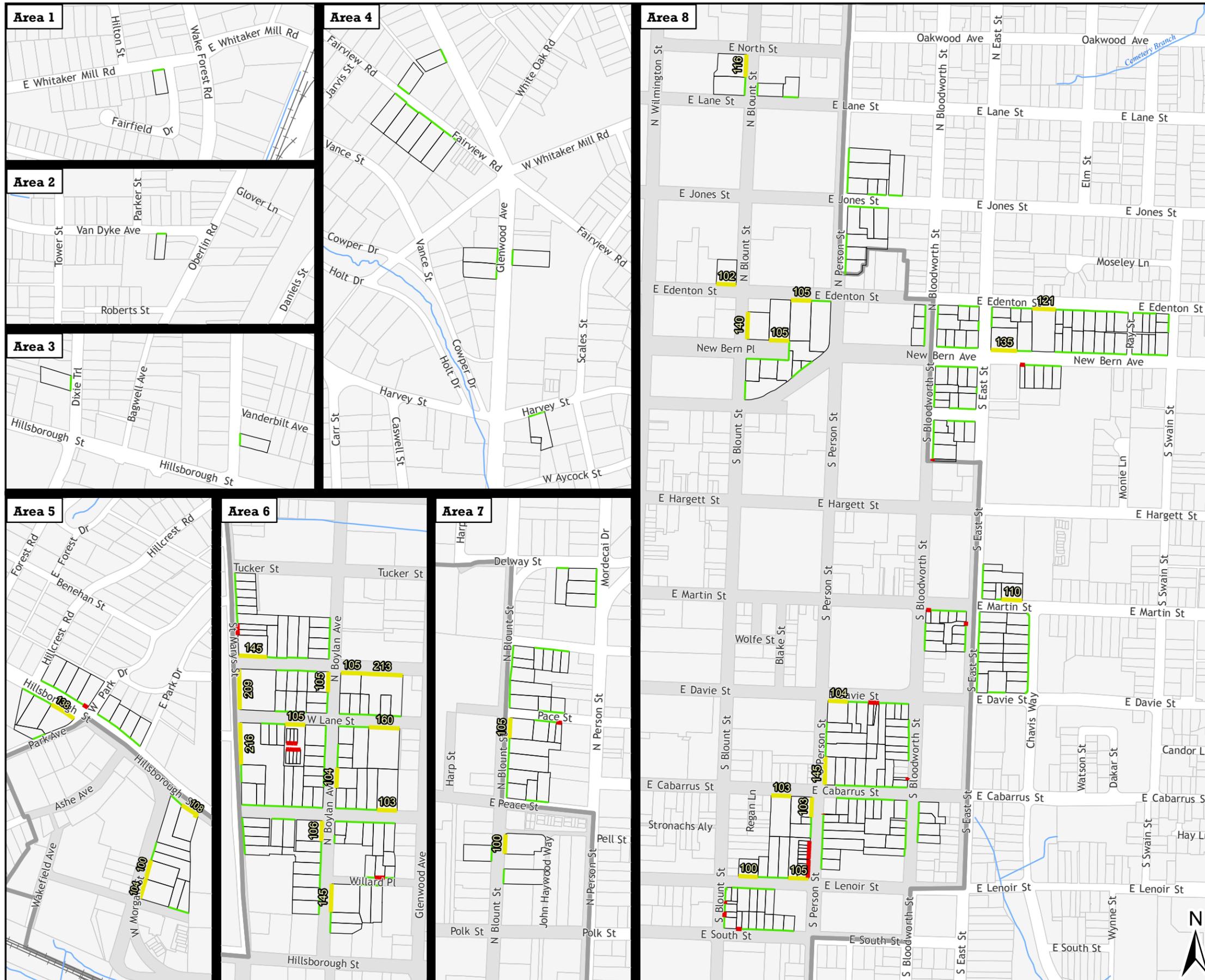
*Building footprints estimated from parcel overlap with Raleigh Planimetric Building GIS Data (2014)

1 inch = 500 feet
0
125
250
500
750
1,000
 Feet





Detached Frontage Lot Widths



- DE Properties
- Downtown Plan Area
- Front Lot Width**
- < 30 feet
- 30 - 100 feet
- > 100 feet

1 inch = 500 feet 0 125 250 500 750 1,000 Feet

