



# Memo

**To:** Mayor Currin and Town Board of Commissioners  
**From:** Meredith Gruber, Planning Director & Michael Elabarger, Senior Planner  
**Date:** July 6, 2023  
**Re:** TA-23-04 – Applicant Initiated Text Amendment  
LDO Section 11.7, Definition of *Main Street Corridor*

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## Background

Development regulations are designed to foster the creation of vibrant neighborhoods and a strong business community, while preserving the community's character. Amendments are necessary to continue the effective administration of the LDO. Such amendments are brought forward for a Legislative hearing and Town Board consideration for a variety of reasons; some amendments will result in updates to development regulations while others address technical details or procedures. The Planning Board and Town Board of Commissioners can expect to consider technical amendments to the LDO on a regular cycle by Town Staff, or via Applicant-initiated amendments.

LDO Section 3.2.1, the General Commercial (GC) Zoning District, contains an option to reduce the minimum Building Setback dimensions (3.2.1.C.) for properties located within the Main Street Corridor; LDO Section 11.7 geographically defines the *Main Street Corridor* as being "...between Highway 401 and Young Street and is measured three-hundred feet in any direction from the Main Street centerline."

## Proposed Land Development Ordinance Amendment Text

### 11.7. Definitions

**Main Street Corridor:** For the purposes of General Commercial (GC) setback reductions, the Main Street Corridor includes South Main Street between Highway 401 and Young Street and is measured ~~three hundred feet (300')~~ five hundred feet (500') in each direction at any point from the Main Street centerline.

## Analysis

The GC District minimum Front building setback dimension is 20' (LDO Sec. 3.2.1/Table 3.2.1.). Properties fronting a public street (most properties) require Streetscape buffer yards be provided (LDO Sec. 6.2.2.2.B.) dictated by the classification/category of that public street. When the property fronts on a Thoroughfare Street (as determined in the Community Transportation Plan, CTP), the streetscape buffer is at least 30' in width. When a property is subject to both of the above, both apply, and thus the 30' dimension Streetscape buffer must be provided, exceeding the 20' Front Building setback, it effectively requires a minimum 30' front building setback. LDO

Section 3.2.1.C. provides an option to lessen the Front building setback by up to 65% (20' down to 7') so long as certain site design and building placement requirements are followed. Exercising this front building setback also then supersedes the Streetscape buffer yard, so as to allow the property to design to and utilize the reduced setback dimension.

The Text Amendment, by physically extending the applicable area from 300' to 500' from the Main Street centerline within the definition of "Main Street Corridor", can enable more General Commercial zoned properties near to and proximate to Main Street to exercise the options that Section 3.2.1.C. affords. Staff finds that the Setback Reduction option produces more pedestrian-friendly, activated, safer, and urban (as opposed to suburban) styles of development which fulfill goals and tenets of the Main Street Vision Plan and Comprehensive Plan.

Attachments 3 and 4 are exhibits that graphically demonstrate first the existing 300' measurement, and then the 500' dimension. Staff's analysis is that the increase to a 500' from the centerline measurement will affect, or include, 6 additional properties; affected properties are those either currently zoned the GC District, or those properties that are not developed as residential currently, as those are the types of properties most likely to be developed/re-developed and potentially take advantage of Section 3.2.1.C. in the future.

### Planning Board Review and Recommendation

The Planning Board met on May 22, 2023 to review and provide a recommendation on the Text Amendment application. Following presentations by Staff and the Applicant, there was discussion on the existing definition of "Main Street Corridor" and what the intent of the distance parameter was as it related to the proposed increase in that distance (300' to 500' from the Main Street centerline). The Board concluded that they supported the original amendment language, but wished to augment the intent of properties providing pedestrian connectivity to the Main Street Corridor should the amendment affect properties not immediately adjacent/fronting Main Street. Thus, the Board suggests this additional text amendment:

#### LDO Section 3.2.1.C.3 - General Commercial (GC) –

- Currently states: "A minimum ten-foot wide sidewalk or multi-use trail is provided along Main Street."
- Revise to state: "A minimum ten-foot-wide sidewalk or multi-use trail is provided along Main Street, or if property is not adjacent to, but within 500' of, the Main Street Corridor, that a minimum ten-foot-wide sidepath be provided so as to provide pedestrian access to Main Street;

With the above additional text amendment, the Planning Board voted unanimously to Recommend Approval of TA-23-04 as presented to the Town Board of Commissioners, with a suggested additional Text Amendment to LDO Section 3.2.1.C.3.

See Attachment 2 for the combination of the Applicant's Text Amendment and that proposed by the Planning Board.

### Staff Recommendation

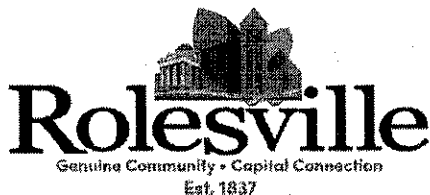
Staff recommends Approval of TA-23-04 pursuant to the Planning Board's recommendation – to amend Section 11.7 – the Definition of *Main Street Corridor* and Section 3.2.1.C.3.

### Proposed Motion

Motion to Recommend (Approval or Denial) of TA-23-04 – Section 11.7 Definition of '*Main Street Corridor*' and Section 3.2.1.C.3.

## Attachments

1. Attachment 1 – Application submitted by Applicant
2. Attachment 2 – Proposed Text Amendments - the Definition of “*Main Street Corridor*” within Section 11.7 of the LDO as provided by the Applicant, and Section 3.2.1.C.3. as suggested by the Planning Board.
3. Attachment 3 – Existing 300’ from Main Street centerline measurement/buffer
4. Attachment 4 – Proposed 500’ from Main Street centerline measurement/buffer



Case No. \_\_\_\_\_

Date \_\_\_\_\_

## Text Amendment Application

### Contact Information

Name Omar EL-KaissiAddress 10121 Capital Blvd. Ste # 105City/State/Zip Wake Forest, NC 27587Phone (330) 573-4030Email Omar@MeinekeNC.com

### Amendment Information

This petition is to amend the Unified Development Ordinance Section(s) 11.7 Definitions

to allow ~~a 400'~~ buffer as the Main Street Corridor for setback reductions 500'

as a ☒ permitted use

500'

☐ conditional use

☐ special use

in the any zoning district occurring inside the ~~400'~~ buffer

zoning district.

### Applicant Signature

I hereby certify that the information contained herein is true and completed. I understand that if any item is found to be otherwise after evidentiary hearing before the Town Board of Commissioners, that the action of the Board may be invalidated.

Signature

Date 4/11/2023

STATE OF NORTH CAROLINA

COUNTY OF WAKE

I, a Notary Public, do hereby certify that OMAR EL KAISSI

personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This the 11<sup>th</sup> day of April 2023.

My commission expires 1-31-25.

Signature

Seal



Town of Rolesville Planning

PO Box 250 / Rolesville, North Carolina 27571 / RolesvilleNC.gov / 919.554.6517



Case No. \_\_\_\_\_

Date \_\_\_\_\_

## Text Amendment Application

### Description of Proposed Use

**500'**

~~This text amendment increases the distance of the main street corridor buffer from 300 ft to 400 ft~~  
for reduction of setbacks to encourage an urban feel development and walkability along the main  
street corridor.

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### Justification

**500'**

~~The 300 foot buffer eliminates properties along areas of intersections that would benefit from a 400-~~  
foot buffer to increase the walkable feel of the town, connecting main street to properties without  
frontage to the corridor to increase the urban feel of the downtown area. The availability of a  
setback reduction allows for greater design control to allow parking in areas behind the buildings,  
allowing for more active use areas along the corridors and thoroughfares, bringing the buildings  
closer to the property line to preserve the downtown look and feel of the area.

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## ATTACHMENT 2 – Text Amendment Language

### **Applicant-initiated Text Amendment to modify distance and measuring point for *Main Street Corridor* definition in LDO Section 11.7**

#### 11.7. Definitions

*Main Street Corridor*. For the purposes of General Commercial (GC) setback reductions, the Main Street Corridor includes South Main Street between Highway 401 and Young Street and is measured ~~three-hundred feet (300')~~ five hundred feet (500') in each direction at any point from the Main Street centerline.

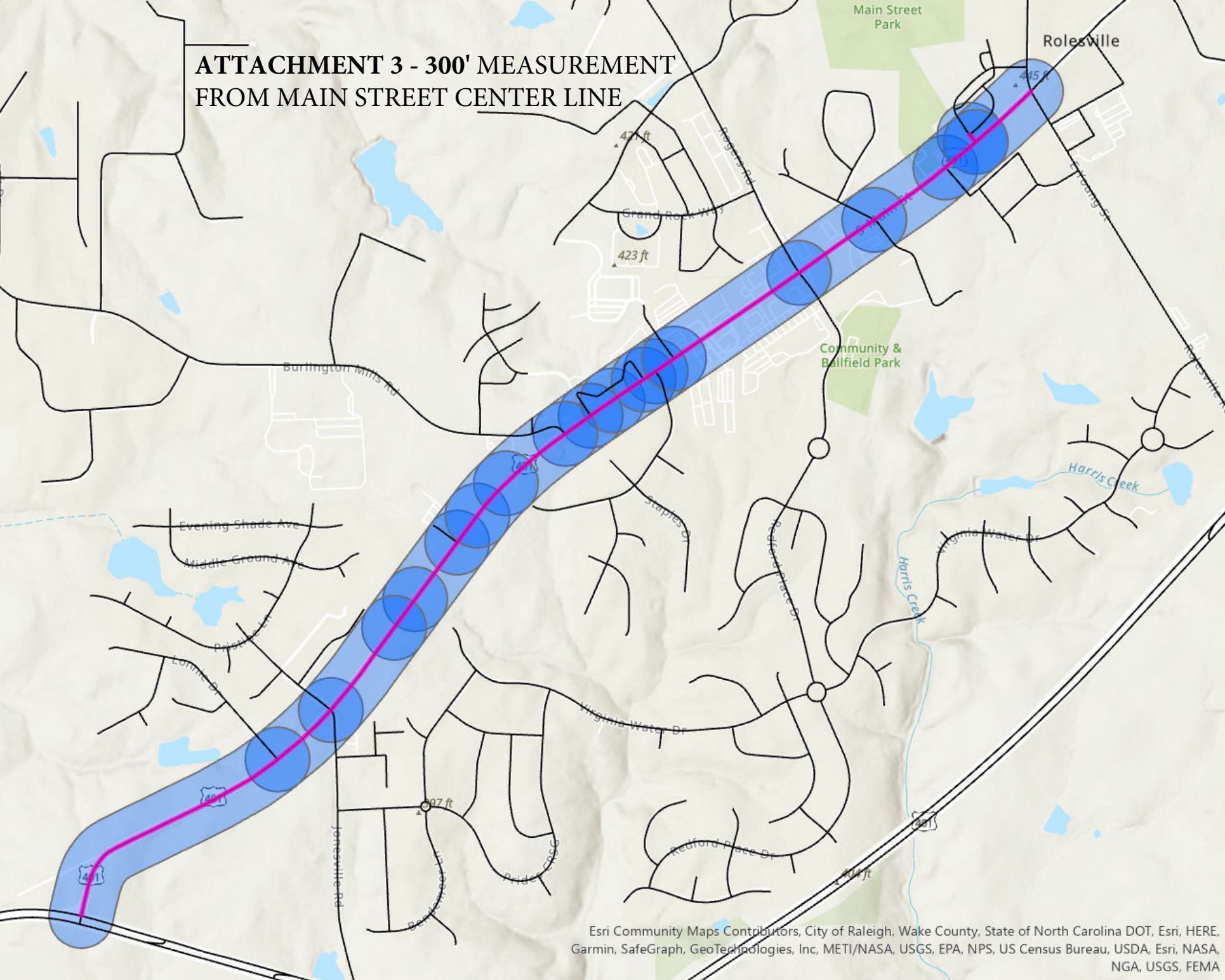
### **Planning Board Text Amendment to modify Pedestrian Connectivity pursuant to Main Street Corridor definition related to Building Setback Reductions of LDO Section 3.2.1.C.**

C. Setback Reductions. Setback reductions of up to sixty-five (65) percent shall be allowed within the Main Street Corridor if all the following are provided:

3. A minimum ten-foot wide sidewalk or multi-use trail is provided along Main Street, *or if property is not adjacent to, but within 500' of, the Main Street Corridor, that a minimum ten-foot-wide sidepath be provided so as to provide pedestrian access to Main Street;*



**ATTACHMENT 3 - 300' MEASUREMENT  
FROM MAIN STREET CENTER LINE**





# ATTACHMENT 4 - 500' MEASUREMENT FROM MAIN STREET CENTERLINE

