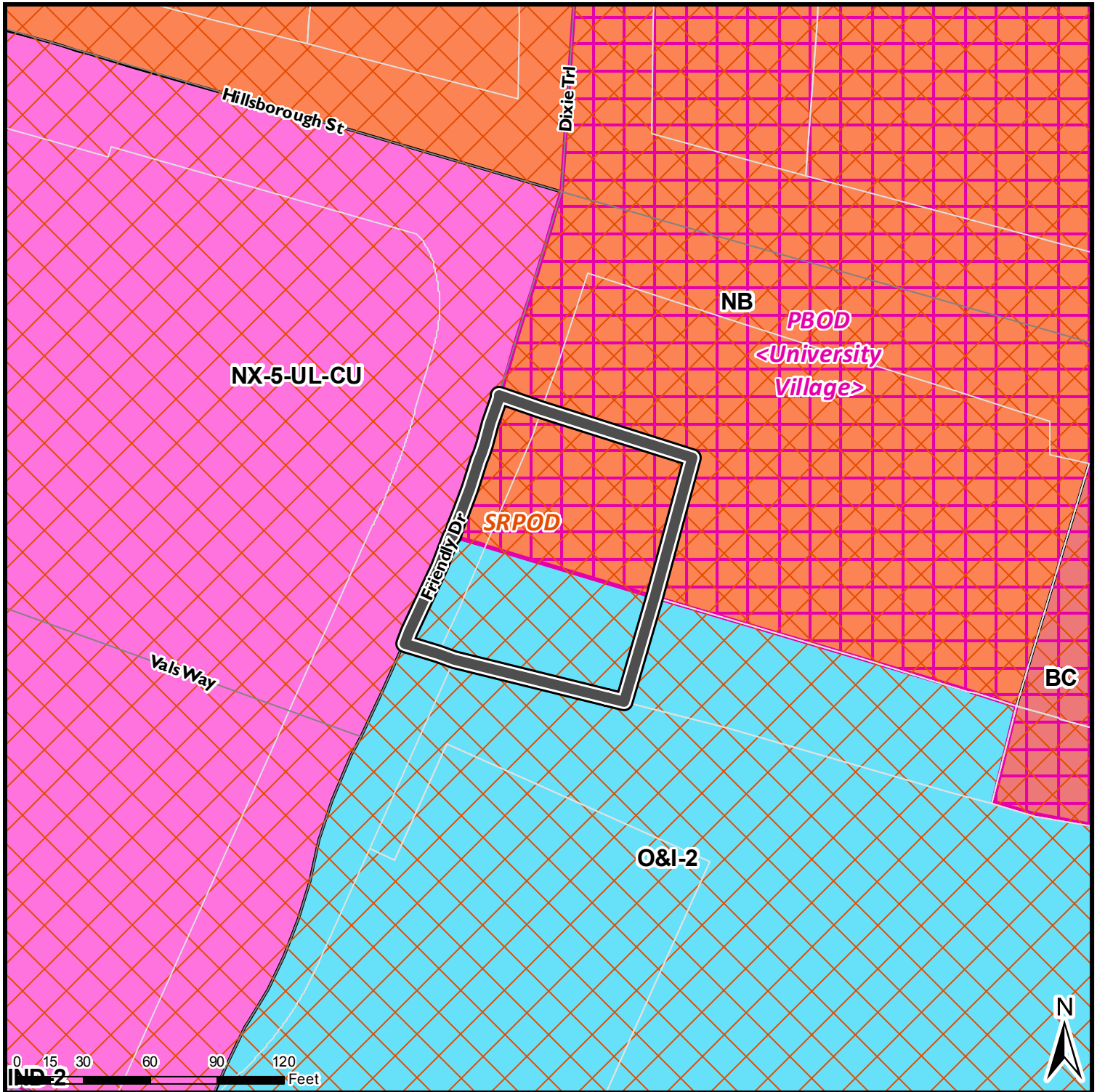


# Existing Zoning Map

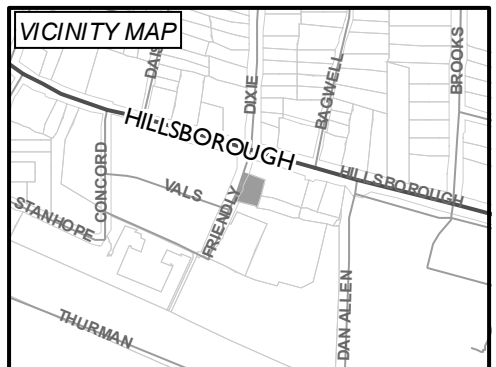
# Z-9-2014



**Submittal  
Date**

2/26/2014

**Request:**  
0.21 acres from  
**O&I-2 w/SRPOD & NB w/PBOD&SRPOD**  
to **NX-5-UG**  
w/ **-SRPOD**





## Certified Recommendation

Raleigh Planning Commission

CR# 11568

### Case Information Z-9-14 Friendly Drive

<i>Location</i>	Friendly Drive, east side, to the southeast of its intersection with Hillsborough Street. Address: 105 Friendly Drive PIN: 079462126
<i>Request</i>	Rezone property from O&I-2 w/SRPOD and BC w/SRPOD and PBOD to NX-5-UG w/SRPOD.
<i>Area of Request</i>	0.2 acres
<i>Property Owner</i>	Trellis Enterprises, LLC 105 Friendly Drive Raleigh, NC 27607
<i>Applicant</i>	Tobias Hinkle Nikita Zhitov Blue Sky Services 2810 Yonkers Drive, Suite 2A Raleigh, NC 27604
<i>Citizens Advisory Council</i>	Wade CAC Chairperson: Mike Rieder; <a href="mailto:mrieder1945@gmail.com">mrieder1945@gmail.com</a>
<i>PC Recommendation Deadline</i>	July 8, 2014

### Comprehensive Plan Consistency

The rezoning case is ☒ **Consistent** ☐ **Inconsistent** with the 2030 Comprehensive Plan.

### Future Land Use Map Consistency

The rezoning case is ☒ **Consistent** ☐ **Inconsistent** with the Future Land Use Map.

### Comprehensive Plan Guidance

<b><i>FUTURE LAND USE</i></b>	Neighborhood Mixed Use
<b><i>URBAN FORM</i></b>	Transit Stop Half-Mile Buffer
<b><i>CONSISTENT Policies</i></b>	<ol style="list-style-type: none"><li>1. Policy LU 2.6 – Zoning and Infrastructure Impacts</li><li>2. Policy LU 5.6 – Buffering Requirements</li><li>3. Policy LU 7.6 – Pedestrian Friendly Development</li><li>4. Policy UD 5.1 – Contextual Design</li><li>5. Policy UD 6.1 – Encouraging Pedestrian-Oriented Uses</li><li>6. Policy UD 7.3 – Design Guidelines</li></ol>
<b><i>INCONSISTENT Policies</i></b>	None noted

## Summary of Proposed Conditions

No conditions; this is a general use case.

## Public Meetings

<i>Neighborhood Meeting</i>	<i>1<sup>st</sup> Planning Commission meeting</i>	<i>Committee</i>	<i>Final Planning Commission Action</i>
February 24, 2014	April 8, 2014	Date:	Date:

☐ **Valid Statutory Protest Petition**

Attachments

1. Staff report

## Planning Commission Recommendation

<i>Recommendation</i>	<ol style="list-style-type: none"><li>1. The Planning Commission recommends approval of this request.</li><li>2. The Planning Commission recommends that the City Council authorize a public hearing for this case, to be heard on May 6, 2014.</li></ol>
<i>Findings &amp; Reasons</i>	<ol style="list-style-type: none"><li>1. The proposal is consistent with the Future Land Use Map and applicable Comprehensive Plan policies. The Future Land Use Map designates this area for Neighborhood Mixed Use.</li><li>2. The proposal is reasonable and in the public interest.</li><li>3. The proposal is compatible with the surrounding area. Permitted build-out would echo existing density and urban form nearby.</li></ol>
<i>Motion and Vote</i>	Motion: Braun Second: Whitsett In Favor: Braun, Buxton, Fleming, Fluhrer, Lyle, Schuster, Sterling Lewis, Swink, Terando and Whitsett

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 attached Staff Report.

_____ Planning Director	_____ Date	_____ Planning Commission Chairperson	<u>4/08/14</u> Date
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Staff Coordinator: James Brantley [james.brantley@raleighnc.gov](mailto:james.brantley@raleighnc.gov)



## Zoning Staff Report – Case Z-9-14

### General Use District

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## Case Summary

### Overview

The site of the proposed rezoning is on the east side of Friendly Drive, southeast of its intersection with Hillsborough Street. The site is south of this corner approximately 65'. The vicinity of the site is heavily influenced by the presence of NCSU, and is part of the Hillsborough Street corridor. The building currently on the site is a two story commercial use.

To the immediate north, east and south are parking lots. The parking lots to the north and east serve commercial uses. To the west, across Friendly Drive, is Stanhope Center; to the south are a parking deck and the University Towers apartment complex. Further east on the south side of Hillsborough Street are two restaurants.

On the Urban Form Map, Hillsborough Street is designated a Main Street and a Transit Emphasis Corridor, and the site is within a Transit Stop Half-mile Buffer. The Future Land Use Map calls for Neighborhood Mixed Use on the site and adjacent properties to the west, north and east. To the south, the University Towers buildings are designated High Density Residential.

The lot is split zoned, with the northern portion (about half of the lot) zoned NB with PBOD and the southern portion zoned O&I-2. The entire area is covered with SRPOD. The property across Friendly Drive from the site was recently zoned NX-5-UL CU, and to the south is zoned O&I-2.

The proposal is to change the existing NB and O&I-2 zoning to NX-5-UG. Currently the property is within a PBOD and the SRPOD. The proposed zoning would remove the property from the PBOD, which is appropriate since the PBOD is being phased out as properties with that overlay district are rezoned to UDO districts. The SRPOD would still be in effect, however.

### Outstanding Issues

<i>Outstanding Issues</i>	1. None noted	<i>Suggested Mitigation</i>	1. None noted
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## ZONING REQUEST

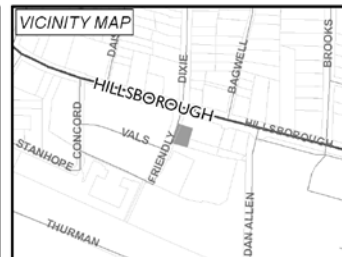
### Existing Zoning Map Z-9-2014



Submittal  
Date

2/26/2014

**Request:**  
0.21 acres from  
O&I-2 w/SRPOD & NB w/PBOD&SRPOD  
to NX-5-UG  
w/ -SRPOD



# Rezoning Case Evaluation

## 1. Compatibility Analysis

### 1.1 Surrounding Area Land Use/ Zoning Summary

	<b>Subject Property</b>	<b>North</b>	<b>South</b>	<b>East</b>	<b>West</b>
<i>Existing Zoning</i>	NB, O&I-2	NB	O&I-2	NB, O&I-2	NX-5-UL CU
<i>Additional Overlay</i>	PBOD and SRPOD	PBOD and SRPOD	SRPOD	PBOD and SRPOD	SRPOD
<i>Future Land Use</i>	Neighborhood Mixed Use	Neighborhood Mixed Use	High Density Residential	Neighborhood Mixed Use	Neighborhood Mixed Use
<i>Current Land Use</i>	Commercial	Commercial	Parking structure	Commercial	Vacant
<i>Urban Form (if applicable)</i>	Transit stop Half-mile Buffer	Transit stop Half-mile Buffer, Hillsborough Street is a designated Main Street and a Transit Emphasis Corridor	Transit stop Half-mile Buffer	Transit stop Half-mile Buffer	Transit stop Half-mile Buffer

### 1.2 Current vs. Proposed Zoning Summary

	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
<i>Residential Density:</i>	25 dwellings per acre	144 dwellings per acre*
<i>Setbacks:</i>		
<i>Front:</i>	30'	0' to 20' build-to
<i>Side:</i>	0' (NB); 5' (O&I-2)	0' or 6'
<i>Rear:</i>	0' (NB); 5' (O&I-2)	0' or 6'
<i>Retail Intensity Permitted:</i>	0.43 FAR	0.62 FAR*
<i>Office Intensity Permitted:</i>	0.83 FAR	1.49 FAR*

### **1.3 Estimated Development Intensities**

	<b><i>Existing Zoning</i></b>	<b><i>Proposed Zoning*</i></b>
<b><i>Total Acreage</i></b>	0.2 acres	0.2 acres
<b><i>Zoning</i></b>	NB w/PBOD and SRPOD, O&I-2 w/SRPOD	NX-5-UG w/SRPOD
<b><i>Max. Gross Building SF (if applicable)</i></b>	7,311 sq. ft.	26,378 sq. ft.*
<b><i>Max. # of Residential Units</i></b>	5	30*
<b><i>Max. Gross Office SF</i></b>	7,311 sq. ft.	13,529 sq. ft.*
<b><i>Max. Gross Retail SF</i></b>	3,800 sq. ft.	5,452 sq. ft.*
<b><i>Max. Gross Industrial SF</i></b>	N/A	N/A
<b><i>Potential F.A.R</i></b>	0.80	2.90*

\*The development intensities for proposed zoning districts were estimated using the ***Envision Tomorrow*** impact analysis tool. Reasonable assumptions are factored into the analysis to project the worst case development scenario for the proposed rezoning. The estimates presented in this table are rough estimates intended only to provide guidance for analysis in the absence of F.A.R's and density caps for specific UDO districts.

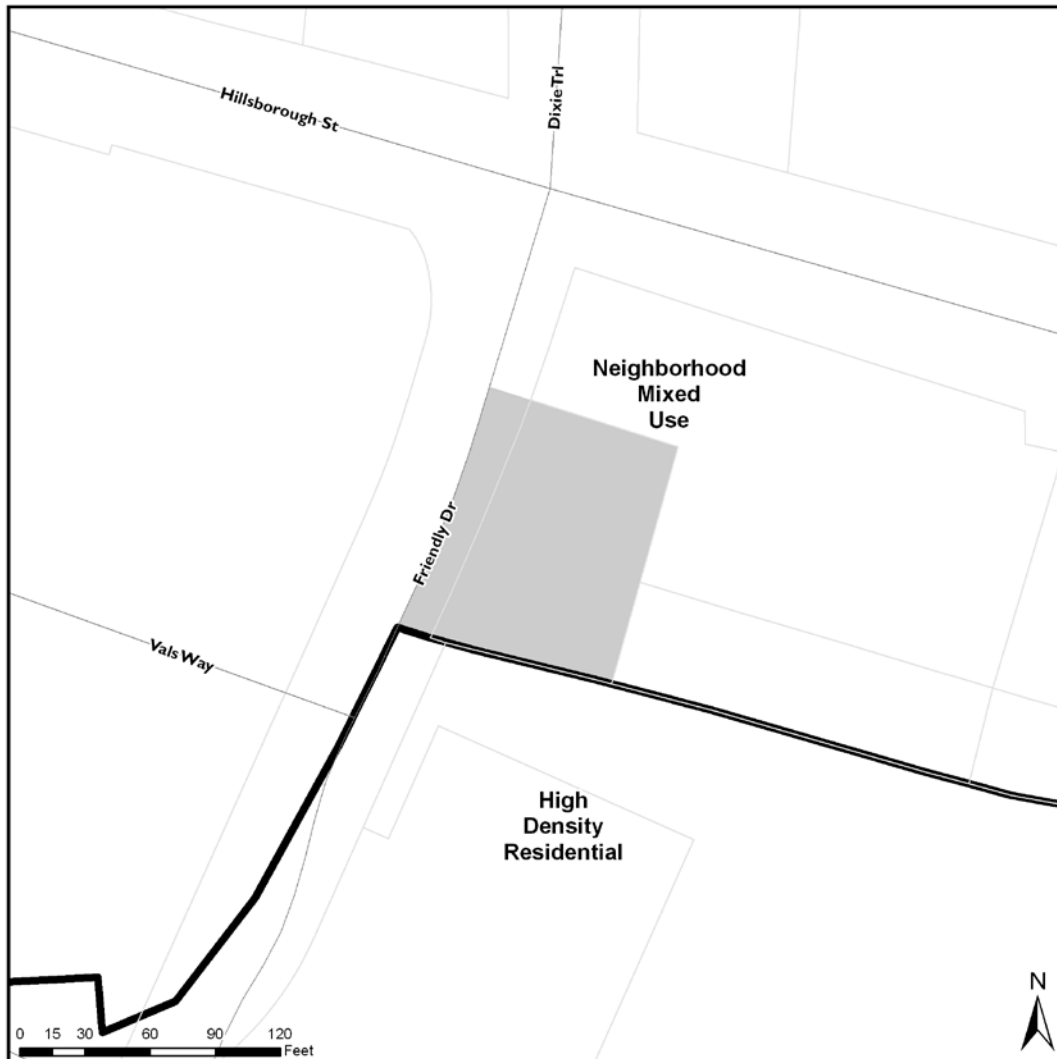
The proposed rezoning is:

☒ **Compatible** with the property and surrounding area.

☐ **Incompatible.**

# Future Land Use Map

**Z-9-2014**

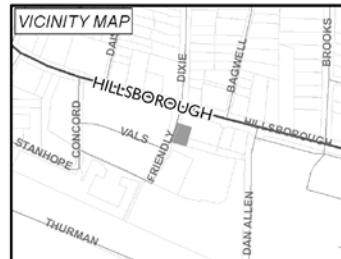


**Submittal  
Date**

2/26/2014

## Request:

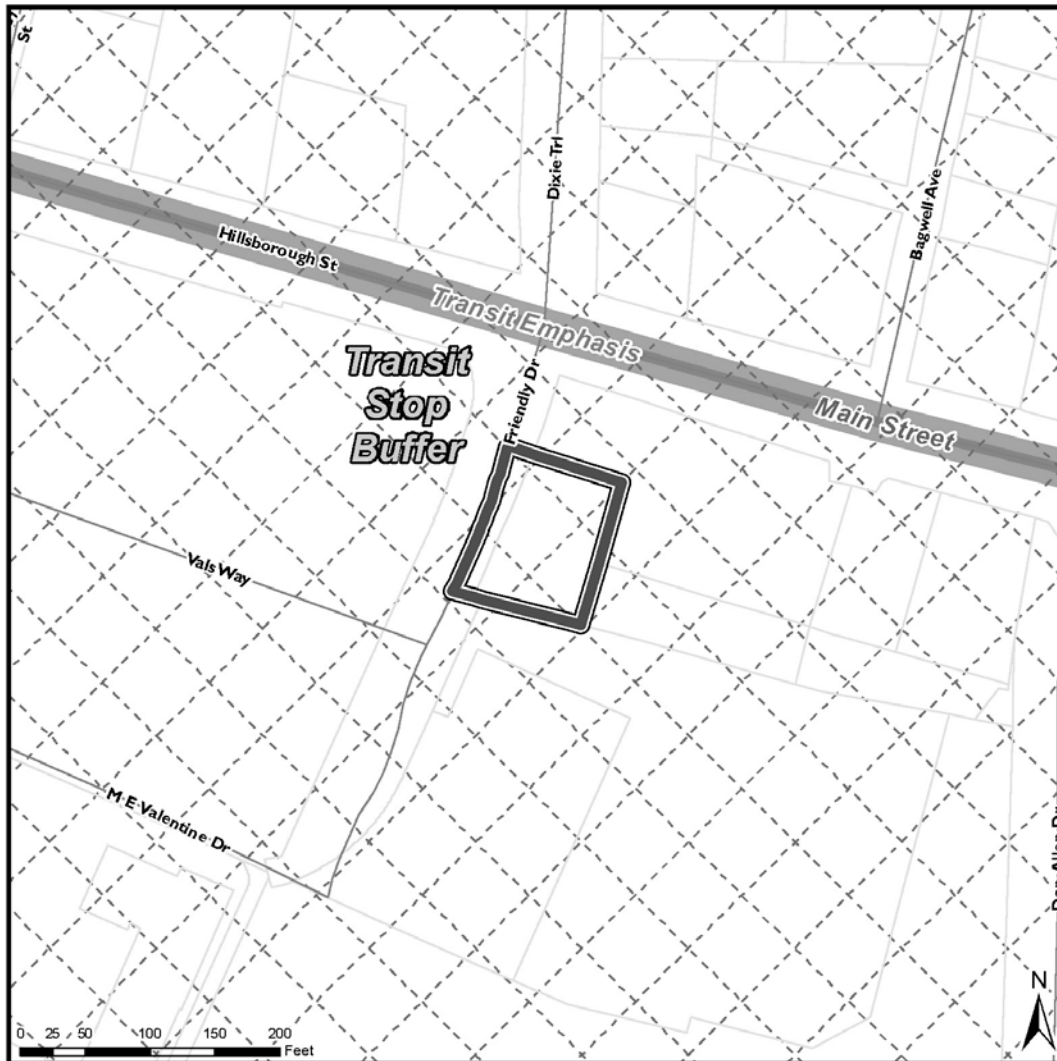
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to NX-5-UG  
w/ -SRPOD





# Urban Form Map

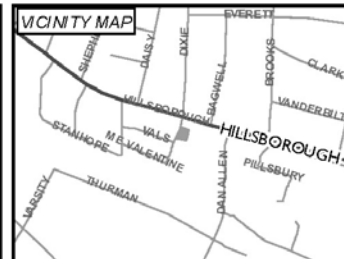
**Z-9-2014**



**Submittal  
Date**

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to NX-5-UG  
w/ -SRPOD



## 2. Comprehensive Plan Consistency Analysis

### **2.1 Future Land Use**

**Future Land Use designation:**

Neighborhood Mixed Use

**The rezoning request is:**

☒ **Consistent** with the Future Land Use Map.

☐ **Inconsistent**

### **2.2 Urban Form**

**Urban Form designation:**

Transit stop Half-mile Buffer

☒ **Consistent** with the Urban Form Map

☐ **Inconsistent** with the Urban Form Map

### **2.2 Policy Guidance**

No inconsistent policies noted.

### **2.3 Area Plan Policy Guidance**

Not applicable. No area plan exists for this location.

## 3. Public Benefit and Reasonableness Analysis

### **3.1 Public Benefits of the Proposed Rezoning**

1. The proposal would provide the opportunity for student housing within walking distance to the NCSU campus. Additional student housing in such close proximity to the campus relieves some of the pressure to provide student housing in established single family neighborhoods and other remote locations.
2. Redevelopment of the properties to a higher intensity would, though tax revenue, present return on the recent public investment in the Hillsborough Street corridor.
3. Mixed use development on the site would further enliven the pedestrian environment along Hillsborough Street, decreasing the need for automobile trips, making transit service more viable and supporting nearby businesses.

### **3.2 Detriments of the Proposed Rezoning**

This request does not include the three properties just to the east of the site, which are likely to redevelop over time. If these properties were all redeveloped together there could be a more harmonious and continuous street treatment along Hillsborough Street on this block face

## **4. Impact Analysis**

### **4.1 Transportation**

A traffic impact analysis is not recommended for case Z-9-14.

**Impact Identified:** None

### **4.2 Transit**

This area is currently served by CAT, Triangle Transit and the Wolfline. Both the City of Raleigh Short Range Transit Plan and the Wake County 2040 Transit Study identify Hillsborough St at a premium transit corridor and anticipate increased levels of service. While transit service is not anticipated on Friendly Drive this property is less than a block from Hillsborough St and pedestrian connectivity to the transit stops on Hillsborough St and Founders Row should be a high priority.

**Impact Identified:**

This development will likely increase transit demand along this corridor.

### **4.3 Hydrology**

<i>Floodplain</i>	None
<i>Drainage Basin</i>	Rocky Branch
<i>Stormwater Management</i>	Subject Article 9 of UDO
<i>Overlay District</i>	None

**Impact Identified:**

Stormwater Regulation exemptions may apply. No floodplain or buffer exists on site.

### **4.5 Parks and Recreation**

The site is not adjacent to Existing or Planned Greenway or Greenway Connector. Park services will be provided by Pullen Park.

**Impact Identified:**

None.

### **4.6 Urban Forestry**

UDO Article 9.1—Tree Conservation is not applicable. The parcel is smaller than two acres in size. No tree conservation will be required when the property is re-developed.

**Impact Identified:**

None.

### **4.7 Designated Historic Resources**

N/A

### **4.8 Community Development**

N/A

#### **4.9 Appearance Commission**

N/A

#### **4.10 Impacts Summary**

Impacts on City infrastructure and services will be minimal.

#### **4.11 Mitigation of Impacts**

None noted.

## **5. Conclusions**

The development allowed by the proposed rezoning would continue the current trend in redevelopment along Hillsborough Street. Increased development density/intensity supports economic revitalization in the area, increases transit use and further enlivens the pedestrian environment.

## 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> <b>Proposed NX-5 zoning will allow for retail as planned for the ground level for the proposed building. The main entry lobby for the (4) stories of residential units above will also be located on the ground floor.</b>
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> <b>NX-5 zoning will match the approved zoning across Friendly Drive for the Stanhope Center and the lot is not directly adjacent to a lower density neighborhood.</b>
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> <b>No new street systems are being created. The property is (1) lot removed from Hillsborough Street, at the intersection of Dixie Trail, thereby providing connectivity to the neighborhood road network across Hillsborough Street.</b>
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> <b>NOT APPLICABLE – all surrounding streets are existing and no new street systems will be constructed.</b>
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> <b>The property is located within an existing block with is less than 250' (along Hillsborough Street from Friendly Drive to University Towers parking garage access drive ) by less than 210' (along Friendly Drive from Hillsborough Street to the University Towers7509 parking garage access drive). Therefore the block faces are well under the limit of 660'.</b>
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> <b>No off-street parking will be provided and thus no entry drives will be provided/required. The proposed structure will maximize the allowable footprint within reason to allow openings and respect the required setbacks. Trash and 'back-of-house' access will be provided at the rear or side of the building by private sidewalks on the site.</b>
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> <b>The front elevation will face the pedestrian oriented street and will be located as close as possible to required 14' sidewalk setback. The Urban General frontage requirements do not allow for parking between the building and the street. No off-street parking will be provided.</b>
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> <b>NOT APPLICABLE – the property is not located a street intersection.</b>
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> <b>Vistas and sun exposure will be addressed during the building schematic design process.</b>
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> <b>The main retail entries are intended to be directly adjacent to the main sidewalk along Friendly Drive.</b>
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> <b>The 14' sidewalk setback along Friendly Drive will provide the open space for pedestrian traffic and possible outdoor use/interaction by the adjacent ground floor retail/business tenant(s).</b>
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> <b>Proposed storefront/shop entry along the street facing façade will help to create the "outdoor room" effect.</b>
13.	<i>New public spaces should provide seating opportunities.</i> <b>Public spaces will have seating opportunities.</b>

	NOT APPLICABLE – no parking lot is being proposed/provided for this site/project.
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> NOT APPLICABLE – no parking lot is being proposed/provided for this site/project.
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> NOT APPLICABLE
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> The proposed development is intended to maximize use of the entire site and provide useful pedestrian accessible retail/shops on the ground floor and higher density residential on the upper floors. The location of the site is 1 lot removed from Hillsborough Street, a main transit corridor.
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> The location of the site is 1 lot removed from Hillsborough Street, a main transit corridor.
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> There are no sensitive landscape areas on the property.
20.	<i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i> There are no new streets contemplated as part of this development.
21.	<i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i> The required sidewalk along Friendly Street shall meet at least the 14' minimum setback requirements.
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> Street trees will be provided in accordance with the UDO and Street Design Manual.
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> The development will adhere to the Urban General frontage requirements of the UDO which will provide compliance with this guideline.
24.	<i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i> Main entry elements shall be located facing Friendly Drive for easy visibility and access.
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> The intended design shall provide for a retail/small business use with entrances & display windows along Friendly Drive. Signage, awnings, & canopies shall be in accordance with the UDO and Street Design Manual requirements.
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> The building façade facing Friendly Drive & required pedestrian sidewalk shall provide the main entries/point of access to the retail/small business tenants on the ground floor, taking advantage of the required 14' sidewalk area as the main focus of pedestrian traffic and activity.





# Planning & Development

**Development Services  
Customer Service Center**  
One Exchange Plaza  
1 Exchange Plaza, Suite 400  
Raleigh, North Carolina 27601  
Phone 919-996-2495  
Fax 919-516-2685

## Rezoning Application

CITY  
PL

Rezoning Request	OFFICE USE ONLY
<input checked="" type="checkbox"/> General Use <input type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan	Transaction Number
Existing Zoning Classification <u>8+1-2W/SPROD + MBW/SPROD + P80D</u>	<u>389337</u>
Proposed Zoning Classification Base District <u>NX</u> Height <u>5</u> Frontage <u>UGA (URBAN GENERAL)</u>	<u>2-9-14</u>
If the property has been previously rezoned, provide the rezoning case number.	
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences.	

GENERAL INFORMATION		
Property Address <u>105 FRIENDLY DRIVE</u>	Date <u>02.26.2014</u>	
Property PIN <u>079402126</u>		
Nearest Intersection <u>HILLSBOROUGH STREET</u>	Property size (in acres)	
Property Owner <u>TRELLIS ENTERPRISES, LLC</u> <u>105 FRIENDLY DRIVE</u> <u>RALEIGH, NC 27607</u>	Phone	Fax
	Email	
Project Contact Person <u>NIKITA ZHITOV / BLUE SKY SERVICES</u> <u>2810 YONKERS ROAD, SUITE 2A</u> <u>RALEIGH, NC 27604</u>	Phone <u>919-743-0030</u>	Fax
	Email <u>Nikita@blueskyservices.biz</u>	
Owner/Agent Signature <u>Andrea Baker</u>	Email <u>andrea@edgecheerdance.com</u>	

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

→ 1) Tobias Hinkle (919) 831-1308 x 108

Revision 10.16.13





# Planning & Development

**Development Services  
Customer Service Center**  
One Exchange Plaza  
1 Exchange Plaza, Suite 400  
Raleigh, North Carolina 27601  
Phone 919-996-2495  
Fax 919-516-2685

Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number <b>N/A</b>		Transaction Number
Date Submitted		

NARRATIVE OF ZONING CONDITIONS OFFERED	
1.	N/A7509
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



# Planning & Development

Revision 01.09.14

**Development Services  
Customer Service Center**

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

## Rezoning Application Addendum

Comprehensive Plan Analysis	OFFICE USE ONLY
The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive plan, or that the request be reasonable and in the public interest.	Transaction Number
	Zoning Case Number

### STATEMENT OF CONSISTENCY

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

1.	SEE ATTACHED
2.	
3.	
4.	

### PUBLIC BENEFITS

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

1.	SEE ATTACHED
2.	
3.	
4.	

Revision 01.09.14

## 105 FRIENDLY DRIVE - COMPREHENSIVE PLAN ANALYSIS

### Statement of Consistency:

1. Per the City of Raleigh Proposed Land Use Map, 105 Friendly Drive is designated to be *Neighborhood Mixed Use*. As described in on page 30 of the 2030 Comprehensive Plan: "NX is the most appropriate zoning district for these areas."
2. While heights are generally limited to 3 stories in *Neighborhood Mixed Use*, on page 30 of the 2030 Comprehensive Plan it describes that: "....four or five stories could be appropriate in walkable areas with pedestrian-oriented businesses."
3. Residential & mixed use projects with upper story housing are supported by the Neighborhood Mixed Use designation (pg. 30 of 2030 Comprehensive Plan). The proposed construction is intended to provide Retail/Office use on the first floor with (4) stories of residential apartments above.
4. Per Table LU-2 of the 2030 Comprehensive Plan on page 36.1, the recommended height for the Office & Residential Mixed Use category is between 2 & 7 Stories.
5. The construction/infill of a higher density residential use in this location directly correlates with Policy 2.2 of the 2030 Comprehensive Plan (pg. 40): Compact Development – New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development."
6. Per Policy UD2.1 on page 238: "Building in mixed-use developments should be oriented along streets, plaza, and pedestrian ways. Their facades should create an active and engaging public realm". The building frontage will be located directly adjacent to the required pedestrian sidewalk creating a discernable boundary and area for pedestrian activity.
7. By providing a retail / small business on the ground level, the building will be addressing Policy UD 2.3: "....activating the pedestrian environment of the street frontage...." (pg. 238)

### Public Benefits:

1. The residential mixed-use development of this lot will further invigorate the existing Hillsborough Street pedestrian corridor by providing dense housing and small scale retail directly adjacent the NC State campus
2. The rezoning will bring the site into conformance with the 2030 Comprehensive Plan.
3. The proposed zoning is the same as the recent re-zoning across Friendly Drive: NX5.
4. The proposed structure will provide additional housing to for the area workforce and students within convenient walking distance to local businesses and the NC State campus.

URBAN DESIGN GUIDELINES	
If the property to be rezoned is shown as a “mixed use center” or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.	
1.	<p>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.</p> <p><b>Proposed NX-5 zoning will allow for retail as planned for the ground level for the proposed building. The main entry lobby for the (4) stories of residential units above will also be located on the ground floor.</b></p>
2.	<p>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.</p> <p><b>NX-5 zoning will match the approved zoning across Friendly Drive for the Stanhope Center and the lot is not directly adjacent to a lower density neighborhood.</b></p>
3.	<p>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.</p> <p><b>No new street systems are being created. The property is (1) lot removed from Hillsborough Street, at the intersection of Dixie Trail, thereby providing connectivity to the neighborhood road network across Hillsborough Street.</b></p>
4.	<p>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.</p> <p><b>NOT APPLICABLE – all surrounding streets are existing and no new street systems will be constructed.</b></p>
5.	<p>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.</p> <p><b>The property is located within an existing block with is less than 250' (along Hillsborough Street from Friendly Drive to University Towers parking garage access drive ) by less than 210' (along Friendly Drive from Hillsborough Street to the University Towers7509 parking garage access drive). Therefore the block faces are well under the limit of 660'.</b></p>
6.	<p>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.</p> <p><b>No off-street parking will be provided and thus no entry drives will be provided/required. The proposed structure will maximize the allowable footprint within reason to allow openings and respect the required setbacks. Trash and 'back-of-house' access will be provided at the rear or side of the building by private sidewalks on the site.</b></p>
7.	<p>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.</p> <p><b>The front elevation will face the pedestrian oriented street and will be located as close as possible to required 14' sidewalk setback. The Urban General frontage requirements do not allow for parking between the building and the street. No off-street parking will be provided.</b></p>
8.	<p>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.</p> <p><b>NOT APPLICABLE – the property is not located a street intersection.</b></p>
9.	<p>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.</p> <p><b>Vistas and sun exposure will be addressed during the building schematic design process.</b></p>
10.	<p>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.</p> <p><b>The main retail entries are intended to be directly adjacent to the main sidewalk along Friendly Drive.</b></p>
11.	<p>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.</p> <p><b>The 14' sidewalk setback along Friendly Drive will provide the open space for pedestrian traffic and possible outdoor use/interaction by the adjacent ground floor retail/business tenant(s).</b></p>
12.	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p><b>Proposed storefront/shop entry along the street facing façade will help to create the “outdoor room” effect.</b></p>
13.	<p>New public spaces should provide seating opportunities.</p> <p><b>Public spaces will have seating opportunities.</b></p>

	NOT APPLICABLE – no parking lot is being proposed/provided for this site/project.
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p>NOT APPLICABLE – no parking lot is being proposed/provided for this site/project.</p>
16.	<p><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></p> <p>NOT APPLICABLE</p>
17.	<p><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></p> <p>The proposed development is intended to maximize use of the entire site and provide useful pedestrian accessible retail/shops on the ground floor and higher density residential on the upper floors. The location of the site is 1 lot removed from Hillsborough Street, a main transit corridor.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>The location of the site is 1 lot removed from Hillsborough Street, a main transit corridor.</p>
19.	<p><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></p> <p>There are no sensitive landscape areas on the property.</p>
20.	<p><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></p> <p>There are no new streets contemplated as part of this development.</p>
21.	<p><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></p> <p>The required sidewalk along Friendly Street shall meet at least the 14' minimum setback requirements.</p>
22.	<p><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></p> <p>Street trees will be provided in accordance with the UDO and Street Design Manual.</p>
23.	<p><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></p> <p>The development will adhere to the Urban General frontage requirements of the UDO which will provide compliance with this guideline.</p>
24.	<p><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></p> <p>Main entry elements shall be located facing Friendly Drive for easy visibility and access.</p>
25.	<p><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></p> <p>The intended design shall provide for a retail/small business use with entrances &amp; display windows along Friendly Drive. Signage, awnings, &amp; canopies shall be in accordance with the UDO and Street Design Manual requirements.</p>
26.	<p><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></p> <p>The building façade facing Friendly Drive &amp; required pedestrian sidewalk shall provide the main entries/point of access to the retail/small business tenants on the ground floor, taking advantage of the required 14' sidewalk area as the main focus of pedestrian traffic and activity.</p>



## **SUMMARY OF ISSUES**

### **105 Friendly Drive, Raleigh NC**

A neighborhood meeting was held on Monday, February 24, 2014 at 6:00pm to discuss a potential rezoning located at 105 Friendly Drive. The neighborhood meeting was held at the New City Design Group office on 1304 Hillsborough Street, Raleigh, NC. There were approximately (2) neighbors in attendance. The general issues discussed were:

1. The proposed re-zoning of the site to NX-5 which correlates directly to the future land use map for the area and the approved construction across Friendly Drive for the new Stanhope Center.
2. Building massing along Hillsborough Street.
3. Current & future growth of the student population.
4. Availability of parking in the immediate area.
  - a. University Towers prefers not to lease to outside parties.
  - b. Stanhope Center parking deck will like have additional parking spaces to be leased.
  - c. Students in close proximity to the NCSU campus may obtain parking passes for the remote lot on Centennial campus.
  - d. Construction workers would park in private parking area separate from the immediate site during construction to limit congestion.
5. Location of concrete retaining wall between site and University Towers, on University Tower's property is not plum.
6. Relocation of new & existing utility lines below grade on South side of Hillsborough Street.
7. Impact potential future roundabout could have on directly adjacent business regarding access and viability of remaining property.
8. Increase of pedestrian activity along Hillsborough Street resulting from new construction.
9. Need for new/updated retail and small business space along Hillsborough Street.

The neighborhood meeting adjourned at 7:15pm.

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*\*Indicates adjacent property owner (or owner's representative).*