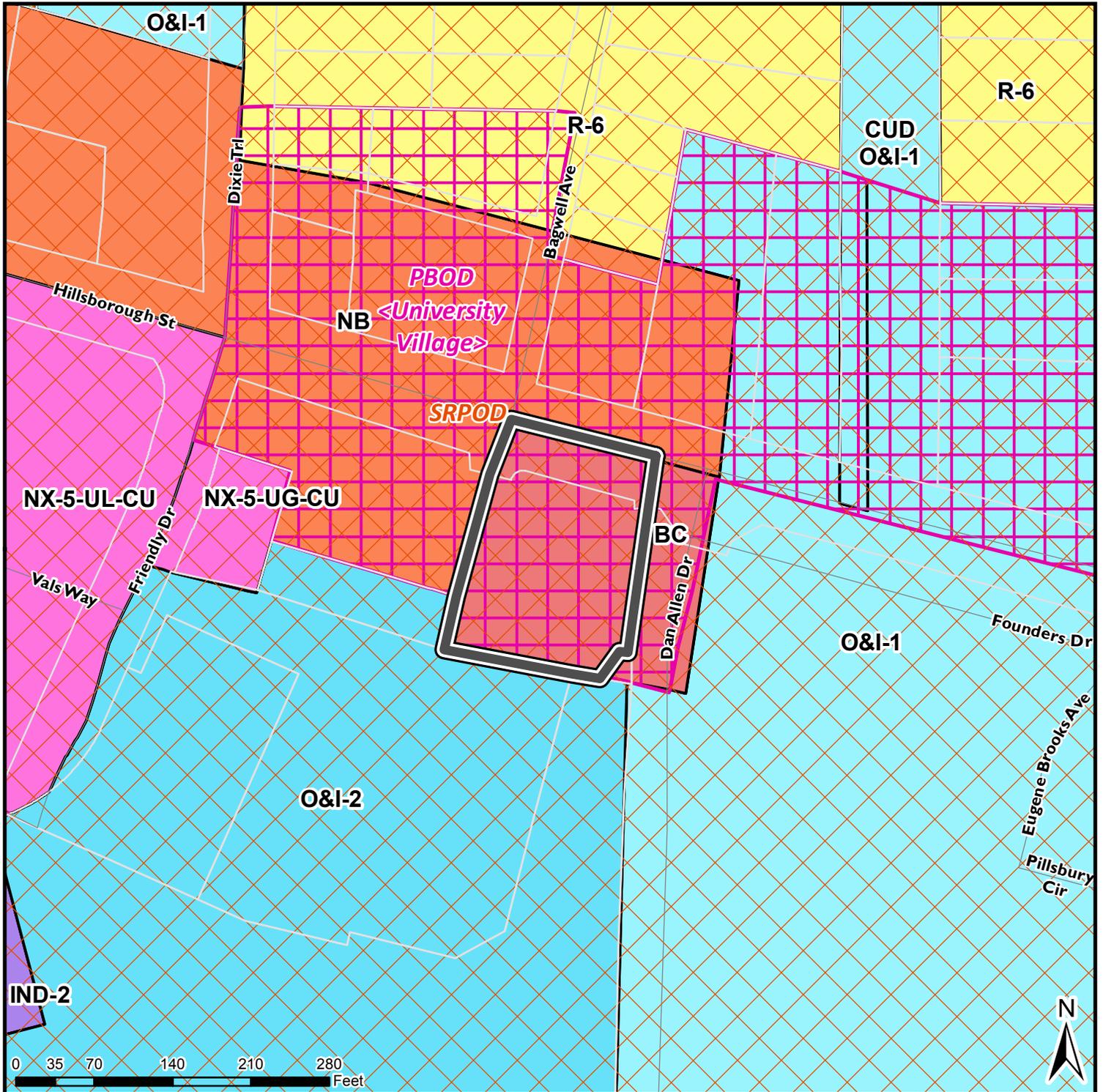


Existing Zoning Map

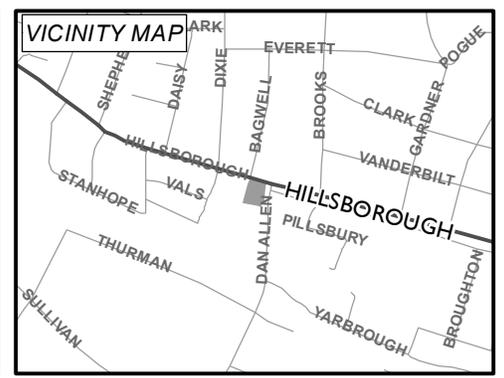
Z-21-2015



Submittal Date

6/2/2015

Request:
0.57 acres from
BC w/SRPOD & PBOD
to **NX-4-SH**
w/ **SRPOD**





Certified Recommendation

Raleigh Planning Commission

CR# 11650

Case Information: Z-21-15 - Hillsborough Street

<i>Location</i>	Hillsborough Street, south side, at its intersection with Dan Allen Drive Address: 2811 Hillsborough Street PIN: 0794624201
<i>Request</i>	Rezone property from Buffer Commercial with Special Residential Parking Overlay District and Pedestrian Business Overlay District (BC w/ SRPOD & PBOD) to Neighborhood Mixed Use-4 stories-Shopfront with Special Residential Parking Overlay District (NX-4-SH w/ SRPOD)
<i>Area of Request</i>	0.57 acre
<i>Property Owner</i>	FMW at 2811 Hillsborough Street LLC 32 Brevard Ct. Charlotte, NC 28202
<i>Applicant</i>	Mack Paul: (919) 590-0377; mpaul@morningstarlawgroupd.com
<i>Citizens Advisory Council (CAC)</i>	Wade – Mike Rieder, Chair: (919) 755-1352, mrieder1945@gmail.com
<i>PC Recommendation Deadline</i>	October 12, 2015

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

<i>FUTURE LAND USE</i>	Neighborhood Mixed Use
<i>URBAN FORM</i>	Center: <i>(None)</i> Corridors: Main Street <i>and</i> Transit Emphasis (Hillsborough Street) Within Transit Stop Half-Mile Buffer
<i>CONSISTENT Policies</i>	Policy LU 1.2 - Future Land Use Map and Zoning Consistency Policy LU 1.3 - Conditional Use District Consistency Policy LU 2.6 - Zoning and Infrastructure Impacts Policy LU 4.7 - Capitalizing on Transit Access Policy LU 4.8 - Station Area Land Uses Policy LU 7.6 - Pedestrian-Friendly Development Policy UD 1.10 - Frontage Policy UD 2.1 - Building Orientation Policy UD 2.2 - Multi-Modal Design Policy UD 2.3 - Activating the Street

	Policy UD 3.3 - Strip Shopping Centers Policy UD 3.7 - Parking Lot Placement Policy UD 6.1 - Encouraging Pedestrian-Oriented Uses Policy UD 7.3 - Design Guidelines Policy AP-SV 1 - Hillsborough Street Building Frontages Policy AP-SV 4 - Residential Uses Policy AP-SV 10 - Pedestrian Access Within Stanhope Village
INCONSISTENT Policy	Policy AP-SV 6 - Stanhope Village Balconies

Summary of Proposed Conditions

(None - General Use.)

Public Meetings

Neighbor Meeting	CAC	Planning Commission	City Council	Public Hearing
5/26/15	(scheduled 8/25/15)	7/14/15 (recommended approval)	7/21/15	9/1/15

Valid Statutory Protest Petition

Attachments

1. Staff report
2. Traffic Study Worksheet

Planning Commission Recommendation

Recommendation	Approve. City Council may now schedule this proposal for Public Hearing, or refer it to committee for further study and discussion.
Findings & Reasons	<ol style="list-style-type: none"> 1. The proposal is consistent with the Future Land Use Map, the Urban Form Map, and most applicable policies of the Comprehensive Plan. 2. The proposed rezoning is reasonable and in the public interest. The potential increase in permitted ground floor area would add to activation of the street corridor. 3. The proposal is compatible with the surrounding area. The potential increase in useable ground floor area would fit within the already-approved building.
Motion and Vote	Motion: Fluhrer Second: Swink In favor: Alcine, Braun, Fluhrer, Lyle, Schuster, Swink, Terando and Whitsett Opposed: (none)



Zoning Staff Report – Z-21-15

General Use District

Case Summary

Overview

The proposal seeks to rezone the property to permit additional retail square footage on the ground floor. The existing zoning, Buffer Commercial, limits the maximum floor area gross per floor for any permitted land use listed as an office or commercial use to 3,000 square feet (SF) per premises. Under the current zoning, a site plan, [SP-21-14](#), has been approved for site redevelopment. That approval is for a 4-story, mixed use building, permitting 30 dwelling units on the upper floors, in addition to the ground floor non-residential spaces. The building is now under construction. Removal of the 3,000 SF cap on ground floor commercial uses would permit an area of 1,000+ SF to be added to active use. Other aspects of the approved construction are expected to remain the same.

Vehicular access is solely from Hillsborough Street, with cross-access provided to the south. Site parking is behind the building. Owing to the strip of landscaped property to east, between the subject site and Dan Allen Drive (part of the NC State campus), pedestrian access will primarily be from Hillsborough Street.

The site is located on a section of Hillsborough Street changing from low-rise, often automobile-focused non-residential uses, to mid-rise, mixed use buildings. The site itself was previously occupied by a one-story restaurant and associated field of surface parking. A one-story restaurant stands to the west, zoned NB; past it, a mixed use project, zoned NX-5-UG-CU, has been approved for the east side of Friendly Drive. From the west side of Friendly westward, the block-long Stanhope mixed-use project is nearing completion. South of the site, and set some 200 feet back from Hillsborough Street, is the 9-story University Towers residence hall, zoned O&I-2. Properties to the north, across Hillsborough Street are built out primarily in one-story retail or eating establishments, and are zoned NB. The narrow strip of landscaping along the site's eastern boundary (mostly within the Dan Allen Drive right of way) visually extends green space to the south along Dan Allen northward to Hillsborough Street.

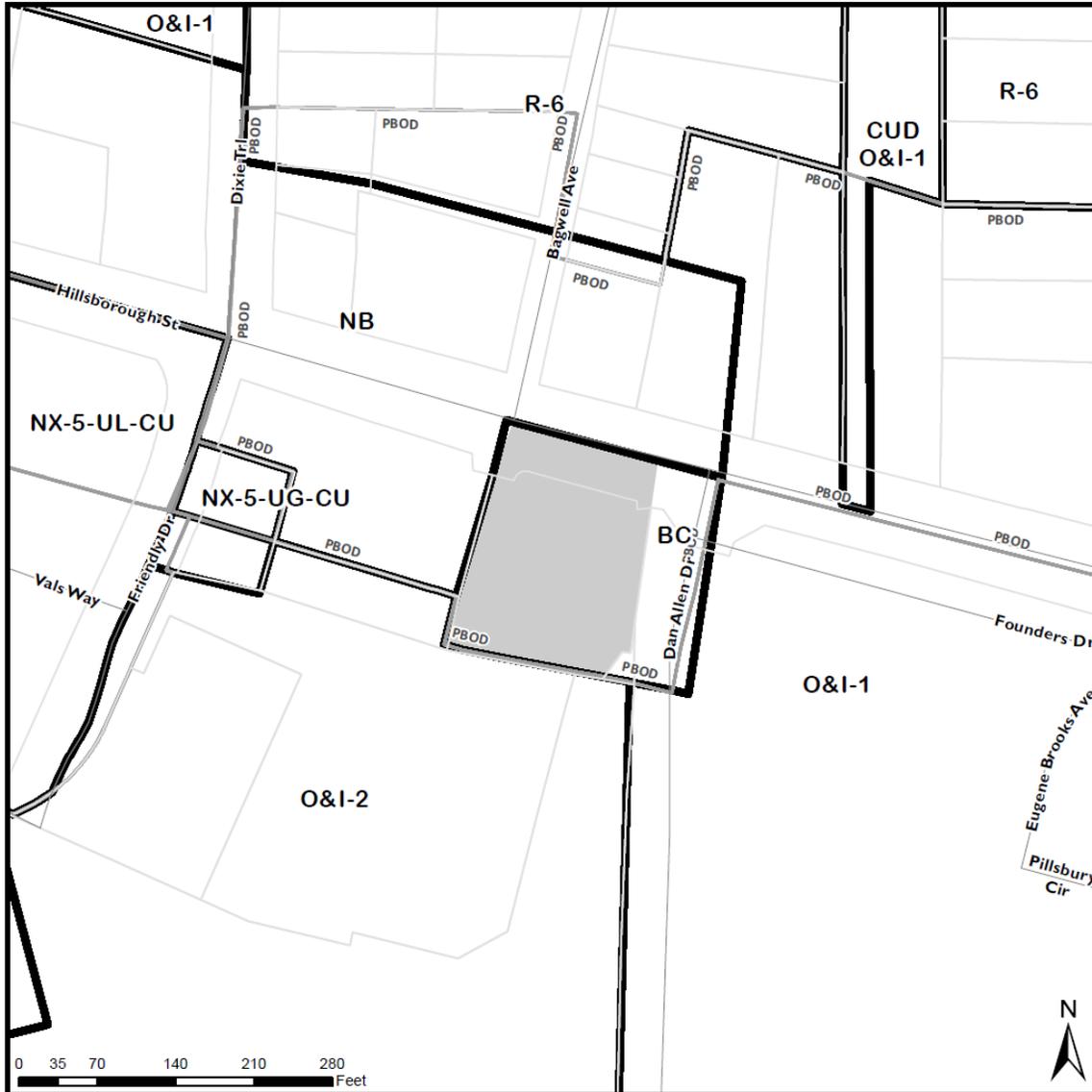
Most non-university properties along the adjacent portion of Hillsborough Street are located within a Pedestrian Business Overlay District, which to date has set standards for façade and public realm design. The present Unified Development Ordinance remapping initiative foresees the overlay being removed, and the Mixed Use zoning anticipated to follow includes many similarly-focused site standards. Others will be borne out in planned public improvements to the Hillsborough Street corridor.

Outstanding Issues

<p><i>Outstanding Issues</i></p>	<ol style="list-style-type: none"> 1. Sewer and fire flow capacities may need to be addressed in conjunction with site development. 2. Existing block perimeter exceeds UDO standards. 	<p><i>Suggested Mitigation</i></p>	<ol style="list-style-type: none"> 1. Address sewer and fire flow capacities in conjunction with site development.
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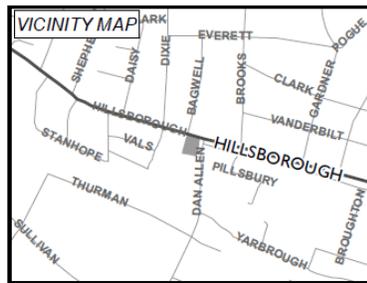
Existing Zoning Map

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0.57 acres from
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to **NX-4-SH**
w/ SRPOD



Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
<i>Existing Zoning</i>	Buffer Commercial	Neighborhood Business	Office & Institution-2	Office & Institution-1; Buffer Commercial	Neighborhood Business; Office & Institution-2
<i>Additional Overlay</i>	Pedestrian Business; Special Residential Parking	Pedestrian Business; Special Residential Parking	Special Residential Parking	Special Residential Parking	Pedestrian Business; Special Residential Parking
<i>Future Land Use</i>	Neighborhood Mixed Use	Neighborhood Mixed Use	High Density Residential; Institutional	Institutional	Neighborhood Mixed Use
<i>Current Land Use</i>	Retail/ Residential Mixed Use (under constr.)	Retail; Eating Establishment	Student Residence Hall	University Campus	Eating Establishment
<i>Urban Form (if applicable)</i>	Main Street Corridor (Hillsborough Street)	Main Street Corridor (Hillsborough Street)	(N/ A)	(N/ A)	(N/ A)

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning*	Proposed Zoning*
<i>Residential Density:</i>	100 DU/acre; 57 DU total (53 DU/acre approved per site plan; 30 DU total for site)	94.74 DU/acre; 54 DU total
<i>Setbacks:</i> <i>Front:</i> <i>Side:</i> <i>Rear:</i>	<i>Per Pedestrian Business overlay:</i> 0' 0' (corner lot) <i>Per Buffer Commercial:</i> 0'	<i>Per Shopfront frontage:</i> 80% of bldg. w/n 15' of r/w 40% of bldg. w/n 15' of r/w <i>Per Mixed Use building type:</i> 0' or 3'
<i>Retail Intensity Permitted:</i>	3,000	18,300 (Total possible under NX; approx. 4,500 available w/n approved bldg.)
<i>Office Intensity Permitted:</i>	12,000 (3,000 max. per floor x 4 floors)	36,300

1.3 Estimated Development Intensities

	Existing Zoning*	Proposed Zoning*
<i>Total Acreage</i>	0.57	0.57
<i>Zoning</i>	BC w/ SRPOD & PBOD	NX-4-SH w/ SRPOD
<i>Max. Gross Building SF</i>	54,000	53,700
<i>Max. # of Residential Units</i>	57 <i>(30, under approved site plan)</i>	54
<i>Max. Gross Office SF</i>	12,000 <i>(3,000 max. per floor x 4 floors)</i>	36,300
<i>Max. Gross Retail SF</i>	3,000	18,300 <i>(Total possible under NX; approx. 4,500 available w/n approved bldg.)</i>
<i>Max. Gross Industrial SF</i>	-0-	-0-
<i>Potential F.A.R.</i>	2.17	2.16

**The development intensities for proposed zoning were estimated using an impact analysis tool. The estimates presented are only to provide guidance for analysis.*

The proposed rezoning is:

Compatible with the property and surrounding area.

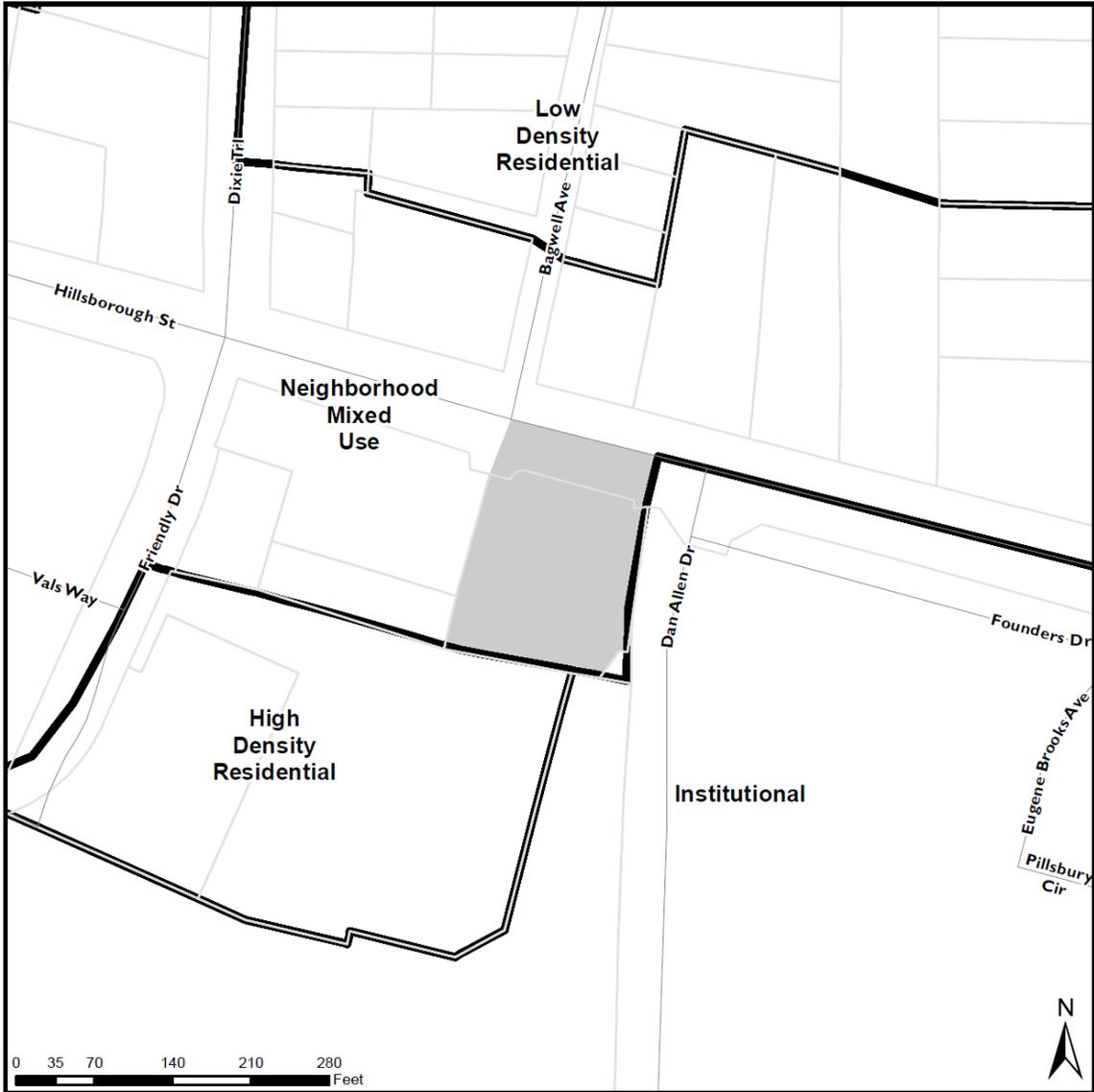
Incompatible.

Analysis of Incompatibility:

(N/A)

Future Land Use Map

Z-21-2015

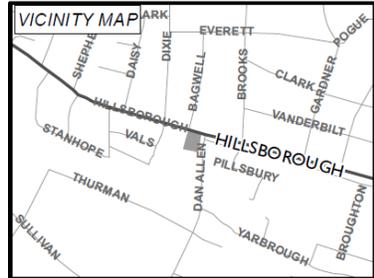


Submittal Date

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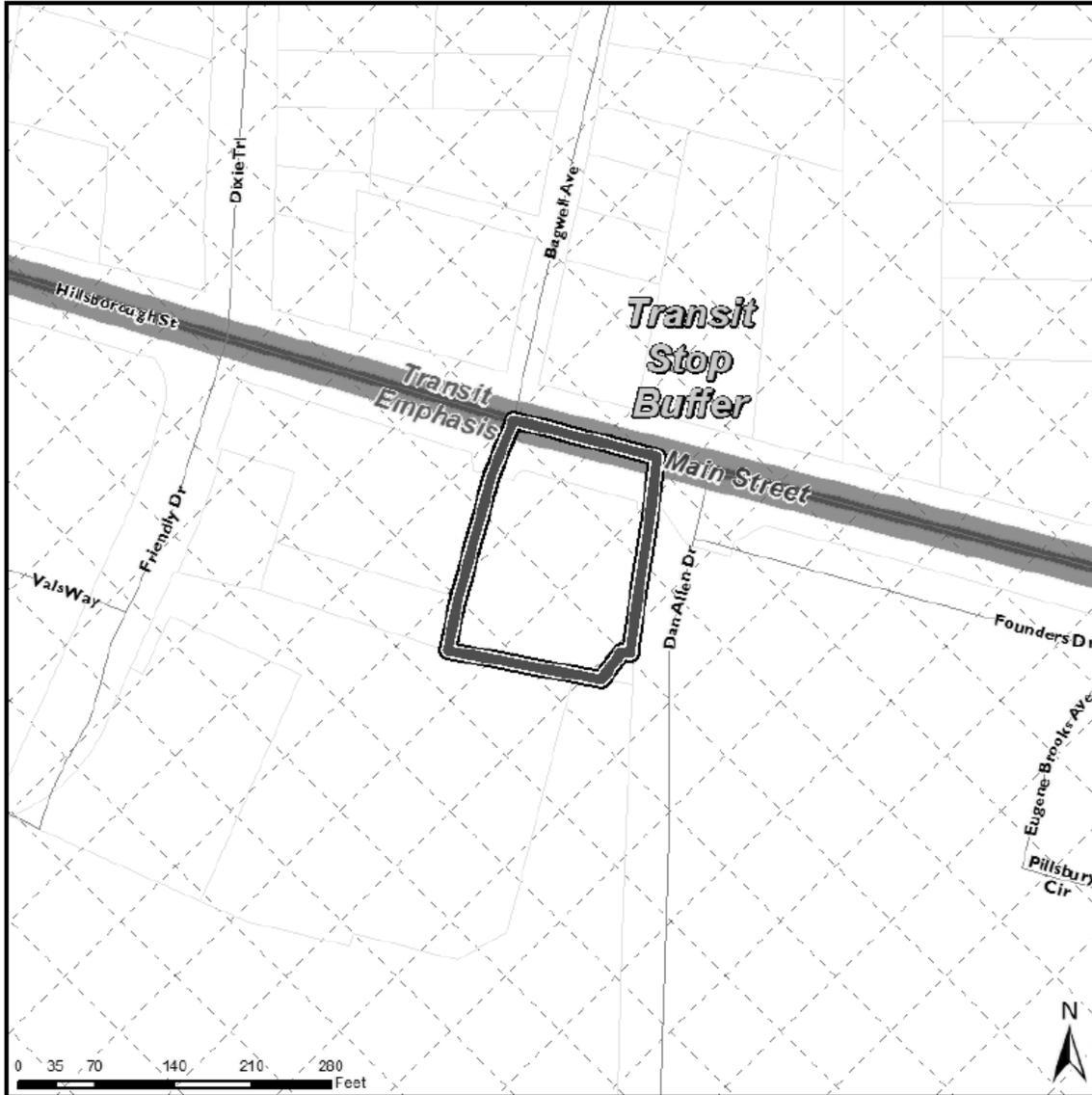
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Urban Form Map

Z-21-2015

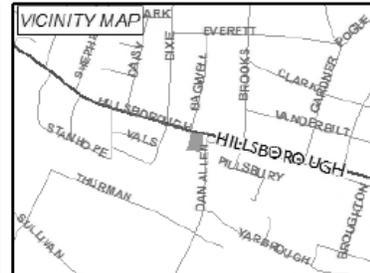


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2. Comprehensive Plan Consistency Analysis

2.1 Comprehensive Plan

Determination of the conformance of a proposed use or zone with the Comprehensive Plan includes consideration of the following questions:

- Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?
- Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
- If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?
- Will community facilities and streets be available at City standards to serve the use proposed for the property?

The proposal is consistent with the Comprehensive Plan. The additional ground floor retail space proposed would allow further activation of the pedestrian realm, expanding opportunities for providing goods and services along the Hillsborough Street corridor—as well as to upper-floor residents within the same building.

The mix of site uses possible under the proposal supports the site’s Neighborhood Mixed Use designation under the Future Land Use map, while the requested Shopfront frontage reflects the designation of the adjacent section of Hillsborough as both a Main Street and a Transit Emphasis corridor. The proposal is consistent with multiple Vision Themes of the Comprehensive Plan, including “Expanding Housing Choices,” Managing Our Growth,” and “Coordinating Land Use and Transportation.”

Existing community facilities and streets appear sufficient to accommodate redevelopment possible under the proposed rezoning.

2.2 Future Land Use

Future Land Use designation: Neighborhood Mixed Use

The rezoning request is:

Consistent with the Future Land Use Map.

Inconsistent

Analysis of Inconsistency:

(N/A)

2.3 Urban Form

Urban Form designation: Corridors: Main Street & Transit Emphasis;
Within Transit Stop Half-Mile Buffer

Not applicable (no Urban Form designation)

The rezoning request is:

Consistent with the Urban Form Map.

Inconsistent

Analysis of Inconsistency:

(N/A)

2.3 Policy Guidance

The rezoning request is **inconsistent** with the following policies:

(None identified.)

2.4 Area Plan Policy Guidance

The rezoning request is **inconsistent** with the following Area Plan policy:

Policy AP-SV 6 - Stanhope Village Balconies

Upper floor residential units should have balconies.

The proposal does not address this policy. However, current construction on site, approved as [SP-21-14](#), does not include those features.

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- Encourages development facilitating efficient provision of goods and services to residential neighborhoods near the University.
- Provides for development promoting the "main street" ground floor design desired along this section of Hillsborough Street.
- Provides higher-density housing in close proximity to Meredith College and North Carolina State University, and along a corridor with existing bus service and retail uses.

3.2 Detriments of the Proposed Rezoning

(None identified.)

4. Impact Analysis

4.1 Transportation

The site is located in the southwest quadrant of Hillsborough Street and Dan Allen Drive. Hillsborough Street is classified as Avenue, 2-lane, divided on the UDO Street Plan Map. The existing cross section has two lanes westbound and one lane eastbound, divided by a two-way left turn lane. Dan Allen Drive is a private street. This site lies within Phase II of the Hillsborough Streetscape project. The improved street will feature a three-lane curb and gutter section with bike lanes, parallel parking, sidewalks and landscaping.

Offers of cross access to adjacent parcels shall be made in accordance with the Raleigh UDO section 8.3.5.D. Since Dan Allen Drive is a private street; site access is restricted to Hillsborough Street. Existing patterns of development and the site's proximity to NC State University prevent any extension or connection to the surrounding public street system. In accordance with UDO section 8.3.2, the maximum block perimeter for NX-4 zoning is 2,500 feet. The block perimeter standard cannot be met for case Z-21-2015. A traffic impact analysis report is not required for Z-21-2015.

Impact Identified: The block perimeter exceeds the limits set by UDO section 8.3.2.

4.2 Transit

This site is currently served by GoRaleigh and GoTriangle. Hillsborough St is designated as a premium transit corridor. The Hillsborough Street Streetscape Plan, Phase 2 calls for a shelter prior to the Dixie Street roundabout, so no transit facilities are requested at this location.

Impact Identified: Increased density will place additional demand on the system but it is not expected to exceed current capacity.

4.3 Hydrology

<i>Floodplain</i>	No FEMA Floodplain present.
<i>Drainage Basin</i>	Rocky
<i>Stormwater Management</i>	Subject to Part 10, Chapter 9
<i>Overlay District</i>	None.

No known downstream flooding issues.

Impact Identified: None.

4.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	4,275 gpd	33,750 gpd
<i>Waste Water</i>	4,275 gpd	33,750 gpd

Impact Identified: The proposed rezoning would add approximately 29,473 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the properties.

The developer may be required to submit a downstream sanitary sewer capacity study and those required improvements identified by the study must be permitted and constructed in conjunction with and prior to the proposed development being constructed.

Verification of available capacity for water fire flow is required as part of the building permit process. Any water system improvements required to meet fire flow requirements will also be required.

4.5 Parks and Recreation

No greenway corridor, connector or trails, proposed or existing are located on or adjacent to this site. Nearest trail access is 0.35 mile, Rocky Branch. Park services are provided by Isabella Cannon Park, 0.38 miles away.

Impact Identified: None.

4.6 Urban Forestry

The subject parcel is smaller than two acres in size and will therefore not be subject to Article 9.1. Tree Conservation. No tree preservation conditions are proposed.

Impact Identified: There will be no impacts to tree conservation with the rezoning of this property.

4.7 Designated Historic Resources

The site does not include and is not within 1,000 feet of any Raleigh Historic Landmarks. It is across the street from the West Raleigh National Register Historic District.

Impact Identified: None.

4.8 Community Development

This site is not located within a redevelopment plan area.

Impact Identified: None.

4.10 Impacts Summary

- Existing block perimeter exceeds UDO standards.
- Sewer and fire flow matters may need to be addressed in conjunction with site development.

4.11 Mitigation of Impacts

- Address sewer and fire flow capacities in conjunction with site development.

5. Conclusions

The requested rezoning would allow expand opportunities for ground-level uses on site, consistent with the Comprehensive Plan, including Future Land Use and Urban Form designations. Current construction on site, approved per the [SP-21-14](#) development plan, would essentially remain unaffected by the proposal, with the exception of additional ground floor space becoming available for provision of more goods and services.



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 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 Z-21-15

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.	The property is designated "Neighborhood Mixed Use" on the Future Land Use Map. This classification supports both residential and mixed-use buildings with upper-story housing over ground floor retail. The rezoning request is consistent with the Future Land Use Map because NX is the most appropriate zoning district for areas designated Neighborhood Mixed Use on the Future Land Use Map.
2.	The property fronts along Hillsborough Street, which is classified as a "Main Street" on the Urban Form Map. This corridor type recommends an urban frontage type be applied during the rezoning process. The requested rezoning; therefore, is consistent with the Urban Form Map designation because Shopfront is an urban frontage type.
3.	For purposes of Table LU-2 – Recommended Height Designations – which sets the preferred building height ranges for mixed use land use categories, the property is located in a "General" area. The table provides guidance for up to four (4) stories for buildings on properties designated "Neighborhood Mixed Use" on the Future Land Use Map and located within a "General" area. Therefore, the rezoning request for a maximum building height of four (4) stories is consistent with the Comprehensive Plan.
4.	This rezoning request is also consistent with the City of Raleigh's intended remapping of the property to conform to the UDO.

PUBLIC BENEFITS	
Provide brief statements regarding the public benefits derived as a result of the rezoning request.	
1.	The requested rezoning will encourage development at the site that will facilitate the efficient provision of goods and services to residential neighborhoods near the University and other nearby residential uses.
2.	The requested rezoning will facilitate a development at the site that will promote the "main street" type environment that is desired along this section of Hillsborough Street.
3.	The rezoning request provides the public benefit of permitting higher-density housing in close proximity to Meredith College and North Carolina State University, and along a corridor with existing bus service and retail uses. Also, the rezoning request permits limited retail uses that could serve future residents of the development and nearby residents. The provision of housing and retail options in close proximity to such institutions and transportation infrastructure can reduce the impact on the broader transportation system.
4.	

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>Response: The proposed rezoning permits a mix of retail, office, and residential uses consistent with this guideline, and the Shopfront frontage type and building guidelines will facilitate pedestrian-level interest along Hillsborough Street.</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>Response: Development permitted by the proposed rezoning will comply with the Neighborhood Transition regulations of the UDO, consistent with this guideline.</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>Response: The property is located along Hillsborough Street and Dan Allen Drive. There is the ability to access the side streets such that the surrounding neighborhood can access the area without traveling on Hillsborough Street.</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>Response: No new streets are proposed, and the property fronts along two public streets.</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>Response: The property is part of an existing block face which meets the 660-foot guideline.</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>Response: The Shopfront frontage type and allowable building types work to ensure that buildings will line Hillsborough Street and provide pedestrian interest.</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>Response: The Shopfront frontage type and zoning conditions promote development with buildings placed in close proximity to the primary street consistent with this guideline.</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>Response: The Shopfront frontage type promotes development with buildings placed at the corners of intersections consistent with this guideline.</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>Response: Urban open space will be provided in accordance with the UDO requirements.</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>Response: The Shopfront frontage type requires a street-facing building entrance consistent with this guideline.</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>Response: The NX district allows for retail opportunities on the ground-level, which will provide pedestrian-level interest.</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>Response: The urban open space will be provided in accordance with the UDO standards for outdoor amenity areas.</p>
13.	<p>New public spaces should provide seating opportunities.</p> <p>Response: The outdoor amenity standards in the UDO require provision of seating, consistent with this guideline.</p>
14.	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p>

	Response: The Shopfront frontage type prohibits parking between the building and the street.
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> Response: The Shopfront frontage type and prohibits parking between the building and Hillsborough Street consistent with this guideline.
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> Response: The UDO governs parking structure screening and treatment, consistent with this guideline.
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> Response: The property is located along Hillsborough Street, which is well-served by bus transit.
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> Response: The property front along Hillsborough Street which already provides pedestrian access to existing bus stops.
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> Response: 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> Response: No new streets are 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> Response: The proposed development will comply with the applicable UDO regulations, consistent with this guideline.
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> Response: Street trees will be provided in accordance with the UDO and streetscape guidelines for Hillsborough Street.
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> Response: The Shopfront frontage type and architectural feature requirements of the UDO will ensure 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> Response: The Shopfront frontage type requires a primary building entrance facing Hillsborough Street, consistent with this guideline.
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> Response: The transparency requirements of the UDO, permitted ground-floor retail uses, and Shopfront frontage type will ensure compliance with this guideline.
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> Response: The Shopfront frontage type, permitted building types, and other UDO provisions will ensure that the proposed development will complement the function of the existing public sidewalk along Hillsborough Street.

SUMMARY OF ISSUES

A neighborhood meeting was held on May 26, 2015, at 7:00 PM to discuss a potential rezoning located at 2811 Hillsborough Street. The neighborhood meeting was held at Pullen Park Community Center, 408 Ahse Ave., Raleigh, NC 27606. There was one neighbor in attendance. After discussing the rezoning generally, he had no concerns with the project.

Attendee: Clayton Hayer

Summary of Issues:

Mr. Hayer had no issues with the rezoning