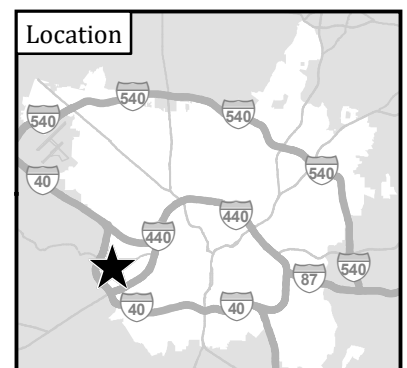


Property	6019 & 6101 Hillsborough St
Size	1.7 acres
Existing Zoning	R-10
Requested Zoning	NX-5-GR-CU





Raleigh

MEMO

TO: Ruffin L. Hall, City Manager

THRU: Ken Bowers AICP, Director

FROM: Hannah Reckhow, Planner I

DEPARTMENT: City Planning

DATE: December 6, 2019

SUBJECT: City Council agenda item for January 7, 2020 – Z-27-19

On December 3, 2019, City Council authorized the public hearing for the following item:

Z-27-19 Hillsborough Street, approximately 1.7 acres located west of the intersection of Hillsborough Street and Nowell Road, at [6019 and 6101 Hillsborough Street](#).

Current zoning: Residential-10 (R-10)

Requested zoning: Neighborhood Mixed Use – 5 stories – Green Frontage – Conditional Use (NX-5-GR-CU)

The request is **consistent** with the 2030 Comprehensive Plan.

The request is **consistent** with the Future Land Use Map.

The **Planning Commission** recommends **approval** in a vote of 8 to 0.

The **West CAC** supports **approval** in a vote of 8 to 2 (November 19, 2019).

Attached are the Planning Commission Certified Recommendation (including Staff Report), the Zoning Conditions, the Petition for Rezoning, and the Neighborhood Meeting Report.

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

One Exchange Plaza
1 Exchange Plaza, Suite 1020
Raleigh, North Carolina 27601

City of Raleigh
Post Office Box 590 • Raleigh
North Carolina 27602-0590
(Mailing Address)



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#11960

CASE INFORMATION: Z-27-19 HILLSBOROUGH STREET

Location	South side of Hillsborough Street west of the intersection with Nowell Road Address: 6019, 6101 Hillsborough Street PINs: 0774818354, 0774819351 iMaps , Google Maps , Directions from City Hall
Current Zoning	R-10
Requested Zoning	NX-5-GR-CU
Area of Request	1.7 acres
Corporate Limits	Site is outside of Raleigh's corporate limits and within Raleigh's ETJ. Annexation would be required to connect to City water and sewer.
Property Owner	Hillsborough Street Properties, LLC
Applicant	Brenda Measamer, Broker
Citizens Advisory Council (CAC)	West CAC
PC Recommendation Deadline	December 25, 2019

SUMMARY OF PROPOSED CONDITIONS

1. No commercial uses are permitted in standalone buildings, Commercial uses must be located on the first floor of a multi-tenant or apartment building.
2. Commercial uses may not exceed 15% of the gross floor area or 6,000 square feet, whichever is greater.
3. Hours of operation of commercial uses can begin no earlier than 6:00 a.m. and end no later than 11:00 p.m., including all deliveries.
4. No drive-thru or drive-in facilities are permitted.
5. Vehicle sales, vehicle repair, vehicle fuel sales, outdoor sports facilities, bar/nightclub/tavern/lounge uses are not permitted.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	High Density Residential
Urban Form	Transit Emphasis Corridor
Consistent Policies	LU 1.2 Future Land Use Map and Zoning Consistency LU 1.3 Conditional Use District Consistency LU 2.2 Compact Development LU 5.5 Managing Commercial Development Impacts LU 7.3 Single-Family Lots on Major Streets LU 7.5 High-Impact Commercial Uses LU 10.3 Ancillary Retail Uses LU 10.6 Retail Nodes UD 1.10 Frontage UD 7.3 Design Guidelines
Inconsistent Policies	None identified.

FUTURE LAND USE MAP CONSISTENCY

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

COMPREHENSIVE PLAN CONSISTENCY

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

PUBLIC MEETINGS

Neighborhood Meeting	CAC	Planning Commission	City Council
7/24/19; 2 attendees	10/15/19; 11/19/19 (Y-8, N-2, A-2)	COW 9/26/19, 10/24/19; PC 11/26/19	12/3/19

PLANNING COMMISSION RECOMMENDATION

☒ The rezoning case is **Consistent** with the relevant policies in the Comprehensive Plan, and **Approval** of the rezoning request is reasonable and in the public interest.

☐ The rezoning case is **Consistent** with the relevant policies in the comprehensive Plan, but **Denial** of the rezoning request is reasonable and in the public interest.

☐ The rezoning is **Inconsistent** with the relevant policies in the Comprehensive Plan, and **Denial** of the rezoning request is reasonable and in the public interest.

☐ The rezoning case is **Inconsistent** with the relevant policies in the Comprehensive Plan, but **Approval** of the rezoning request is reasonable and in the public interest due to changed circumstances as explained below. Approval of the rezoning request constitutes an amendment to the Comprehensive Plan to the extent described below.

Reasonableness and Public Interest	The request is consistent with the Future Land Use Map and 2030 Comprehensive Plan. The request is located on a Transit Emphasis Corridor and is in the public interest.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	N/A
Recommendation	Approval
Motion and Vote	Motion: Geary Second: Novak In favor: Geary, Novak, Hicks, Lampman, Winters, Tomasulo, McIntosh, Mann Opposed: None
Reason for Opposed Vote(s)	N/A

ATTACHMENTS

1. Staff report
2. Rezoning Application

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 and Comprehensive Plan Amendment Analysis.

_____	11/26/19	_____	11/26/19
Planning Director	Date	Planning Commission Chair	Date

Staff Coordinator: Hannah Reckhow: (919) 996-2622; Hannah.Reckhow@raleighnc.gov



ZONING STAFF REPORT – CASE Z-27-19

Conditional Use District

OVERVIEW

The proposal is to rezone approximately 1.7 acres at 6019 and 6101 Hillsborough Street from Residential-10 (R-10) to Neighborhood Mixed Use – 5 stories – Green frontage – Conditional Use (NX-5-GR-CU). Proposed conditions limit commercial uses to the ground floor of a multi-tenant or apartment building, limit commercial uses to the larger of 15 percent of gross floor area or 6,000 square feet, limit hours of operation to between 6:00 a.m. and 11:00 p.m., prohibit drive-thru and drive-in facilities, and prohibit vehicle sales, vehicle repair, vehicle fuel sales, outdoor recreation, and bar/nightclub uses.

The rezoning site is two parcels on the south side of Hillsborough Street, west of its intersection with Nowell Road. Each parcel is currently zoned R-10 and developed with one detached house. The site is bounded to the south and west by an apartment complex – zoned R-10 - and the private road Wolf Green Drive that serves it. Farther west along Hillsborough are undeveloped parcels and one-story commercial uses, zoned Commercial Mixed Use (CX-). Parcels directly east are developed with detached houses or are undeveloped and have Office Mixed Use (OX-) and Neighborhood Mixed Use (NX-) zoning. To the north, a NC Railroad Company corridor runs parallel to Hillsborough Street. This area, along with nearby one- and two-story commercial and industrial uses, is zoned Industrial Mixed Use (IX-).

The request would increase the potential height, residential density, and number of permitted uses on the rezoning site. The site's current district R-10 permits primarily residential uses – include single- and multi-unit living – at no more than 10 dwelling units per acre. The requested NX- district would remove density limits on residential dwelling units and would establish some limited entitlement for commercial uses – such as retail sales, office, and personal service – not currently permitted on the site. The requested district has a height limit of five stories and 75 feet, two stories and 25 feet higher than is permitted in R-10.

The Future Land Use Map designation for the subject site is High Density Residential, one of only a few parcels with this designation along Hillsborough Street otherwise surrounded by areas designated Moderate Density Residential, Neighborhood Mixed Use, Office & Residential Mixed Use, and Community Mixed Use. High Density Residential supports between five and twelve stories of multi-unit residential and corresponds most closely with Residential Mixed Use zoning districts, although other mixed-use districts may be consistent if conditioned so that nonresidential uses are ancillary to residential uses. The request of Neighborhood Mixed Use with the proposed conditions would permit some commercial uses that are limited to a portion of the ground floor in a multi-tenant building. The proposed conditions, including a condition prohibiting high-impact uses normally permitted in NX-, the request permits primarily residential uses with a limited amount of supporting commercial uses. As such, the requested district aligns with the intent of High Density Residential and is consistent with the Future Land Use Map.

While adjacent to a City Growth Center to the north and nearby a Transit Oriented District to the west, the sole urban form guidance for the rezoning site comes from the designation of Hillsborough Street as a Transit Emphasis Corridor. This is a designation that identifies the corridor as one planned for high frequency transit service and recommends a hybrid frontage. The request includes Green frontage, which is considered an urban frontage. While Green frontage does not permit parking between the street and buildings as the hybrid frontage Parking Limited does, it has a build-to of at least 20 feet and landscaping requirements that would not put buildings directly adjacent to the street as would be appropriate in more urban environments. These features make Green frontage the closest choice among urban frontages to a hybrid frontage. Given that the features of a Green frontage partially meet the desired intent of a Transit Emphasis Corridor to balance pedestrian and transit-friendly design with car access along a major corridor and that nearby properties along Hillsborough Street, with the exception of the two parcels zoned R-10 directly to the west, currently have Green frontage applied, the application of Green frontage to this site meets the intent of urban form guidance to produce an appropriate relationship between buildings and the street and to create a coherent urban form across parcels, and the designation is consistent with the Urban Form Map.

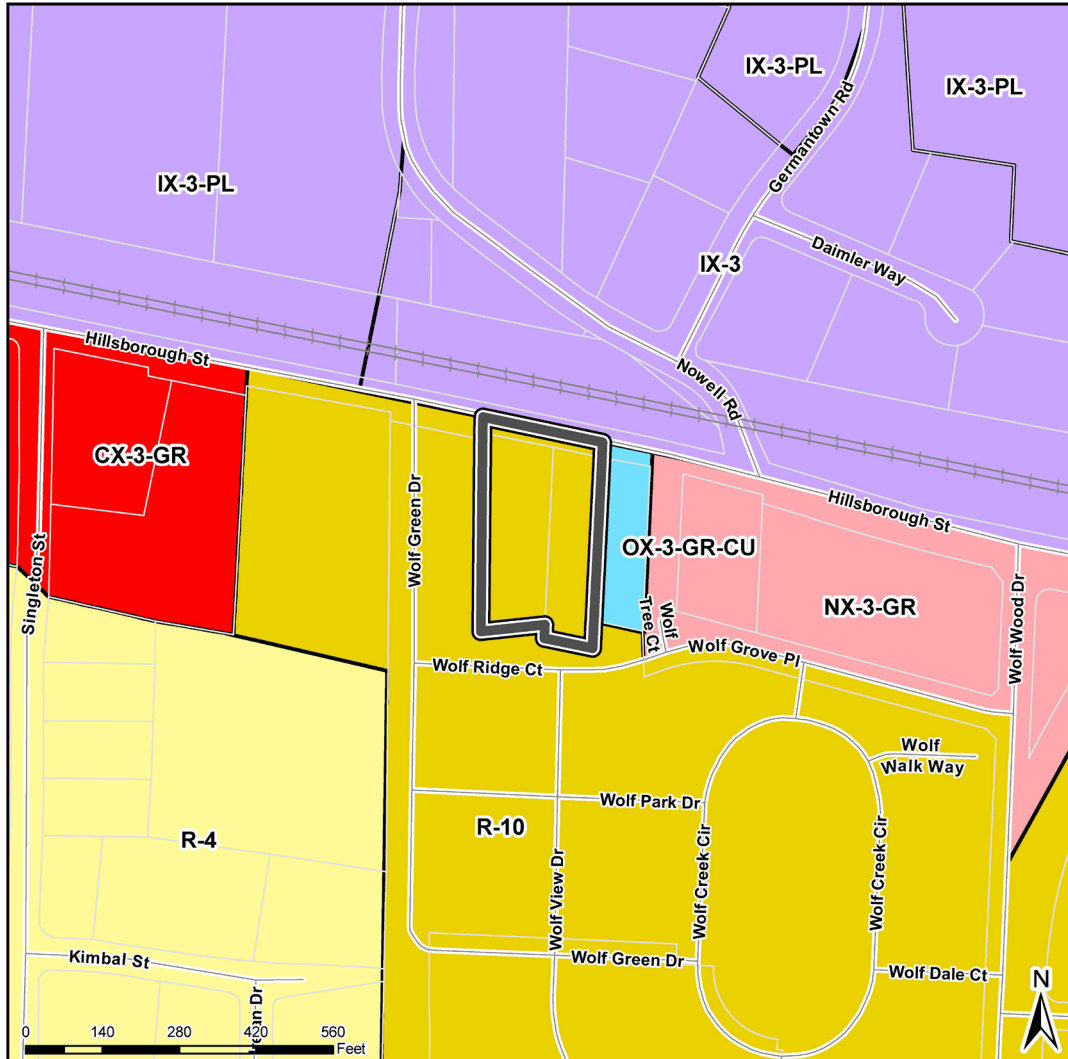
Update for October 24, 2019: Z-27-19 was originally submitted as a general use case that was determined to be inconsistent with the Future Land Use Map and inconsistent with the Comprehensive Plan overall. The case was consequently scheduled for the September Committee of the Whole meeting. The applicant has since amended the case to include conditions which improve the consistency of the request. The proposed conditions prohibit high-impact uses and establish limitations for remaining commercial uses similar to the limited use standards of RX- and OX- districts. The NX- base district and proposed conditions provide some additional flexibility not provided in RX- and OX- and retain some commercial uses not permitted in those districts such as indoor recreation.

OUTSTANDING ISSUES

Outstanding Issues	1. None	Suggested Mitigation	1. N/A
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Existing Zoning

Z-27-2019



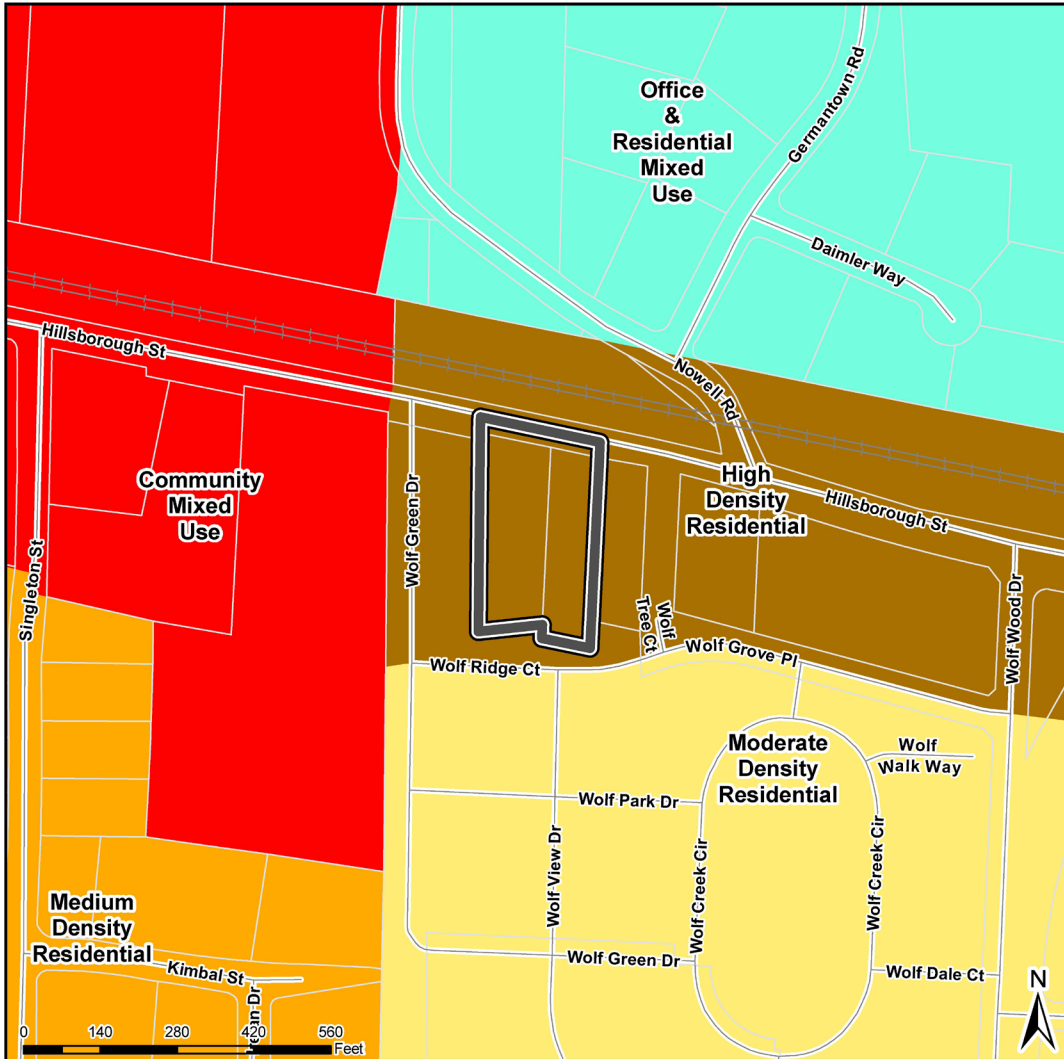
Property	6019 & 6101 Hillsborough St
Size	1.7 acres
Existing Zoning	R-10
Requested Zoning	NX-5-GR-CU



Map by Raleigh Department of City Planning (reckhowh): 8/14/2019

Future Land Use

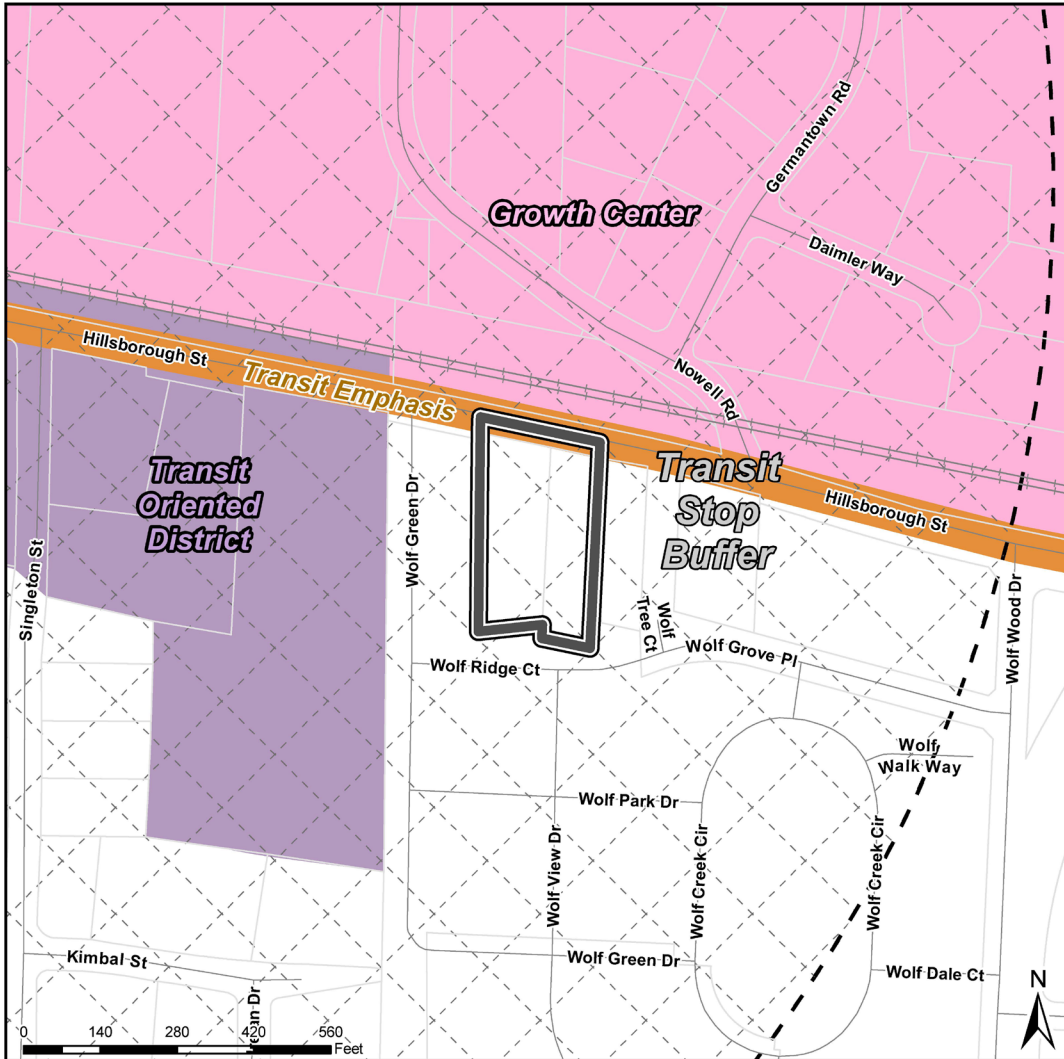
Z-27-2019



Property	6019 & 6101 Hillsborough St
Size	1.7 acres
Existing Zoning	R-10
Requested Zoning	NX-5-GR-CU



Map by Raleigh Department of City Planning (reckhowh): 8/14/2019



Property	6019 & 6101 Hillsborough St
Size	1.7 acres
Existing Zoning	R-10
Requested Zoning	NX-5-GR-CU



Map by Raleigh Department of City Planning (reckhowh): 8/14/2019

COMPREHENSIVE PLAN

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

- A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?

The proposal is consistent with the Expanding Housing Choices vision theme, as the request would expand the total number of housing units along a major transportation corridor. The request is also consistent with the Future Land Use Map and relevant Comprehensive Plan policies.

- B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?

The requested district would permit residential and commercial uses, some of which are not specifically designated on the Future Land Use Map. These include office, indoor recreation, and personal service uses.

- C. 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?

The uses not envisioned by the Future Land Use Map are able to be established without significantly altering the character of the area, as proposed conditions would require commercial uses be ancillary to residential uses and other nonresidential uses currently exist along this stretch of Hillsborough Street. In addition, Green frontage would require a landscaped area along the street similar to surrounding parcels.

- D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

Infrastructure appears to be adequate to serve the proposed use.

Future Land Use

Future Land Use designation: High Density Residential

The rezoning request is

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

☐ **Inconsistent**

High Density Residential envisions apartment and condominium residential development, with limited nonresidential supporting uses. Residential Mixed Use is the most closely related zoning district. The request of Neighborhood Mixed Use includes conditions that prohibit high-impact commercial uses and limits other commercial uses to the ground floor and 15

percent of a multi-tenant building. The impact of these conditions is that commercial uses could only be established if supportive of residential development. The request is therefore consistent with the Future Land Use Map.

Urban Form

Urban Form designation: Transit Emphasis Corridor

The rezoning request is

☒ **Consistent** with the Urban Form Map.

☐ **Inconsistent**

Hillsborough Street is a Transit Emphasis Corridor, which recommends a hybrid frontage to balance orientation to transit and pedestrian uses while also serving as a major automobile corridor. Parking Limited is the frontage considered hybrid. The request includes a Green frontage, considered an urban frontage. Green frontage would require buildings be between 20 and 50 feet from Hillsborough Street and a landscaped area be established between the building and the street. Parking would not be permitted between the street and buildings. Adjacent properties along Hillsborough Street have Green frontage or are Residential-10 zoning, which has a primary street setback on 10 feet. While not a hybrid frontage, Green frontage includes dimensional requirements most similar to a hybrid frontage among the urban frontages, many of which support the intent of balancing orientation to multiple modes. Green frontage would also continue the surrounding pattern along Hillsborough Street and support the intent of creating a coherent urban form along the corridor.

Compatibility

The proposed rezoning is

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

☐ **Incompatible.**

The surrounding area contains apartment buildings, undeveloped lots, and commercial uses built out at between one and three stories. The request would permit similar, compatible uses at five stories. A five-story height limit, while two stories taller than adjacent development, is compatible with entitlement in the surrounding area especially with its frontage on a major corridor. In addition, the frontage requirements mirror existing zoning along Hillsborough Street.

Public Benefits of the Proposed Rezoning

- The request would allow additional housing along a major corridor being considered for BRT service.
- The request would allow neighborhood-scale commercial uses in a residential area and could support reduction of vehicle miles traveled for nearby residents.

Detriments of the Proposed Rezoning

- The request would increase entitlement and could increase vehicle trips along this portion of Hillsborough Street.

Policy Guidance

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

Policy LU 1.2 Future Land Use Map and Zoning Consistency

The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.

- The site is designated High Density Residential, which corresponds with RX- or other mixed-use districts conditioned to permit mostly residential uses. Commercial uses may be appropriate if supporting multi-unit residential uses. The request is for NX-, and includes conditions that limit commercial uses to the ground floor and no more than 15% of a multi-tenant building. The result is a district that permits commercial uses that are supportive of residential uses.

Policy LU 1.3 Conditional Use District Consistency

All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan.

- The conditions included in Z-27-19 do not conflict with Comprehensive Plan policies.

Policy LU 2.2 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-continuous development.

- The current zoning Residential-10 permits only residential uses and is limited to ten dwelling units per acre. The request would increase permitted residential unit density and permit nonresidential uses on a site served by a major transportation corridor.

Policy LU 7.3 Single-Family Lots on Major Streets

No new single-family residential lots should have direct vehicular access from major streets, in an effort to minimize traffic impacts and preserve the long-term viability of these residential uses when located adjacent to major streets.

- The subject site has vehicular access for Hillsborough Street, and the requested district includes Green frontage, which does not permit the detached house building type. While the existing houses on the site could continue to be maintained, no new detached houses could be established on the site under the requested district.

Policy LU 5.2 Managing Commercial Development Impacts

Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas.

Policy LU 7.5 High-Impact Commercial Uses

Ensure that the City's zoning regulations limit the location and proliferation of fast food restaurants, sexually-oriented businesses, late night alcoholic beverage establishments, 24-hour mini-marts and convenience stores, and similar high impact commercial establishments that generate excessive late night activity, noise, or otherwise affect the quality of life in nearby residential neighborhoods.

- The requested conditional use district prohibits many high-impact uses otherwise permitted in NX-. These include those that could produce odor and noise, such as vehicle-oriented uses, and those that generate late night activity, such as outdoor recreation and bar/nightclub uses. In addition, commercial uses are limited to 15 percent of gross floor area of development.

Policy LU 10.3 Ancillary Retail Uses

Ancillary retail uses in residential and office developments located in areas designated High Density Residential, Office Residential-Mixed Use and Office/Research and Development should not be larger in size than appropriate to serve primarily the residents, employees, visitors, and patrons of the primary uses in the area; should preferably be located within a mixed-use building; and should be sited to minimize adverse traffic, noise, and visual impacts on adjoining residential areas.

Policy LU 10.6 Retail Nodes

Retail uses should concentrate in mixed-use centers and should not spread along major streets in a linear "strip" pattern unless ancillary to office or high-density residential use.

- The requested conditional use NX- district only permits commercial uses such as retail sales as part of a multi-tenant building and would not permit standalone retail sales uses that could contribute to the "strip" pattern described in Policy LU 10.6.

Policy UD 1.10 Frontage

Coordinate frontage across multiple site to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.

- Hillsborough Street is designated as a Transit Emphasis Corridor, which recommends a hybrid frontage. Green frontage is considered an urban frontage, however among urban frontages it includes dimensional standards closest to the hybrid frontage Parking Limited. Surrounding parcels along Hillsborough Street currently have Green frontage.

Policy UD 7.3 Design Guidelines

The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit emphasis corridors or in City Growth, TOD and Mixed-Use centers, including preliminary site plans and development plans, petitions for applications of the Pedestrian Business or Downtown Overlay Districts, Planned Development Districts, and Conditional use zoning petitions.

- There are six relevant guidelines – specifically, Guidelines 2, 6, 7, 14, 15, and 17 – and the request is consistent with three. The request includes Green frontage which does not permit parking between the street and building and would require buildings to be within 50 feet of the street. These features align the request with Guidelines 6, 14, 15, and 25. The request is inconsistent with three guidelines - Guideline 2 regarding transitions to lower density neighborhoods, Guideline 7 regarding parking between the building from the street, and Guideline 17 regarding placing higher densities within walking distance of transit stops.

<u>Consistent</u>	
Guideline 6 – 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.	The request includes Green frontage which does not permit parking between the street and building and would require buildings to be within 50 feet of the street. These features align the request with Guidelines 6, 14, and 15.

Guideline 14 – Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.	The request includes Green frontage which does not permit parking between the street and building and would require buildings to be within 50 feet of the street. These features align the request with Guidelines 6, 14, and 15.
Guideline 15 – 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.	The request includes Green frontage which does not permit parking between the street and building and would require buildings to be within 50 feet of the street. These features align the request with Guidelines 6, 14, and 15.

<u>Inconsistent</u>	
Guideline 2 – 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 to be comparable in height and massing.	The subject site is adjacent to residential uses with a lower density than would be possible in NX-5-GR. Adjacent districts are R-10 with apartment uses, and neighborhood transition yards would not apply. The additions of conditions specifying transition to surround parcels would improve consistency.
Guideline 7 – 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.	There is no on-street parking on this portion of Hillsborough Street, and the Green frontage would prohibit parking between the building and the street. The application of Parking Limited frontage would improve consistency with this guideline, but would create inconsistency with Guidelines 6, 14, and 15.
Guideline 17 – 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.	The request would permit higher building density, but the subject site is not within walking distance of a transit stop.

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

None identified.

Area Plan Policy Guidance

The site is within the Raleigh-Cary Railroad Crossing Study (RCRX) area, but no recommendations for this site were adopted. The nearest adopted recommendations (CP-4A-17) are on the north side of this portion of Hillsborough Street, where the Future Land Use Map was amended from High Density Residential to Office & Residential Mixed Use.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	36	Site has transit access similar to city-wide average; some transit is available. Transit score would likely increase if Hillsborough Street is chosen as route for Western BRT.
Walk Score	30	31	Walkability is similar to city-wide average; most errands require a car.

Source: Walk Score is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. The scores also correlate with shorter vehicle trips, which also produce less carbon. The city has a wide range of scores. Raleigh Municipal Building, for instance, has a Walk Score of 92, meaning the area is highly pedestrian-friendly and that many destinations are within a short walk. Some areas in the city have scores in single digits, indicating that few if any destinations are within walking distance, so nearly all trips are made by car.

Summary: The rezoning site currently has average walkability and transit access when compared with city-wide scores.

Carbon/Energy Footprint: Housing

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	No
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.

Summary: The requested change would permit building types - such as townhouse and apartment buildings – that have a lower average annual energy use and would not permit less energy efficient types like detached house.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds	The current zoning R-10 caps density, where the requested district NX-5-GR does not. The result is additional possible dwelling units on site.
Does it include any subsidized units?	No	The request does not include zoning conditions that require any subsidized units.
Does it permit a variety of housing types?	Yes	While the request would not permit detached houses, a variety of housing types including apartment and townhouse would be permitted.
If not a mixed-use district, does it permit smaller lots than the average?*	N/A	Request is for a mixed-use district.
Is it within walking distance of transit?	No	The nearest transit stop is approximately 0.75 miles away.

**The average lot size for detached residential homes in Raleigh is 0.28 acres.*

Summary: The request would result in an increase of total possible dwelling units, including multi-unit housing that is generally more affordable than detached houses. However, no dwelling units are guaranteed to be subsidized units, and they are not located within one half-mile of a transit stop.

IMPACT ANALYSIS

Historic Resources

The site is not located within or adjacent to a National Register Historic District or Raleigh Historic Overlay District. It does not include nor is adjacent to any National Register individually-listed properties or Raleigh Historic Landmarks.

Impact Identified: None

Parks and Recreation

This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors. Nearest existing park access is provided by Powell Drive Park (1.8 miles) and Thomas G Crowder Woodland Center Park (2.3 miles). Nearest existing greenway trail access is provided by Edwards Mill Connector Greenway Trail (1.2 miles). Current park access level of service in this area is graded a B letter grade.

Impact Identified: None

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	0	4,250	28,000
Waste Water	0	4,250	28,000

Impact Identified:

1. The proposed rezoning would add approximately 23,750 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.
2. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy.
3. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developed

Stormwater

Floodplain	n/a
Drainage Basin	Walnut
Stormwater Management	UDO 9.2.
Overlay District	n/a

Impact Identified: No downstream structural impacts identified.

Transit

The site is not currently served by GoRaleigh. However, if the Hillsborough Street/Chatham Street alignment is selected as the locally preferred alternative for the Western BRT, the rezoning site would be in the vicinity of stop location #36 and have service frequencies of 10 to 20 minutes depending on the time of day.

The site is currently served by GoTriangle Route 300, which operates every 30 minutes. The nearest stop is approximately 0.75 miles from the rezoning site at Jones Franklin Rd.



Impact Identified: If Hillsborough Street is selected for BRT, additional right-of-way may be needed for a station or stop location.

Transportation

Site Location and Context

Location

The Z-27-2019 site is located in west Raleigh on Hillsborough Street between Jones Franklin Road and I-440. The North Carolina Railroad (NCRR) is directly north of Hillsborough Street in this area.

Area Plans

The Z-27-2019 site is located within Raleigh Cary Crossing (RCRX) study area. This plan sets a vision for land use and street network around the NCRR corridor between Raleigh and Cary. The Wake BRT: Western Boulevard Corridor Study is an active corridor planning effort in this area at this time.

Existing and Planned Infrastructure

Streets

Hillsborough Street is a 4-lane divided avenue maintained by the North Carolina DOT.

In accordance with UDO section 8.3.2, the maximum block perimeter for NX-5 zoning districts is 2,500 feet, and the maximum length for a dead-end street is 300 feet. The block perimeter for this site is approximately 7,300 feet, consisting of Hillsborough Street, Singleton Street, Irelan Drive, the planned Western Boulevard Extension, and Wolf Wood Drive.

Wolf Wood Drive is on the alignment of an extension of Edwards Mill Road that will include a grade crossing of the NCRR. Northeast of the site, the Nowell Road grade crossing of the NCRR is planned to be closed when the grade separation is constructed.

Pedestrian Facilities

There is no sidewalk on Hillsborough Street on the property frontage.

Bicycle Facilities

There are no bicycle facilities in the immediate vicinity of the site. The long-term bikeway plan calls for bicycle lanes on Hillsborough Street.

Greenways

The Z-27-2019 site is not proximal to any planned or existing greenway trails.

Transit

The nearest transit stops are approximately 2/3 of a mile from the site, where Hillsborough Street and Jones Franklin Road intersect. Services of both GoRaleigh and GoTriangle serve the area. Bus rapid transit is planned to serve the location as well. At this time, it is not certain if bus rapid transit will be routed on Hillsborough Street, Chapel Hill Road, or the Western Boulevard extension.

Access

Access to the subject site is Hillsborough Street.

Other Projects in the Area

There are no active transportation projects in the area of this site.

TIA Determination

Approval of case Z-27-19 may increase trip generation by 55 vehicles in the PM peak hour and 48 vehicles in the AM peak hour. Trips generated may increase by 641 vehicles per day. These increases are below thresholds in the Raleigh Street Design Manual for requiring a Traffic Impact Analysis.

Z-27-19 Existing Land Use	Daily	AM	PM
Single Family Residential	19	1	2
Z-27-19 Current Zoning Entitlements	Daily	AM	PM
Residential	160	13	17
Z-27-19 Proposed Zoning Maximums	Daily	AM	PM
Neighborhood Mixed Use	802	61	72
Z-27-19 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	641	48	55

Impact Identified: A Traffic Impact Analysis is not required.

Urban Forestry

Impact Identified: None

Impacts Summary

The rezoning request would have minimal impacts to the site at the rezoning stage.

Mitigation of Impacts

None required.

CONCLUSION

The zoning request would apply a mixed-use district – NX-5-GR-CU – to two parcels with residential zoning, R-10. The parcels are surrounded by R-10 and other mixed-use districts, in an area with apartment buildings, detached houses, and some commercial uses. The requested change would permit a higher density of residential units and would permit some limited commercial uses such as office, retail sales, and personal service not permitted in R-10. The requested conditional use district prohibits high-impact uses that are incompatible with residential uses and limits remaining commercial uses to be ancillary to residential uses on the site. These conditions make the requested NX- district consistent with the Future Land Use Map designation of High Density Residential and address Comprehensive Plan policies related to managing the impacts of commercial uses and avoiding inappropriate location of standalone retail. In addition, the resulting balance of uses permitted by Z-27-19 would be compatible with surrounding development, and the addition of Green frontage mirrors surrounding zoning districts and would support a consistent urban form along this portion of Hillsborough Street. Overall, the request would permit development that is in line with the Future Land Use Map and is consistent with Comprehensive Plan policies.

CASE TIMELINE

Date	Action	Notes
8/15/19	Application submitted	
8/30/19	Initial staff review provided	
10/11/19	Case converted to conditional use	

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	R-10	IX-3	R-10	OX-3-GR-CU	R-10
Additional Overlay	N/A	N/A	N/A	N/A	N/A
Future Land Use	High Density Residential	High Density Residential; Office & Residential Mixed Use	Moderate Density Residential	High Density Residential	High Density Residential; Community Mixed Use
Current Land Use	Residential	Rail, Industrial	Residential	Residential	Vacant, Residential
Urban Form	Transit Emphasis Corridor	City Growth Center	N/A	N/A	Transit Oriented District

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	R-10	NX-5-GR-CU
Total Acreage	1.7	1.7
Setbacks:		
Front	10'	20' – 50'
Side	0' or 6'	0' or 6'
Rear	20'	0' or 6'
Residential Density:	10 units/acre	62 units/acre
Max. # of Residential Units	17	107
Max. Gross Building SF	17,000	143,385
Max. Gross Office SF	Not permitted	18,053
Max. Gross Retail SF	Not permitted	18,053
Max. Gross Industrial SF	Not permitted	Not permitted
Potential F.A.R.	0.23	1.92

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

Rezoning Application



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2682

REZONING REQUEST

OCT 11 2019

☐ General Use ☒ Conditional Use ☐ Master Plan
Existing Zoning Base District R-10 ☐ Height N/A ☐ Frontage N/A ☐ Overlay(s) N/A ☐
Proposed Zoning Base District NX ☐ Height 5 ☐ Frontage GR ☐ Overlay(s) N/A ☐

BY:

OFFICE
USE ONLY

Transaction #

Rezoning Case #

Click [here](#) to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.

If the property has been previously rezoned, provide the rezoning case number: N/A

Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:

598733 REZN-0027-2019

GENERAL INFORMATION

Date Date Amended (1) Date Amended (2)

Property Address 6019 & 6101 Hillsborough Street

Property PIN 0774819351 & 0774818354

Deed Reference (book/page) 13182/2020 & 13182/2024

Nearest Intersection Hillsborough Street & Nowell Road

Property Size (acres) 1.70

For Planned
Development
Applications Only:

Total Units

Total Square Footage

Total Parcels

Total Buildings

Property Owner/Address
Hillsborough Street Properties, LLC
2044 Oakton Drie
Raleigh, NC 27606-9696

Phone 919-744-1237

Fax N/A

Email Maryannbjohnson@gmail.com

Project Contact Person/Address
Brenda D. Measamer, Broker
1007 Branwell Drive
Durham, NC 27703-9864

Phone 919-624-9286

Fax N/A

Email bmeasamer@bellsouth.net

Owner/Registered Agent Signature

Email Maryannbjohnson@gmail.com

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

RECEIVED
R **D**

CONDITIONAL USE DISTRICT ZONING CONDITIONS OCT 11 2019

Zoning Case Number **REZN-0027-2019**

BY: 

OFFICE USE ONLY

Date Submitted **10-11-19**

Transaction #

Existing Zoning **R-10**

Proposed Zoning

NX-5-GR

Rezoning Case #

Narrative of Zoning Conditions Offered

1. No commercial uses are permitted in standalone building(s). Commercial uses must be located on the first floor of a multi-tenant or apartment building(s).

2. Commercial uses cannot exceed 15% of the gross floor area of a multi-tenant or apartment building(s) or 6,000 square feet, whichever is greater.

3. Hours of operation of any commercial uses can begin no earlier than 6:00 a.m. and end no later than 11:00 p.m., including all deliveries.

4. No drive-thru or drive-in facilities are permitted.

5. No vehicle and fuel sales, vehicle rentals, vehicle repairs, outdoor sports facilities, bars, nightclubs, taverns, or lounges are permitted.

6.

7.

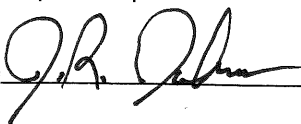
8.

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/Registered Agent Signature



Print Name

J. R. (Randy) Johnson, President

Pre-Application Conference

(this form must be provided at the time of formal submittal)



DEVELOPMENT SERVICES DEPARTMENT

Development Services Customer Service Center | 1 Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2495 | efax 919-996-1831
Litchford Satellite Office | 8320 - 130 Litchford Road | Raleigh, NC 27601 | 919-996-4200

PROCESS TYPE

- ☐ Board of Adjustment
- ☐ Comprehensive Plan Amendment
- ☒ Rezoning
- ☐ Site Review*
- ☐ Subdivision
- ☐ Subdivision (Exempt)
- ☐ Text Change

* Optional conference

GENERAL INFORMATION

Date Submitted 05/21/19

Applicant(s) Name Brenda Measamer (Broker - on behalf of Hillsborough Street Properties LLC)

Applicant's Mailing Address 1007 Branwell Drive, Durham NC 27703

Phone 919-624-9286

Email bmeasamer@bellsouth.net

Property PIN # 0774818354 / 0774819351

Site Address / Location 6101 Hillsborough Street / 6019 Hillsborough Street

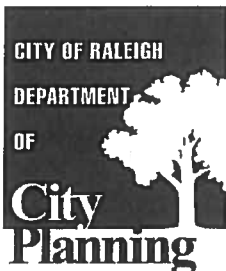
Current Zoning R-10

Additional Information (if needed) :

OFFICE USE ONLY

Transaction # : 598733 Date of Pre-Application Conference : 5/31/19

Staff Signature



Pre-Application Conference Meeting Record

Transaction #: 598733 Meeting Date & Time: 5/31/19 10 am

Location: One Exchange Plaza

Attendees: John Anagnost, Ira Mabel, Hannah Peckow
Brenda Measamer

Parcels discussed (address and/or PIN): 6101 Hillsborough Street / 6019 Hillsborough Street

Current Zoning: R-10

Potential Re-Zoning: RX-3/4

CAC Chair/Contact Information: West CAC Jonathan.Edwards@raleighnc.gov 919-996-5712

General Notes: Applicant interested in higher density residential.

Future Land Use Map designation is High Density Residential,
which supports residential up to 12 stories. Transit plan
exist for Hillsborough corridor. RX- district does not restrict
density, the height limit would. Heights of 4 or 5 stories could
be compatible. Commercial at this site would not be permitted
in RX-. A stand alone restaurant would be permitted in RX-.

Department & Staff	Notes
Development Services ___Justin Rametta Justin.Rametta@raleighnc.gov 919-996-2665 ___Mike Walters Michael.Walters@raleighnc.gov 919-996-2636 ___Walt Fulcher Walt.Fulcher@raleighnc.gov 919-996-3517	<u>Additional Use Case can add restrictions</u> <u>to an existing district -</u> <u>Conversations with neighbors & council member</u> <u>may inform conditions.</u> <u>Neighborhood meeting can include more parcels</u> <u>UDO Sections: than application - but not other</u> <u>way around</u>

Site on Transit Emphasis Corridor Comprehensive
Plan recommends a hybrid which formcode
be applied.

Brenda D. Measamer, Broker
1007 Branwell Drive
Durham, NC 27703

July 10, 2019

RE: 6019 and 6101 Hillsborough Street, Raleigh, NC

Dear Neighboring Property Owners:

You are invited to attend a neighborhood meeting on Wednesday, July 24th, 2019. The meeting will be held at 6019 Hillsborough Street, Raleigh, NC and will begin at 6:00 p.m.

The purpose of this meeting is to discuss a potential rezoning of the properties located at 6019 Hillsborough Street (brick ranch home) and 6101 Hillsborough Street (two-story brick home), near the intersection of Hillsborough Street and Nowell Road. This site is currently zoned R-10 and is proposed to be rezoned to NX-5 (Neighborhood Mixed Use).

The City of Raleigh requires that prior to the submittal of any rezoning application, the applicant hold a neighborhood meeting involving the property owners within 500 feet of the area requested for rezoning.

If you have any concerns, comments, or questions, feel free to call me at 919-624-9286 or email me at bmeasamer@bellsouth.net.

For more information about rezoning, you may visit www.raleighnc.gov or contact the Raleigh City Planning Department at:

(919) 996-2682 or rezoning@raleighnc.gov

Thank you.

Brenda Measamer

Brenda D. Measamer
NC Real Estate Broker #154850

PROPERTY OWNERS WITHIN 500 FEET OF 6019 AND 6101 HILLSBOROUGH STREET

PIN #	OWNER	MAILING ADDRESS	MAILING ADDRESS	MAILING ADDRESS
774819790	727 ASSOCIATES	JOHN M DAVIS	100 E SIX FORKS RD STE 308	RALEIGH NC 27609-7752
774912321	ALLRED, ANNIE ADAMS	6007 HILLSBOROUGH ST	RALEIGH NC 27606-1260	
774804665	ANDERSON, JAMES LLOYD BAILEY ANDERSON, LINDA FAYE	5800 KIMBAL ST	RALEIGH NC 27606-1142	
774910351	BATTS, HOWARD C JR	PO BOX 10770	RALEIGH NC 27605-0770	
774913723	BOBBITT & ASSOCIATES INC	600 GERMANTOWN RD	RALEIGH NC 27607-5144	
774915648	BOBBITT & ASSOCIATES INC	600 GERMANTOWN RD	RALEIGH NC 27607-5144	
774915221	CARY LAND & CATTLE LLC	9105 FAWN HILL CT	RALEIGH NC 27617-7769	
774827213	COX FAMILY LLC	207 THORN HOLLOW DR	APEX NC 27523-9272	
774828176	COX FAMILY LLC	207 THORN HOLLOW DR	APEX NC 27523-9272	
774910901	COX FAMILY LLC	207 THORN HOLLOW DR	APEX NC 27523-9272	
774818354	HILLSBOROUGH STREET PROPERTIES LLC	2044 OAKTON DR	RALEIGH NC 27606-9696	REZONING APPLICANT
774819351	HILLSBOROUGH STREET PROPERTIES LLC	2044 OAKTON DR	RALEIGH NC 27606-9696	
774713945	NC RAILROAD COMPANY	2809 HIGHWOODS BLVD STE 100	RALEIGH NC 27604-1000	
774819603	NC RAILROAD COMPANY	2809 HIGHWOODS BLVD STE 100	RALEIGH NC 27604-1000	
774917416	NC RAILROAD COMPANY	2809 HIGHWOODS BLVD STE 100	RALEIGH NC 27604-1000	
774824183	NORTH CAROLINA STATE OF	STATE PROPERTY OFFICE	116 W JONES ST	RALEIGH NC 27603-1300
774816864	QUERCUS CAMUSIS LLC	BASIL CAMU	511 NOWELL RD	RALEIGH NC 27607-5123
774816963	QUERCUS CAMUSIS LLC	BASIL CAMU	511 NOWELL RD	RALEIGH NC 27607-5123
774817788	QUERCUS CAMUSIS LLC	BASIL CAMU	511 NOWELL RD	RALEIGH NC 27607-5123
774812325	R J G ENTERPRISES INC	6215 HILLSBOROUGH ST	RALEIGH NC 27606-1146	
774813044	TOMA, KAMAL S TOMA, NARGIS S	6940 DARCY LN	RALEIGH NC 27606-9024	
774901873	VIE RALEIGH, LLC	80 SW 8TH ST STE 2500	MIAMI FL 33130-3032	
774911825	WILLIFORD, JAMES WILLIFORD, BARBARA	5517 EARLE RD	RALEIGH NC 27606-9478	

21 PARCELS OF LAND OTHER THAN APPLICANT; 14 OWNERS

[illegible]

SUMMARY OF ISSUES

A neighborhood meeting was held on July 24, 2019 (date) to discuss a potential rezoning located at 6019 & 6101 Hillsborough Street (property address).

The neighborhood meeting was held at 6019 Hillsborough Street (location).

There were approximately 2 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

No questions, no concerns, no issues.

Meeting included introductions, history of property, explanation of current and proposed zoning, explanation of

steps in the rezoning process, and time for questions or comments. Meeting adjourned at 7:10 p.m.

REZONING APPLICATION ADDENDUM #1	
<p align="center">Comprehensive Plan Analysis</p>	<p align="center">OFFICE USE ONLY</p>
<p>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.</p>	<p align="center">Transaction #</p> <p align="center">Rezoning Case #</p>
<p align="center">STATEMENT OF CONSISTENCY</p>	
<p>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.</p>	
<p>Per the 2030 Comprehensive Plan, Policy AP-A-20, the proposed West Raleigh Triangle Transit station would be adjacent to the State Surplus Property Office, which is within 500 feet of the subject property (on the south side of Hillsborough Street.) NX-5-GR zoning would allow for appropriate development near the transit-oriented urban village setting surrounding the regional rail station. as recommended by the Comprehensive Plan.</p>	
<p>Hillsborough Street is a Transit Emphasis Corridor, and the subject property, with an NX-5-GR zoning could provide retail, service, and high density housing within close proximity to the proposed West Raleigh Triangle Transit Station.</p>	
<p>Future Land Use Map designation for the subject property is High Density Residential which supports high density residential up to 12 stories.</p>	
<p>4.</p>	
<p align="center">PUBLIC BENEFITS</p>	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>An NX-5-GR development could provide not only new retail and residential space, but could well serve the residents in the R-10 housing units surrounding the subject property by providing retail, service, perhaps entertainment within walking distance of those housing units.</p>	
<p>NX-5-GR could also provide additional dense multi-family housing within walking distance of the West Raleigh Triangle Transit station. This might create a cleaner environment by reducing auto emissions from local residents who would be encouraged to use the rail system for transportation to and from work.</p>	
<p>3.</p>	
<p>4.</p>	

REZONING APPLICATION ADDENDUM #2**Impact on Historic Resources****OFFICE USE ONLY****Transaction #****Rezoning Case #**

The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.

INVENTORY OF HISTORIC RESOURCES

List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.

N/A - not in an historic area

PROPOSED MITIGATION

Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.

N/A

URBAN DESIGN GUIDELINES

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", or
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban Form Designation Transit Emphasis Corridor Click [here](#) to view the Urban Form Map.

- | | |
|----|--|
| 1. | <p><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></p> <p>Response:</p> <p>An NX-5-GR project could include retail, service, (i.e., a hair salon), and a management office, for example, on the ground floor with residential housing units on floors 2-5. Such a development would provide housing and shopping convenience in close proximity to the proposed rail station and could serve the R-10 residents already in close proximity to the subject property.</p> |
| 2. | <p><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></p> <p>Response:</p> <p>The current neighbors within 500 feet of the subject property are primarily business or R-10. Given the proximity of the proposed rail station, higher density is recommended which can most easily be achieved with additional height. 12 stories is the ultimate height designated for a high transit area. Hillsborough Street is a Transit Emphasis Corridor.</p> |
| 3. | <p><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></p> <p>Response:</p> <p>Any future development on the subject property might be in conjunction with an adjacent property, both of which would be accessed through the rear of the property, eliminating the two current driveways on the subject property, directly off the south side of Hillsborough Street.</p> |
| 4. | <p><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></p> <p>Response:</p> <p>The only street currently associated with the subject property is Hillsborough Street. Future development might utilize the zoning condition of an adjacent parcel of land that allows access to the rear of the property for ingress/egress which would eliminate the two driveways currently providing ingress and egress to Hillsborough Street from the subject property. Otherwise, at least one of the two current driveways would be eliminated.</p> |
| 5. | <p><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></p> <p>Response:</p> <p>Given the size of the subject property, 1.7 acres, it is unlikely that any future development would create a separate city block. Future permitting process would naturally comply with City Planning Department guidelines before issuance of a permit.</p> |
| 6. | <p><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></p> <p>Response:</p> <p>With a Green frontage, the subject property would be developed with a strip of landscaping in front of the building(s), between the street right of way and the building, with parking in the rear.</p> |

7.	<p><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></p> <p>Response:</p> <p>Parking would be anticipated to be located in the rear of structures erected on the subject property, per the Green frontage requirements.</p>
8.	<p><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></p> <p>Response:</p> <p>N/A - subject property is not located at a street intersection.</p>
9.	<p><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></p> <p>Response:</p> <p>These considerations would occur at the time of project design. No development is planned at this time on the subject property.</p>
10.	<p><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></p> <p>Response:</p> <p>With Hillsborough Street being a Transit Emphasis Corridor, the "face" of that area of Hillsborough Street is sure to change. Any future development will comply with the UDO when being designed, and in compliance with Green frontage requirements.</p>
11.	<p><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></p> <p>Response:</p> <p>While no development is currently planned, it is assumed that future development would include retail with residential. Again, consideration of the recommendations/guidelines would be applied at the time a project is being designed.</p>
12.	<p><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></p> <p>Response:</p> <p>Any future development, particularly retail and service on the first floor, with residential units on floors 2-5, would naturally incorporate a courtyard as an outdoor gathering spot for residents and nearby residents who shop in the retail spaces of the building(s).</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response:</p> <p>Seating is assumed to be placed throughout the grounds of any future development.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response:</p> <p>Green frontage implies parking in the rear of the building(s), and it is assumed that any future development would incorporate landscaping throughout. To the rear of the subject property is a parking lot for Vie Raleigh, a student housing community, as well as a dog park for that community. Parking along the rear property line would not negatively affect surrounding developments.</p>
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>Response:</p> <p>Green frontage dictates parking in the rear of any future development on this site.</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>Response:</p> <p>Green frontage provides assurance of a pleasing view from the fronting street (Hillsborough). Landscaping incorporated in the parking areas could assure a pleasant visual effect from the rear of the property as well.</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>Response:</p> <p>Subject property is located within a half-mile radius "an acceptable 10-minute walking distance" of the proposed West Raleigh Triangle Transit station (per the 2030 Comprehensive Plan) thereby supporting higher building density.</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>Response:</p> <p>Design of the West Raleigh Triangle Transit Station includes recommendation of urban village development surrounding the station, which will most likely include pedestrian crossings to the south side of Hillsborough Street.</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>Response:</p> <p>The topo of the subject property is level with minimal water runoff.</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>Response:</p> <p>The size of the subject property does not allow for new street construction unless it is combined with other multiple parcels of land prior to 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>Response:</p> <p>N/A - no streets expected to be added due to the size of the property. (1.7 acres)</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>Response:</p> <p>N/A - no streets planned.</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>Response:</p> <p>Any future development would incorporate close scrutiny as to all relative guidelines for a project prior to permit issuance.</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>Response:</p> <p>It is anticipated that an entrance would be on the front of the building facing the public street (Hillsborough). The entrance would be enhanced by the landscaping strip required by a Green frontage.</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>Response:</p> <p>It is assumed that any future development would reflect strong architectural details and provide a pleasing, eye-catching view to pedestrians from Hillsborough Street.</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>Response:</p> <p>It is anticipated that landscaping would provide points of interest for any development.</p>

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")

TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Rezoning application review fee (see <u>Fee Schedule</u> for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
3. Completed application; Include electronic version via cd or flash drive	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
4. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties within 500 feet of area to be rezoned (all applications)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
5. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
6. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
7. Trip Generation Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
8. Traffic Impact Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
9. Completed and signed zoning conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
10. Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
11. Completed Response to the Urban Design Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
12. For applications filed by a third party, proof of actual notice to the property owner <i>Owner's signature</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
13. Master Plan (for properties requesting Planned Development or Campus District)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
14. Copy of ballot and mailing list (for properties requesting Accessory Dwelling Unit Overlay)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			