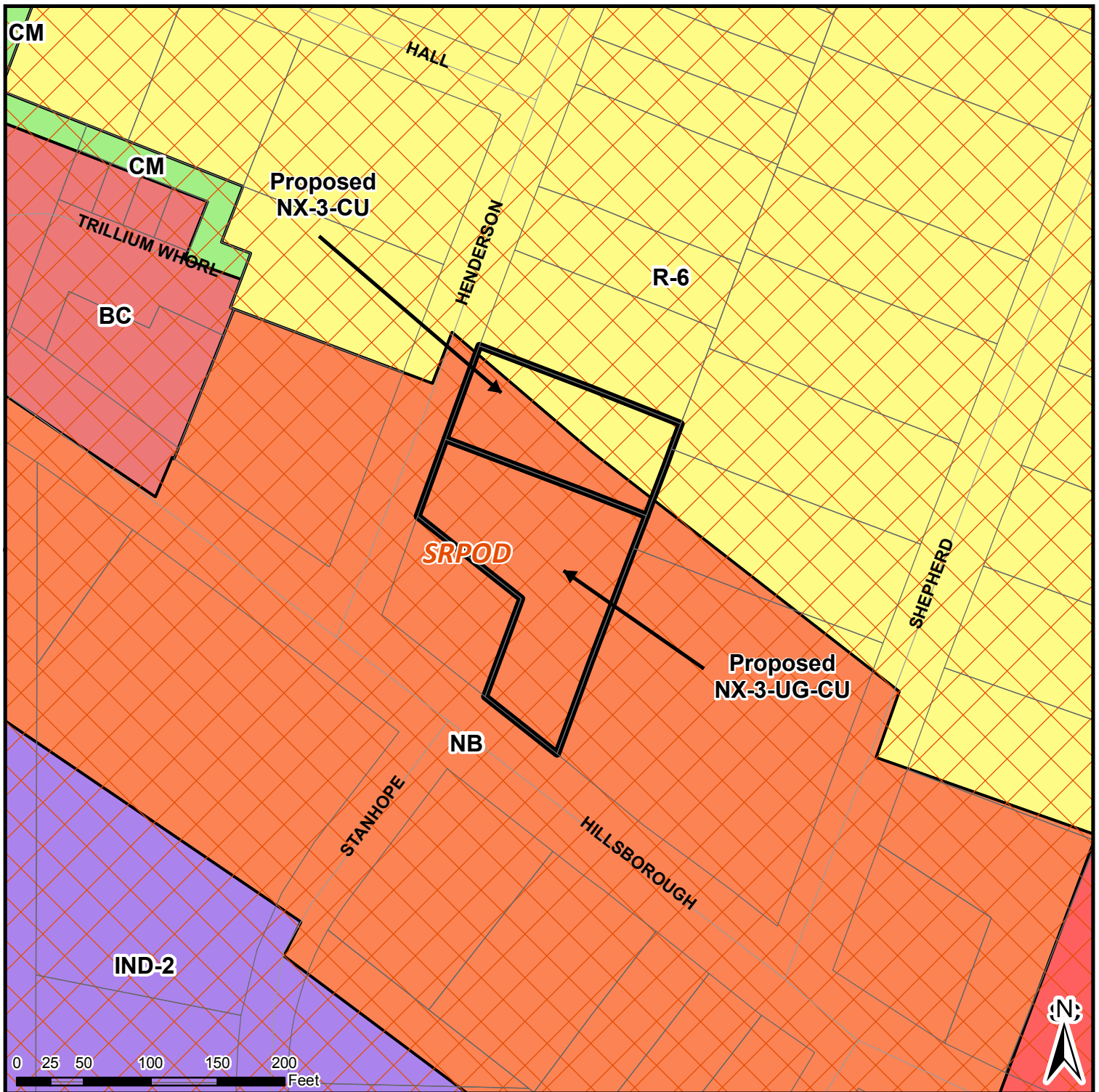


Existing Zoning Map

Z-29-2013

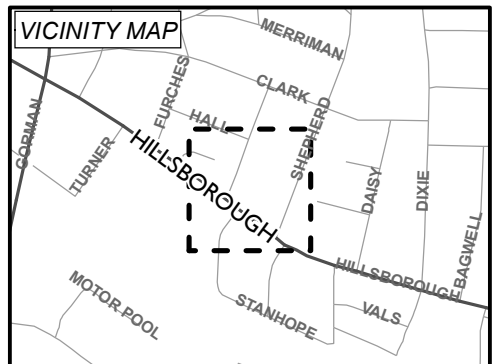


**Submittal
Date**

9/5/2013

Request:

**.72 acre from NB & R-6 w/ SRPOD to
NX-3-UG-CU & NX-3-CU
both w/SRPOD**





Certified Recommendation

Raleigh Planning Commission

CR# 11558

Case Information: Z-29-13 - Hillsborough Street & Henderson Street

<i>Location</i>	Hillsborough Street, north side, east of its intersection with Henderson Street, and Henderson Street, east side, north of its intersection with Hillsborough Street Address: 3210 Hillsborough Street & 2 Henderson Street PINs: 0794439068 & 0794439159
<i>Request</i>	Rezone property from NB & R-6 w/ SRPOD, to NX-3-UG-CU (3210 Hillsborough Street) & NX-3-CU (2 Henderson Street) w/ SRPOD
<i>Area of Request</i>	0.72 acre
<i>Property Owner</i>	Meetinghouse Properties LLC
<i>Applicant</i>	Kimberly Siran: 919-539-0012; Kimberly@coalydesign.com
<i>Citizens Advisory Council</i>	Wade: Mike Rieder, Chairperson: 919-755-1352; Mrieder1945@gmail.com
<i>PC Recommendation Deadline</i>	February 24, 2014

Comprehensive Plan Consistency

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

Future Land Use Map Consistency

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

Comprehensive Plan Guidance

<i>FUTURE LAND USE</i>	Neighborhood Mixed Use (NMU)
<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 5.4 - Density Transitions Policy LU 8.12 - Infill Compatibility Policy LU 10.6 - Retail Nodes Policy UD 2.4 - Transitions in Building Intensity Policy UD 7.3 - Design Guidelines
<i>INCONSISTENT Policies</i>	(none)

Summary of Proposed Conditions

1. All lighting fixtures to be full cut-off.
2. Certain uses prohibited.
3. Added setback limitations placed on Henderson Street parcel.

Public Meetings

Neighborhood Meeting	Public Hearing	Committee	Planning Commission
8/27/13			11/26/13 (approved)

☐ **Valid Statutory Protest Petition**

Attachments

1. Staff report
2. Applicant Responses to Design Guidelines
3. Transportation Planning Memorandum

Planning Commission Recommendation

Recommendation	The Planning Commission finds that this case is consistent with the Comprehensive Plan and should be approved in accordance with the zoning conditions submitted November 18, 2013.
Findings & Reasons	<ol style="list-style-type: none"> 1. The proposal is consistent with the Future Land Use Map and applicable Comprehensive Plan policies. The Future Land Use Map designates this area for Neighborhood Mixed Use, and thereby appropriate for retail, office, or residential development. 2. The proposal is reasonable and in the public interest. Rezoning could support viable use of the Hillsborough Street property, a designated Raleigh Historic Landmark. 3. The proposal is compatible with the surrounding area. Conditions maintain or enhance the compatibility of the site with adjacent uses and development.
Motion and Vote	Motion: Schuster Second: Braun In Favor: Braun, Buxton, Fleming, Fluhrer, Lyle, Mattox, Schuster and Sterling Lewis

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.

		11/26/13	
_____ Planning Director	_____ Date	_____ Planning Commission Chairperson	_____ Date

Staff Coordinator: Doug Hill: (919) 996-2622; Doug.Hill@raleighnc.gov



Zoning Staff Report – Case Z-29-13

Conditional Use District

Case Summary

Overview

The proposal seeks to apply consistent zoning across the two subject parcels, the northern of which (2 Henderson Street) is diagonally split-zoned into NB and R-6 districts. The southern parcel (3210 Hillsborough Street) contains the former Raleigh Nehi Bottling Company plant, a Raleigh Historic Landmark also listed on the National Register of Historic Places. The building has long been vacant. Space available for on-site parking is limited. Rezoning would allow use of the northern parcel as a parking area in support of re-use of the landmark property.

Most properties lining either side of the subject section of Hillsborough Street are in commercial use (retail or office). The exceptions are two apartment buildings, including the property immediately east, the Wilmont Apartments (which also is a designated Raleigh Historic Landmark). The corner property at Henderson Street, which the rezoning area surrounds, contains a free-standing restaurant. Properties to the north along Henderson Street are built out with residences ranging in age from the 1920s to four infill houses built in 2007 (replacing two earlier homes). Older houses are 1- or 1½-story tall; the four newer houses are 2-story. All have pitched roofs.

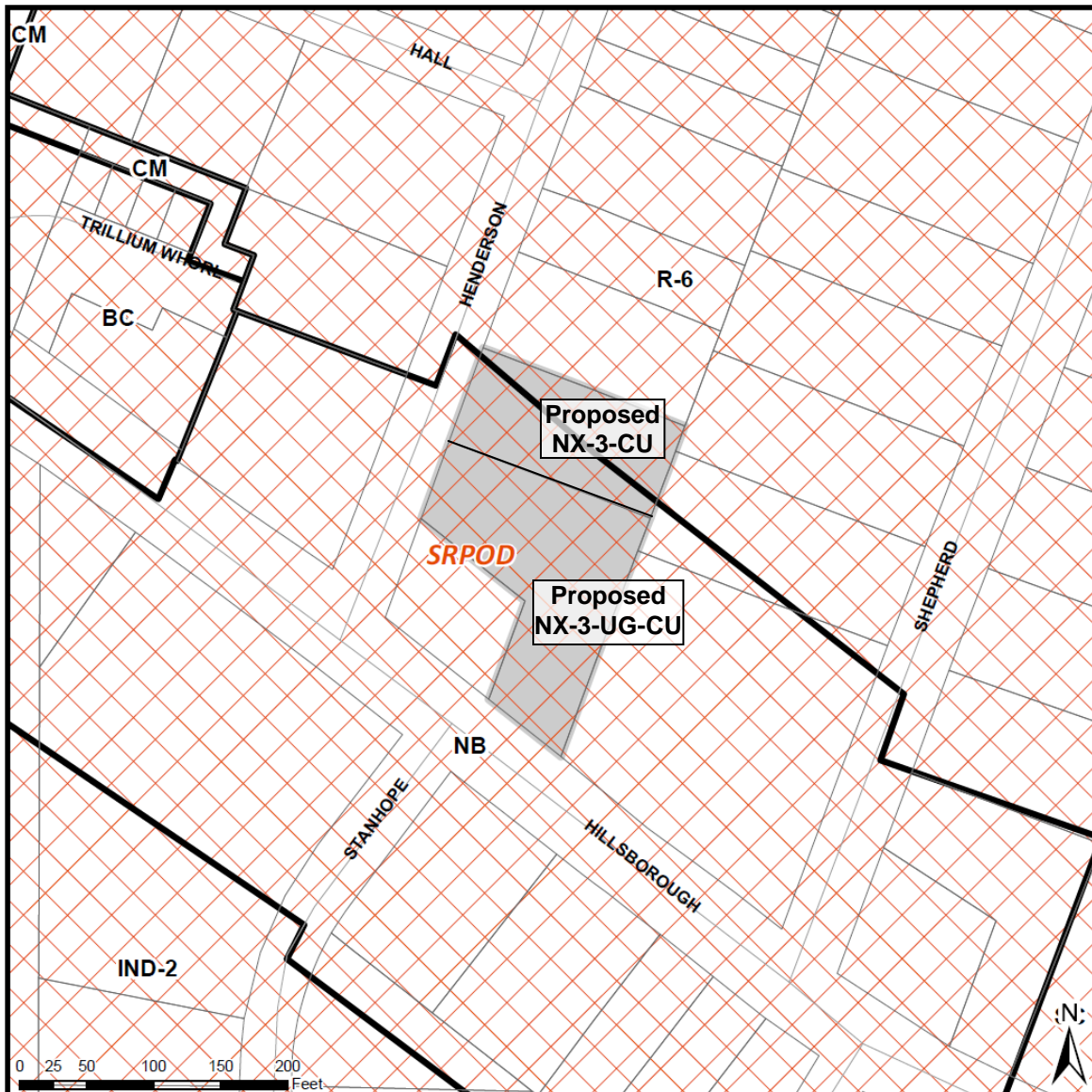
Topography declines only slightly west to east across the two properties. Crape myrtles and mature hardwoods line the residential portion of Henderson Street; the older house lots are characterized by mature trees.

Outstanding Issues

<i>Outstanding Issues</i>	<i>(None.)</i>	<i>Suggested Mitigation</i>	<i>(n/a)</i>
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Existing Zoning Map

Z-29-2013

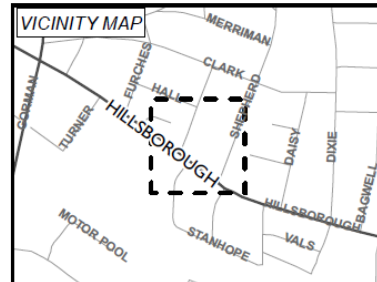


**Submittal
Date**

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both 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>	NB & NB/ R-6 (split)	R-6	NB	NB & NB/ R-6 (split)	NB, R-6
<i>Additional Overlay</i>	SRPOD	SRPOD	SRPOD	SRPOD	SRPOD
<i>Future Land Use</i>	NMU	LDR	NMU	LDR, NMU	LDR, NMU
<i>Current Land Use</i>	Vacant (former bottling works), vacant/ parking	Duplex	Eating establishment; light manufacturing, parking lot	Apartments	Auto repair
<i>Urban Form: Centers</i>	(none specified)	(none specified)	(none specified)	(none specified)	(none specified)
<i>Urban Form: Corridors</i>	Transit Emphasis	(none specified)	(none specified)	Transit Emphasis	(none specified)

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
<i>Residential Density:</i>	6	(not specified)
<i>Min. Setbacks:</i>	<i>NB:</i>	<i>If General Building:</i>
<i>Front:</i>	30'	5' *
<i>Side:</i>	0'	0'/ 6'
<i>Rear:</i>	0'	0'/ 6'
		(* 30' at 2 Henderson Street, as conditioned)
<i>Retail Intensity Permitted:</i>	(not specified)	(not specified)
<i>Office Intensity Permitted:</i>	(not specified)	(not specified)

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning*
<i>Total Acreage</i>	0.72 a. (31,363 sf)	0.72 a. (31,363 sf)
<i>Zoning</i>	NB & R-6 w/ SRPOD	NX-3 CUD w/ SRPOD
<i>Max. Gross Building SF (if applicable)</i>	(not specified – 10,251 existing)	38,660
<i>Max. # of Residential Units</i>	6 (NB: 5; R-6: 1)	44
<i>Max. Gross Office SF</i>	(not specified)	39,000
<i>Max. Gross Retail/ Office SF</i>	(not specified)	25,000

Max. Gross Retail/ Residential SF	(not specified)	9,900 sf + 22 units
Potential F.A.R	(not specified)	1.23

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

The proposed rezoning is:

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

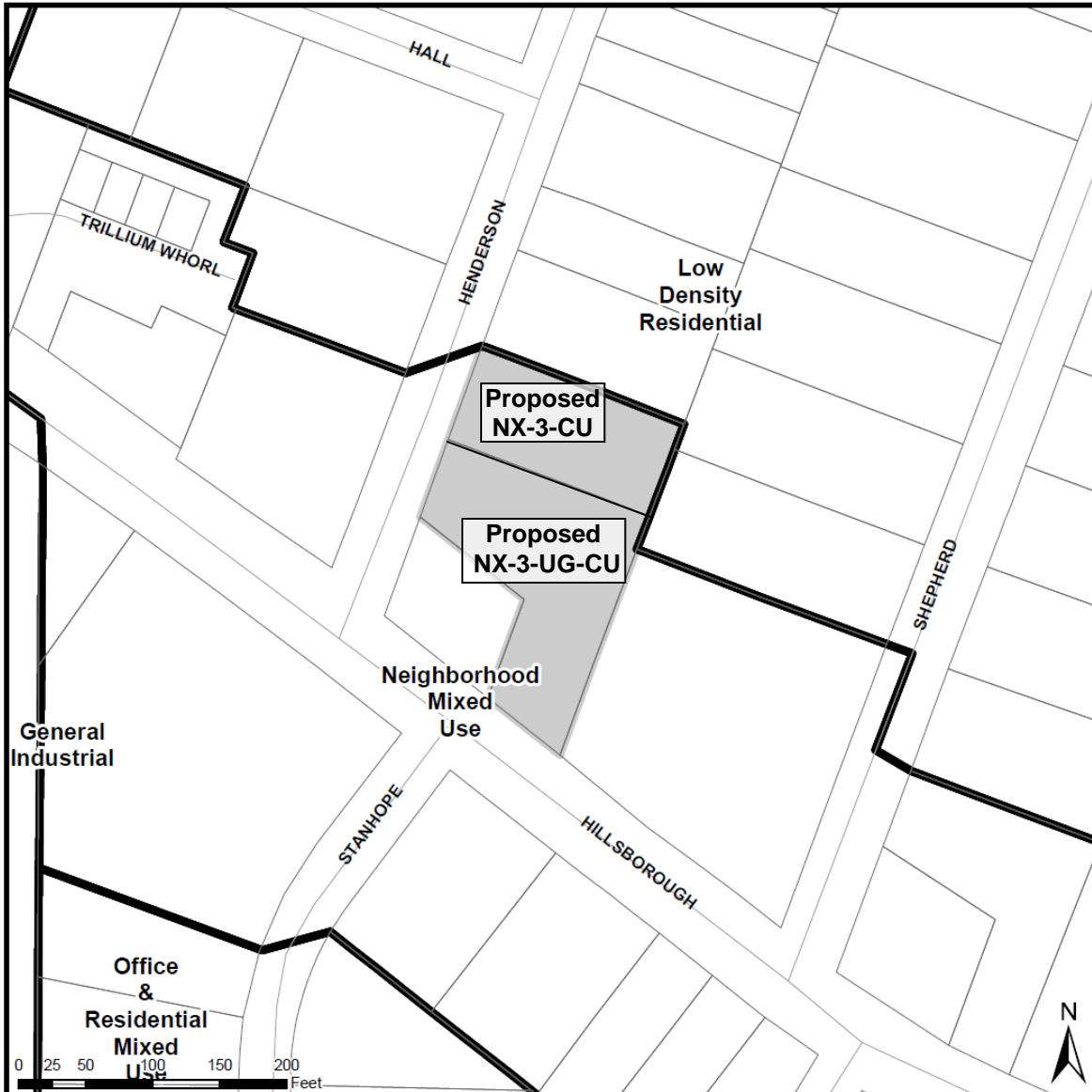
☐ **Incompatible.**

Analysis of Incompatibility:

n/a

Future Land Use Map

Z-29-2013



**Submittal
Date**

9/5/2013

Request:

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NX-3-UG-CU & NX-3-CU
both w/SRPOD

VICINITY MAP



2. Comprehensive Plan Consistency Analysis

2.1 Future Land Use

Future Land Use designation: Neighborhood Mixed Use

The rezoning request is:

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

☐ **Inconsistent**

Analysis of Inconsistency:

n/a

2.2 Policy Guidance

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

(None.)

2.3 Area Plan Policy Guidance

The subject properties are not located within the boundaries of an Area Plan.

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- Improved opportunity to return designated historic resource property to viable use.

3.2 Detriments of the Proposed Rezoning

(None identified.)

4. Impact Analysis

4.1 Transportation

(See accompanying memorandum.)

Impact Identified: The Specialty Retail/ Office development scenario would result in a potential net decrease of 70 trips to the surrounding street network in the PM peak period.

4.2 Transit

The CAT Short Range Transit Plan and Wake County 2040 Transit Study identify Hillsborough Street as a high intensity transit corridor and pedestrian connectivity to the corridor should be maintained.

This property is currently served by CAT Route 12 Method and Triangle Transit. The nearest transit stops are Hillsborough/Shepherd outbound and Hillsborough/Stanhope inbound.

Due to the historic nature of the property and site constraints, Transit does not request a transit easement at this location.

Impact Identified: This zoning request should have negligible impact on the existing transit system.

4.3 Hydrology

<i>Floodplain</i>	None
<i>Drainage Basin</i>	Rocky Branch
<i>Stormwater Management</i>	UDO Section 9.2
<i>Overlay District</i>	N/A

Impact Identified: No Neuse Buffer. Gravel is no longer considered to be built upon area. Therefore, any new impervious area over the existing gravel will have to be accounted for in the stormwater calculations.

4.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	4,500 gpd	15,750 gpd
<i>Waste Water</i>	4,500 gpd	15,750 gpd

The proposed rezoning would add approximately 11,250 gpd to the resource recovery collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.

Impact Identified: The petitioner must submit a downstream sewer capacity study and those required improvements identified by the study must be permitted and constructed. Verification of available capacity for water fire flow is required as part of the building permit submittal process. Any water system improvements required to meet fire flow requirements will also be required.

4.5 Parks and Recreation

The subject rezoning case is not adjacent to any Capital Area Greenway corridors. The subject tract's recreation needs will be served by Pullen Park.

Impact Identified: None.

4.6 Urban Forestry

These two parcels together are less than 2 acres and not subject to UDO Article 9.1 Tree Conservation.

Impact Identified: None.

4.7 Designated Historic Resources

The southern parcel contains the former Raleigh Nehi Bottling Company plant, which is a designated Raleigh Historic Landmark and also individually listed on the National Register of Historic Places. The building is adjacent to another Raleigh Historic Landmark, the three-story Wilmont Apartments, located immediately to the east. The surrounding area is within the West Raleigh National Register Historic District.

Impact Identified: Rezoning will not negatively affect the former Nehi plant (exterior changes will still be subject to Certificate of Appropriateness review; certified rehabilitation will remain eligible for National Register tax credits). On the contrary, the proposal is expected to enable renovation and re-use of the currently vacant building.

4.8 Community Development

The site is not located within a designated Redevelopment Plan area.

Impact Identified: None.

4.9 Appearance Commission

The rezoning is not subject to Appearance Commission review.

4.10 Impacts Summary

No negative impacts are expected from this rezoning (although impervious surface and/or sewer/ fire flow matters may need to be addressed at the site plan stage).

4.11 Mitigation of Impacts

(n/a)

5. Conclusions

The proposal is consistent with the Future Land Use designation for the site, and with applicable Comprehensive Plan policies. Rezoning would eliminate the split-district status of the northern tract, while conditioning redevelopment compatible with adjacent and nearby residences. In the process, support could be provided for the renovation and viable use of the historic landmark property on the southern tract.

URBAN DESIGN GUIDELINES

If the property to be rezoned is shown as a "mixed use center" or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.

1.	<i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i> The proposed development will not be a "mixed use" development but is located along a Transit Corridor (Hillsborough Street)
2.	<i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i> The existing building, which will be renovated, is consistent in height and massing with the other commercial buildings located along this section of Hillsborough Street.
3.	<i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i> N/A
4.	<i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i> No proposed streets
5.	<i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i> N/A
6.	<i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i> The existing Nehi building is located close to the street in keeping with the established street frontage and includes a public sidewalk. The parking to support the Nehi building will be located behind the building and on the 2 Henderson Street lot to the rear of the Nehi lot.
7.	<i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i> All parking will be in the rear of the lot and located on the adjacent lot behind the building.
8.	<i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i> N/A
9.	<i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i> N/A
10.	<i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i> N/A
11.	<i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i> N/A

12.	<i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i> N/A
13.	<i>New public spaces should provide seating opportunities.</i> N/A
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i> The parking lot located on the 2 Henderson property will not interrupt pedestrian routes and will be an improvement to the property and surrounding developments. The parking lot will be screened from the adjacent residential lot with existing and proposed landscape material and the installation of a closed board fence.
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> The proposed parking lot to support the Nehi building is located off of Hillsborough Street along the interior of the block.
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> N/A
17.	<i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i> The existing building is within walking distance to existing transit stops.
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> N/A
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> N/A
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> The commercial driveway for the parking lot will not interrupt the pedestrian pathway. The sidewalk will be given precedent over the drive apron.
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> N/A – sidewalks are existing
22.	<i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i> Street trees will be provided and existing trees utilized for the City requirements.
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> N/A
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> The main entrance to the building will include architectural details and be on the front façade facing the primary street (Hillsborough Street).
25.	<i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i> The ground level of the building will offer pedestrian interest with elements such as the large windows and other historic and unique building features.
26.	<i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i> The existing sidewalk along Hillsborough Street will remain and provide the primary pedestrian movement and promote casual social interaction between building occupants and the public.

Z-29-13
AMENDED 11-18-13

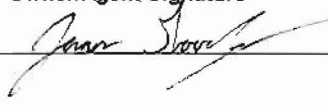


Planning & Development

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

Rezoning Application

Rezoning Request	OFFICE USE ONLY
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use	Transaction Number 370448
Existing Zoning Classification Neighborhood Business and Special Residential -6 Proposed Zoning Classification Base District: 2 Henderson Street: PIN: 0794439159, Deed Book 15301, Page 900 Wake County Registry, NX - 3 CU, Neighborhood Mixed Use with Special Residential Parking Overlay District; 3210 Hillsborough Street: PIN: 0794439068, Deed Book 15301, Page 900 Wake County Registry, NX-3-UG CU, Neighborhood Mixed Use, Urban General Frontage with Special Residential Parking Overlay District	
If the property has been previously rezoned, provide the rezoning case number.	
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. Case number 370448	

GENERAL INFORMATION		
Property Address 2 Henderson Street and 3210 Hillsborough Street		Date: September 3, 2013
Property PIN: 2 Henderson Street - 0794439159, Deed Book 15301, Page 900, Wake County Registry 3210 Hillsborough Street - PIN 0794439068, Deed Book 15301, Page 900, Wake County Registry		
Nearest Intersection Hillsborough Street and Henderson Street		Property size (in acres) .72 acres
Property Owner Meetinghouse Properties, LLC C/O York Properties 1900 Cameron Street Raleigh, NC 27605	Phone (919) 863-8079	Fax 919-828-9240
	Email brianwallace@yorkproperties.com	
Project Contact Person Kimberly J. Slran	Phone (919) 539-0012	Fax N/A
	Email kimberly@coalydesign.com	
Owner/Agent Signature 	Email James.Goodnight@sas.com	

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

2-28-13

AMENDED 11-18-13

Revision 07.23.13



Planning & Development


Development Services Customer Service Center

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

Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number		Transaction Number
Date Submitted		370448

NARRATIVE OF ZONING CONDITIONS OFFERED	
1.	All outdoor lighting fixtures shall be full cut-off design.
2.	<p>The following allowable uses shall be prohibited:</p> <ul style="list-style-type: none"> - Vehicle repair (minor) - Convenience retail - Daycare facility (center or home) - Indoor recreation – all types - Schools, all types - Outdoor recreation – all types - Any drive-through facility - Detention center, jail, prison - Gasoline sales - Check cashing business regulated by G.S. 53 Article 22
3.	No principal building or part of a principal building will be constructed on the 2 Henderson Street Property (PIN 0794439159, Deed Book 15301, Page 0900, Wake County Registry), within 30 feet of the Henderson Street right-of-way.
4.	
5.	
6.	
7.	

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature 	Print Name James Goodnight
---	-------------------------------



Planning & Development

Revision 07.23.13

**Development Services
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One Exchange Plaza
1 Exchange Plaza, Suite 400
Raleigh, North Carolina 27601
Phone 919-996-2495
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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 370448 Zoning Case Number 2-29-13

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. This rezoning request is consistent with the future land use designation. Both properties are designated "NX – Neighborhood Mixed Use which supports neighborhood-scaled restaurants, retail, banks, small offices, drycleaners, etc. within walking distance of residential neighborhoods.
2. The urban form (frontage) is determined by the existing building. The building is located close to the street and sidewalk and provides a pedestrian oriented scale. Off street parking will be located behind the building and on the adjacent lot to the rear.
3. The proposed rezoning will allow for a reuse of the historic Nehi Bottling Company building on Hillsborough Street. The building is a Raleigh Historic Landmark and will be used for offices. The building is situated close to the street and is in an established residential neighborhood. The 2 Henderson lot will be used for parking to support the Nehi building. The lot will have pedestrian connections to the property and the public right-of-way. Policies that are consistent with the 2030 Comp Plan: Urban Design: UD 1.1 Protecting Neighborhood Identity, 1.2 Architectural Features, 1.3 Creating Attractive Facades, 6.1 Encouraging Pedestrian Oriented Uses, Historic Preservation: HP-1.2 Cultural and Historic Resource Preservation, 2.3 Raleigh Historic Designation, 3.1 Adaptive Use, 3.2 Retention over Replacement
4. The request is consistent with the Urban Form Map. Hillsborough Street is designated as a "Transit Emphasis Corridor" and a Mixed Use Center is proposed at the Faircloth/Hillsborough/Gorman Street intersection. The proposed rezoning and rehabilitation of the historic Nehi Building will bring office use to the area which is in walking distance to the mixed use center.

PUBLIC BENEFITS

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

1. The proposed rezoning will allow for offices to be located within walking distance of an established residential neighborhood.
2. The proposed rezoning will allow a Raleigh Historic Landmark building to be rehabilitated with historic preservation efforts to showcase its historic features with improvements to the exterior and interior condition of the building.

3.	The proposed rezoning will help the revitalization efforts along Hillsborough Street and add to the existing neighborhood character by improving two properties which have been in neglect in the recent past.
4.	

Revision 07.23.13

URBAN DESIGN GUIDELINES

If the property to be rezoned is shown as a "mixed use center" or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.

1.	<i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i> The proposed development will not be a "mixed use" development but is located along a Transit Corridor (Hillsborough Street)
2.	<i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i> The existing building, which will be renovated, is consistent in height and massing with the other commercial buildings located along this section of Hillsborough Street.
3.	<i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i> N/A
4.	<i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i> No proposed streets
5.	<i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i> N/A
6.	<i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i> The existing Nehi building is located close to the street in keeping with the established street frontage and includes a public sidewalk. The parking to support the Nehi building will be located behind the building and on the 2 Henderson Street lot to the rear of the Nehi lot.
7.	<i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i> All parking will be in the rear of the lot and located on the adjacent lot behind the building.
8.	<i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i> N/A
9.	<i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i> N/A
10.	<i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i> N/A
11.	<i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i> N/A

12.	<i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i> N/A
13.	<i>New public spaces should provide seating opportunities.</i> N/A
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i> The parking lot located on the 2 Henderson property will not interrupt pedestrian routes and will be an improvement to the property and surrounding developments. The parking lot will be screened from the adjacent residential lot with existing and proposed landscape material and the installation of a closed board fence.
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> The proposed parking lot to support the Nehi building is located off of Hillsborough Street along the interior of the block.
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> N/A
17.	<i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i> The existing building is within walking distance to existing transit stops.
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> N/A
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> N/A
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> The commercial driveway for the parking lot will not interrupt the pedestrian pathway. The sidewalk will be given precedent over the drive apron.
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> N/A – sidewalks are existing
22.	<i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i> Street trees will be provided and existing trees utilized for the City requirements.
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> N/A
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> The main entrance to the building will include architectural details and be on the front facade facing the primary street (Hillsborough Street).
25.	<i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i> The ground level of the building will offer pedestrian interest with elements such as the large windows and other historic and unique building features.
26.	<i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i> The existing sidewalk along Hillsborough Street will remain and provide the primary pedestrian movement and promote casual social interaction between building occupants and the public.