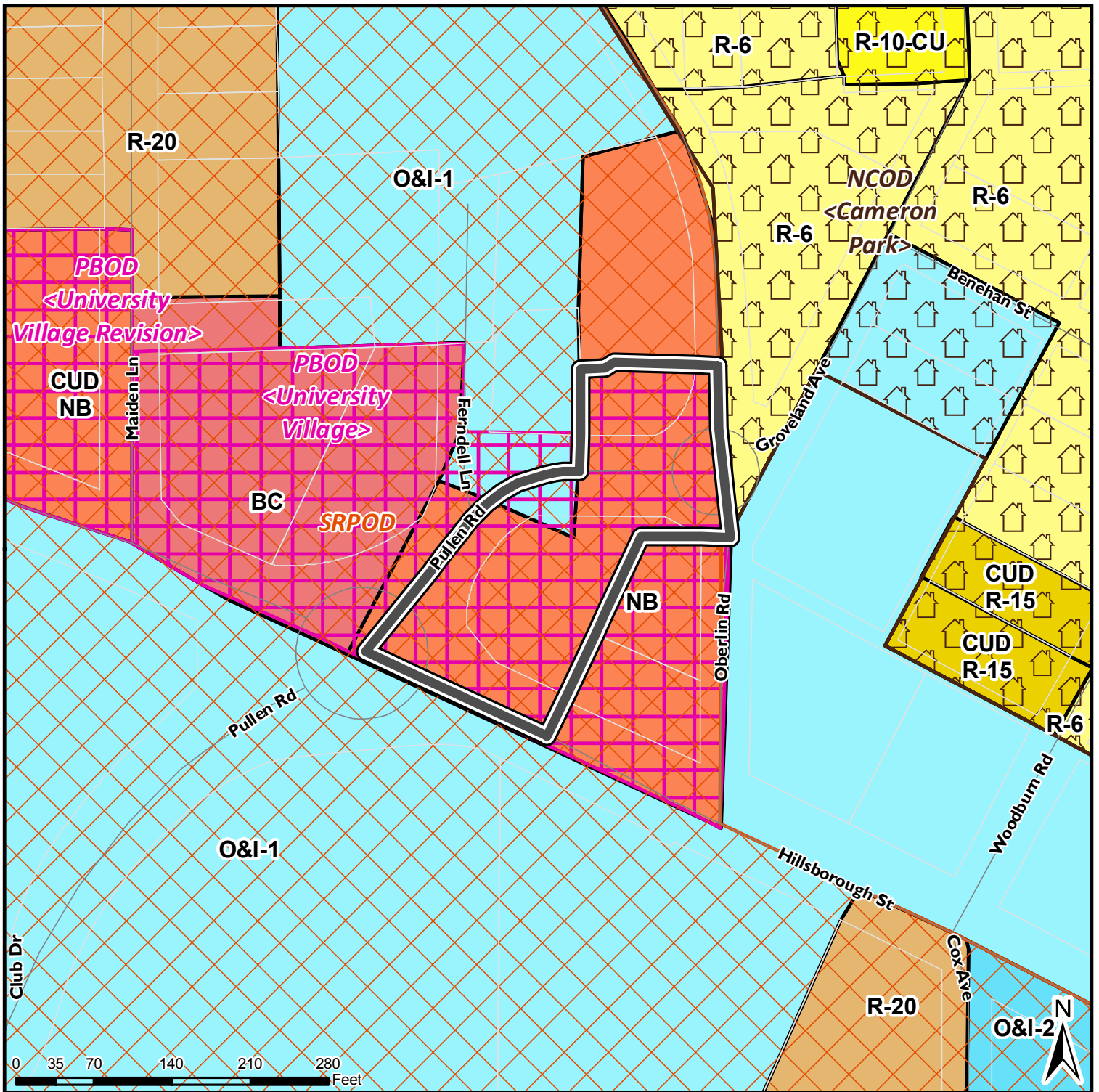


# Existing Zoning Map

# Z-31-2014

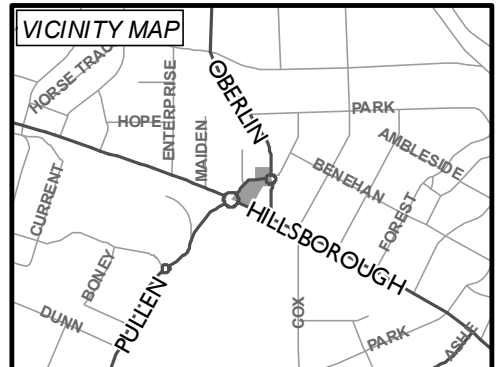


**Submittal Date**

10/16/2014

## Request:

0.54 acres from  
**NB & O&I-1 w/SRPOD & PBOD**  
 to **CX-5-CU**  
 w/ **-SRPOD**





# Certified Recommendation

Raleigh Planning Commission

CR# 11601

## Case Information: Z-31-14 - Hillsborough Street

<i>Location</i>	Hillsborough Street, north side, at its intersection with Pullen Road and extending to Oberlin Road <b>Address:</b> 1912 Hillsborough Street <b>PIN:</b> 1704013300
<i>Request</i>	Rezone property from Neighborhood Business and Office & Institution-1 with Pedestrian Business Overlay District and Special Residential Parking Overlay District (NB & O&I-1 w/ PBOD & SRPOD) to Commercial Mixed Use-5 stories- Conditional Use with Special Residential Parking Overlay District (CX-5-CU w/ SRPOD)
<i>Area of Request</i>	0.54 acres
<i>Property Owner</i>	The Board of Trustees of the Endowment Fund of North Carolina State University PO Box 10098/ Raleigh, NC 27605-0096 Charles D. Leffler: (919) 513-4051; <a href="mailto:cdleffle@ncsu.edu">cdleffle@ncsu.edu</a>
<i>Applicant</i>	Joe Whitehouse: (919) 802-2233; <a href="mailto:joe@cueinc.net">joe@cueinc.net</a> Mack Paul: (919) 590-0377; <a href="mailto:mpaul@morningstarlawgroup.com">mpaul@morningstarlawgroup.com</a>
<i>Citizens Advisory Council (CAC)</i>	Wade— Mike Rieder: <a href="mailto:mrieder1945@gmail.com">mrieder1945@gmail.com</a>
<i>PC Recommendation Deadline</i>	March 9, 2015

## Comprehensive Plan Consistency

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

## Future Land Use Map Consistency

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

## Comprehensive Plan Guidance

<b><i>FUTURE LAND USE</i></b>	Neighborhood Mixed Use
<b><i>URBAN FORM</i></b>	Transit Emphasis Corridor; within ½-Mile Transit Stop Buffer (no Center designation)
<b><i>CONSISTENT Policies</i></b>	Policy LU 1.2 - Future Land Use Map and Zoning Consistency Policy LU 1.3 - Conditional Use District Consistency Policy LU 2.6 - Zoning and Infrastructure Impacts Policy LU 4.7 - Capitalizing on Transit Access Policy LU 4.8 - Station Area Land Uses Policy LU 7.6 - Pedestrian-Friendly Development Policy UD 1.10 - Frontage Policy UD 2.2 - Multi-Modal Design Policy UD 6.1 - Encouraging Pedestrian-Oriented Uses Policy UD 7.3 - Design Guidelines
<b><i>INCONSISTENT Policies</i></b>	(None.)





# Zoning Staff Report – Case Z-31-14

## Conditional Use District

### Case Summary

#### Overview

The proposal seeks to rezone the property to permit more intensive use of the site, commensurate with the Future Land Use map and Urban Form map.

The present split zoning, and the physical division of the site, testify to significant changes in roadway placement made over the past decade, most recently the realignment of Ferndell Lane and Pullen Road to accommodate the creation of two roundabouts--one on Hillsborough Street, and the other, Oberlin Road--which lie at either side of the subject site. In connecting the two traffic circles, Pullen Road today separates the site north and south, with the southern portion the larger of two.

Changes to the roadways also are reflected in site topography. Portions of the site's southern section are nearly six feet lower than the roadbed of Pullen Road, although the southeast corner, at Hillsborough Street, is at grade. The northern site section is essentially at grade with Pullen and Oberlin roads.

The majority of the site is zoned Neighborhood Business, consistent with uses to the east, west, and northeast. A wedge of Office & Institution zoning enters the site from the northwest, testimony to a line of office properties once extending from the north but since cut off by the reconfiguration of Pullen Road. Nearly all adjacent properties north of Hillsborough Street are also within the University Village Pedestrian Business Overlay District.

To the northeast lies the western edge of the Cameron Park Neighborhood Conservation Overlay District (NCOD). Standards of the NCOD limit structures within its boundaries to a maximum height of 30 feet. The rezoning proposal conditions redevelopment of the north portion of the site, which is separated from the NCOD by the width of Oberlin Road, to a maximum height of 3 stories/ 50 feet. The proposal would permit 5 stories/ 75 feet on the southern section of the parcel, consistent with recent rezonings and site plan approvals nearby, including the Bell View Hotel (SP-32-13), now under construction in the next block west.

Except for a portion of Pullen Park edging the Hillsborough/Pullen roundabout, the campus of North Carolina State University occupies most of the southern side of the Hillsborough Street. Diagonally opposite the site's southern portion is the NCSU Bell Tower; directly across Hillsborough Street, is the former chancellor's house, now being converted into the Gregg Museum of Art and Design. Also nearby are several designated Raleigh Historic Landmarks; the Cameron Park neighborhood is itself listed on the National Register of Historic Places.

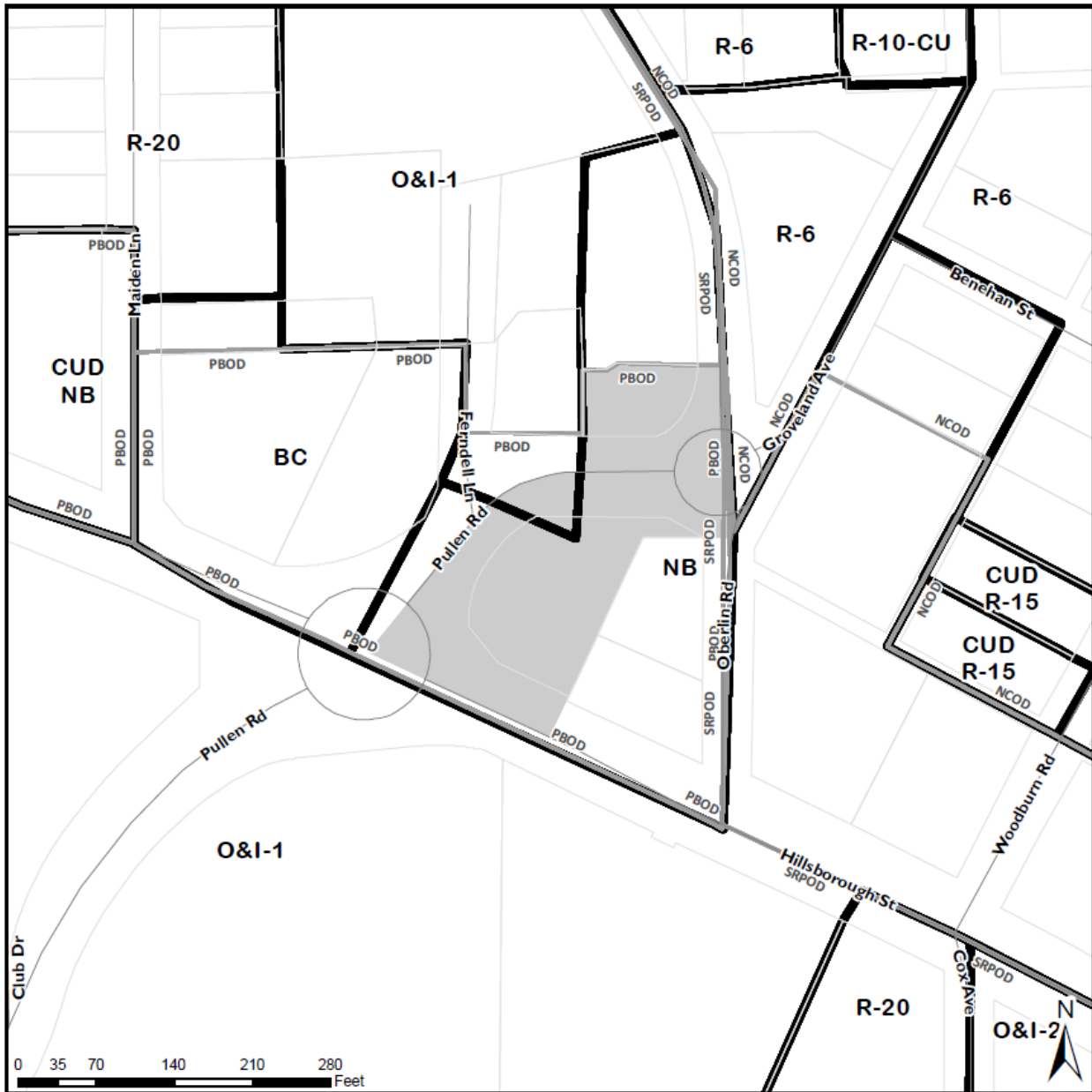

The current use of both sections of the site is surface parking. The closest area within the Cameron Park NCOD is used for open space and parking. While the proposal is for CX zoning, the case is conditioned to limit CX uses essentially to just one not permitted in NX districts--Overnight Lodging.

#### Outstanding Issues

<i>Outstanding Issues</i>	1. Sewer and fire flow matters may need to be addressed upon development.	<i>Suggested Mitigation</i>	1. Address sewer and fire flow capacities at the site plan stage.
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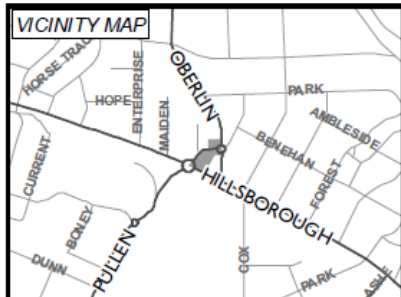
# Existing Land Use Map

# Z-31-2014

**Submittal Date**  
10/16/2014

**Request:**  
0.54 acres from  
**NB & O&I-1 w/SRPOD & PBOD**  
to **CX-5-CU**  
w/ SRPOD



# Rezoning Case Evaluation

## 1. Compatibility Analysis

### 1.1 Surrounding Area Land Use/ Zoning Summary

	<b>Subject Property</b>	<b>North</b>	<b>South</b>	<b>East</b>	<b>West</b>
<i>Existing Zoning</i>	Neighborhood Business; Office & Institution-1	Office & Institution-1; Neighborhood Business	Office & Institution-1	Residential-6; Neighborhood Business	Office & Institution-1; Buffer Commercial
<i>Additional Overlay</i>	Pedestrian Business; Special Residential Parking	Special Residential Parking	Special Residential Parking	Neighborhood Conservation Overlay	Pedestrian Business; Special Residential Parking
<i>Future Land Use</i>	Neighborhood Mixed Use	Neighborhood Mixed Use; Office & Residential Mixed use	Public Parks & Open Space	Low Density Residential; Neighborhood Mixed Use	Neighborhood Mixed Use; Institutional
<i>Current Land Use</i>	Parking Lots	Offices	City Park	Eating Establishments; Hair Salon	Offices; Retail Sales
<i>Urban Form (if applicable)</i>	Transit Emphasis Corridor (Hillsborough Street)	n/a	Transit Emphasis Corridor (Hillsborough Street)	Transit Emphasis Corridor (Hillsborough Street)	Main Street/ Transit Emphasis Corridor (Hillsborough)

### 1.2 Current vs. Proposed Zoning Summary

	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
<i>Residential Density:</i>	112 DUs/ acre * (61 DUs total)	151 DUs/ acre * (82 DUs total)
<i>Setbacks:</i>	<i>NB:+:</i> <i>O&amp;I-1:+</i>	<i>Urban Limited build-to's:</i>
<i>Front:</i>	30'	50% of bldg. w/n 20' of r/w
<i>Side:</i>	10' (min., corner)	25% of bldg. w/n 20' of r/w
<i>Rear:</i>	- 0 -	0-6' (if Mixed Use bldg.)
<i>Retail Intensity Permitted:</i>	16,800 *	6,000 (per conditions)
<i>Office Intensity Permitted:</i>	37,000 *	51,650 *

+ For non-residential uses

### 1.3 Estimated Development Intensities

	<b>Existing Zoning</b>	<b>Proposed Zoning *</b>
<i>Total Acreage</i>	0.54	0.54
<i>Zoning</i>	NB & O&I-1 w/ PBOD & SRPOD	CX-5-UL-CU w/ SRPOD

<i>Max. Gross Building SF (if applicable)</i>	46,200 <i>(if residential)</i>	69,200 <i>(if residential)</i>
<i>Max. # of Residential Units</i>	61	82
<i>Max. Gross Office SF</i>	37,000	51,650
<i>Max. Gross Retail SF</i>	16,800	6,000 <i>(per conditions)</i>
<i>Max. Gross Industrial SF</i>	- 0 -	- 0 -
<i>Potential F.A.R. (max.)</i>	1.96	2.67

\*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.

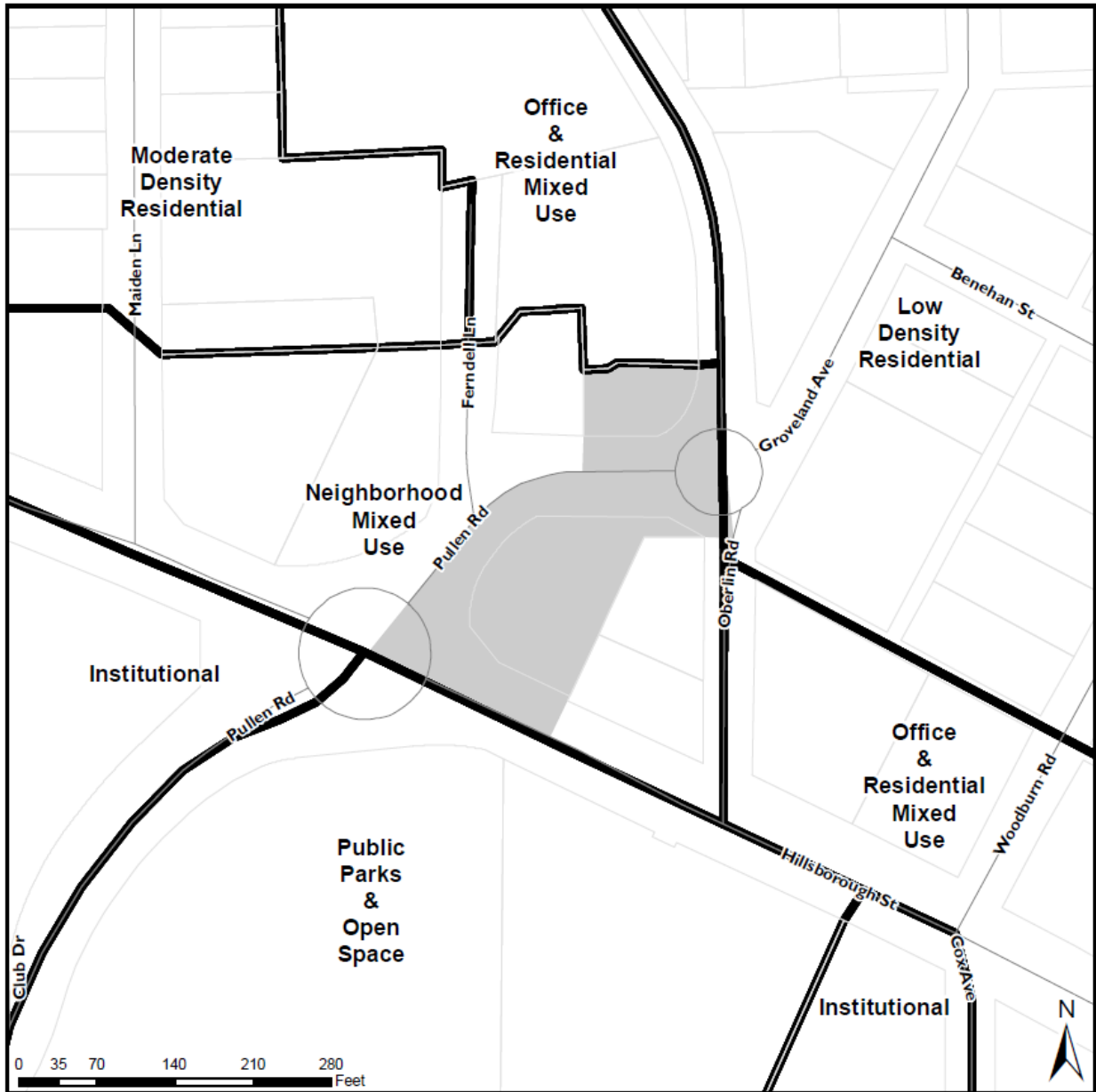
**Incompatible.**

Analysis of Incompatibility:

(n/a)

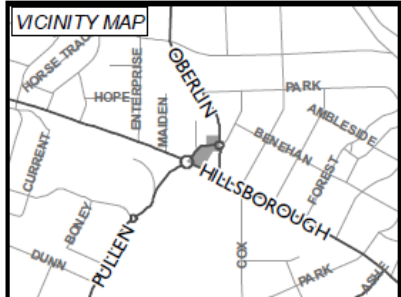
# Future Land Use Map

# Z-31-2014




**Submittal Date**  
10/16/2014

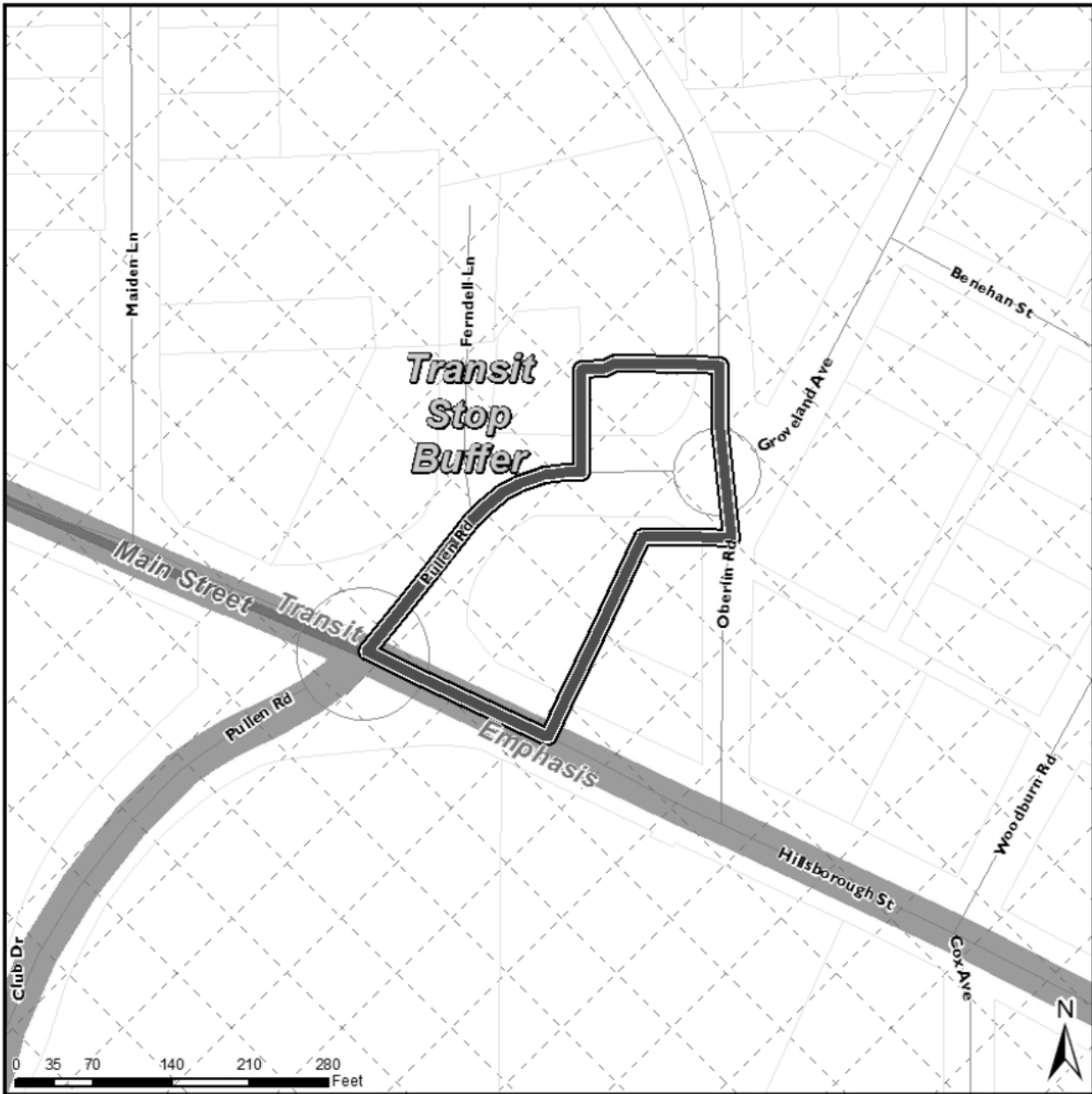
**Request:**  
0.54 acres from  
**NB & O&I-1 w/SRPOD & PBOD**  
to **CX-5-CU**  
w/ SRPOD





# Urban Form Map

# Z-31-2014



  
Submittal  
Date  
10/16/2014

**Request:**  
  
0.54 acres from  
**NB & O&I-1 w/SRPOD**  
to **CX-5-CU**  
w/ **-SRPOD**



## 2. Comprehensive Plan Consistency Analysis

### 2.1 Comprehensive Plan

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

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

The proposal can be considered consistent with the vision, themes, and policies of the Comprehensive Plan, and the Future Land Use and Urban Form designations for the property. Permitted site uses and built form are commensurate with existing and potential build-out. Existing community facilities and streets appear sufficient to accommodate the redevelopment possible under the proposed rezoning.

### 2.2 Future Land Use

**Future Land Use designation:**

**The rezoning request is:**

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

**Inconsistent**

Analysis of Inconsistency:

(n/a)

### 2.3 Urban Form

**Urban Form designation:**

**Not applicable** (no Urban Form designation)

**The rezoning request is:**

**Consistent** with the Urban Form Map.

**Inconsistent**

Analysis of Inconsistency:

(n/a)

## **2.4 Policy Guidance**

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

(None.)

## **2.5 Area Plan Policy Guidance**

The rezoning request is not within a portion of the City subject to an Area Plan.

# **3. Public Benefit and Reasonableness Analysis**

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

- Opportunity to increase commercial, residential, and lodging options proximate to NC State University, and to a proposed transit station.
- Opportunity to provide limited non-residential uses on site for the benefit of site residents and nearby residential areas.
- Location on an existing bus line and in walking distance to existing businesses, reducing need for vehicular travel.

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

(None identified.)

# **4. Impact Analysis**

## **4.1 Transportation**

Approval of Z-31-2014 would lead to a *decrease* in potential or estimated daily and peak hour trip volume. A traffic study is not required for this case. Refer to the Z-31-14 TIA worksheet for details.

**Impact Identified:** None.

## **4.2 Transit**

This area is currently served by CAT and Triangle Transit. The City of Raleigh Short Range Transit Plan and the Wake County 2040 Transit Study call for increased service along Hillsborough Street. The nearest outbound stop is on Hillsborough at Enterprise and the nearest inbound stop is on Hillsborough at the Belltower. Given the site's location at the throat of the roundabout, there are no transit requests.

**Impact Identified:** None.

## **4.3 Hydrology**

<i>Floodplain</i>	None
<i>Drainage Basin</i>	Rocky Branch

<i>Stormwater Management</i>	Article 9.2 of the UDO
<i>Overlay District</i>	none

Site is subject to stormwater management regulations under 9.2 of the UDO.

**Impact Identified:** None.

**4.4 Public Utilities**

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	3,375 gpd	18,000 gpd
<i>Waste Water</i>	3,375 gpd	18,000 gpd

**Impact Identified:** The proposed rezoning would add approximately 14,625 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the property.

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

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

**4.5 Parks and Recreation**

Existing or proposed greenway trails and/or connectors are not located within or on the site. The nearest greenway trail is Rocky Branch, 0.52 mile away. Park services are provided by Pullen Park.

**Impact Identified:** None.

**4.6 Urban Forestry**

This site is less than 2 acres and not subject to UDO Article 9.1 Tree Conservation.

**Impact Identified:** None.

**4.7 Designated Historic Resources**

The site is located within 1000 feet of four Raleigh Historic Landmarks: the Isabelle Bowen Henderson House and Gardens (approximately 185 feet to the north), the Dr. Z.M. Caveness House (240 feet east), Holladay Hall (560 feet southwest) and the Harwell Hamilton & Jean Bangs Harris House & Office (975 feet southeast). The western boundary of the Cameron Park National Register Historic District lies directly across Oberlin Road from the northern portion of the site.

**Impact Identified:** The adjacent property at 105 Oberlin Road (Player's Retreat) has been identified as a potential Raleigh Historic Landmark. The site is across the street from the National Register-eligible North Carolina State University Historic District.

**4.8 Community Development**

This site is not located within a redevelopment plan area.

**Impact Identified:** None.

#### **4.9 Appearance Commission**

As the proposal does not involve creation of a Planned Development, it is not subject to Appearance Commission review.

#### **4.10 Impacts Summary**

Sewer and fire flow matters may need to be addressed upon development.

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

Address sewer and fire flow capacities at the site plan stage.

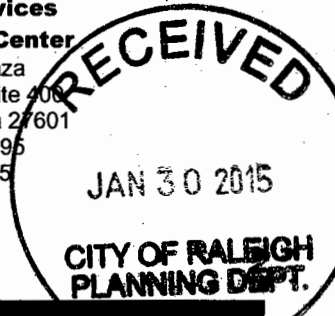
## **5. Conclusions**

The proposed rezoning is consistent with the Comprehensive Plan, Future Land Use map, and Urban Form designation. While the request is for Commercial Mixed Use zoning, nearly all uses permitted in CX which are not permitted in NX are prohibited by the proposed zoning conditions. The proposal reinforces multi-modal access in restricting automobile-oriented uses.



# Planning & Development

**Development Services  
Customer Service Center**  
One Exchange Plaza  
1 Exchange Plaza, Suite 400  
Raleigh, North Carolina 27601  
Phone 919-996-2496  
Fax 919-516-2685



## Rezoning Application

<b>Rezoning Request</b>	<b>OFFICE USE ONLY</b>
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan  Existing Zoning Classification: NB and O&I-1 with SRPOD and PBOD Proposed Zoning Classification Base District: CX Height: -5 Frontage: None Overlay: -SRPOD  If the property has been previously rezoned, provide the rezoning case number: Z-21-82 (O&I-1); Z-60-86 (PBOD); Z-109-87 (NB); Z-38-12 (SRPOD)  Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. 407888	Transaction Number

GENERAL INFORMATION		
Property Address: 1912 Hillsborough Street	Date November 24, 2014	
Property PIN: 1704-01-3300	Deed Reference (Book/Page): Book 2841, Page 686	
Nearest Intersection: Hillsborough Street and Pullen Road	Property size (in acres): .54 acres 0.40 (south) and 0.14 (north)	
Property Owner/Address: The Board of Trustees of the Endowment Fund of North Carolina State University Campus Box 7472 Raleigh, NC 27695-7472	Phone: 919.513.4051	Fax
	Email: <a href="mailto:brent_mconkey@ncsu.edu">brent_mconkey@ncsu.edu</a>	
Project Contact Person/Address: Joe Whitehouse, Creative Urban Environments 6109 Iris Drive Raleigh, NC 27612  Mack Paul, Morningstar Law Group 630 Davis Drive, Suite 200 Morrisville, NC 27560  Ted Van Dyk 1304 Hillsborough Street Raleigh, NC 27605	Phone: 919.802.2233 919.590.0377	Fax
	Email: <a href="mailto:joe@cueinc.net">joe@cueinc.net</a> , <a href="mailto:mpaul@morningstarlawgroup.com">mpaul@morningstarlawgroup.com</a> , <a href="mailto:ted@newcitydesign.com">ted@newcitydesign.com</a>	
Owner/Agent Signature <i>Mary P. Quinn Dodd</i>	Email for Agent <a href="mailto:mpaul@morningstarlawgroup.com">mpaul@morningstarlawgroup.com</a>	



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Raleigh, North Carolina 27601  
Phone 919-996-2495  
Fax 919-516-2685

<b>Conditional Use District Zoning Conditions</b>		<b>OFFICE USE ONLY</b>
Zoning Case Number Z-31-14		Transaction Number
Date Submitted January 28, 2015		
Existing Zoning: NB & O&I-1 w/ PBOD & SRPOD	Proposed Zoning: CX-5-CU w/SRPOD	

## NARRATIVE OF ZONING CONDITIONS OFFERED

1.	The following uses shall be prohibited: dormitory, fraternity, sorority; emergency shelter – all types; college, community college, university; adult establishment; outdoor recreation – all types; hospitality house; passenger terminal – all types; bar, nightclub, tavern, lounge; food truck; pawn shop; vehicle sales/rental – all types; detention center, jail, prison; light manufacturing – all types; research and development – all types; self-service storage – all types; vehicle service – all types; vehicle repair (minor), vehicular fuel sales, vehicle parts/accessories; and drive-in/drive through facilities.
2.	The total amount of floor area gross for personal service, restaurant, and retail sales uses shall not exceed 6,000 square feet. Prior to recordation of a subdivision plat for the property or the issuance of a building permit, whichever shall first occur, the owner of the property shall cause to be recorded in the Wake County Registry a restrictive covenant that allocates the allowable floor area gross for personal service, restaurant, and retail sales uses upon the property to all lots of record comprising the property. Such restrictive covenant shall be approved by the City Attorney or his designee prior to recordation of the restrictive covenant, and such restrictive covenant shall be recorded within 45 days following its approval by City officials. Such restrictive covenant shall provide that it may be amended or terminated only with the prior written consent of the City Attorney or his designee.
3.	The maximum height of any building located on the subject property situated north of Pullen Road shall be three stories and 50 feet. A commercial parking lot shall be the only allowable use on the subject property situated north of Pullen Road.
4.	No dwelling unit shall contain four (4) bedrooms.
5.	The building facades will be constructed from one or more of the following materials: glass, concrete and/or clay brick masonry, cementitious stucco, cementitious siding, including lap and panel products, native and masonry stone, natural wood, precast concrete, metal panels and/or trim. The following building siding materials shall be prohibited in such areas: vinyl siding, fireboard siding, pressure treated wood, synthetic stucco (EIFS); however, EIFS shall be permitted for tri applications such as roof cornices, header details or banding elements. Window frames, door frames, soffits, and miscellaneous trim may be constructed of wood, fiberglass, metal or vinyl.
6.	As a supplement to the University Village Streetscape and Parking Plan, the following elements will be incorporated into development of the subject property situated south of Pullen Road per the attached exhibit (entitled Sidewalk/Amenity Exhibit): (a) a sidewalk with a minimum width of fourteen feet (14') shall be installed from the east property line along Hillsborough Street to the crosswalk at Pullen Road, and (b) the existing black fence adjacent to the roundabout shall be relocated to the new curb line upon approval of an encroachment by the City of Raleigh and North Carolina Department of Transportation.
7.	Those portions of any building situated south of Pullen Road without a ground level active use shall contain the following at the ground level: (a) cast concrete accents and brick matching the existing brick wall along the sidewalk, and the existing brick wall shall be removed, (b) decorative metal screening compatible with the existing black fence, which runs along the curb line, or a green screen covering any opening other than those openings for egress and ingress, and (c) a planted area between the building and the sidewalk with a minimum width of forty-eight inches (48") with 50% of the area planted containing a minimum of one evergreen shrub, two foot (2') minimum installed height placed at ten linear feet (10') spacing maximum and one deciduous tree, 1.5" caliper minimum installed size and six foot (6') minimum installed height placed at 50 linear feet spacing maximum.

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

The Board of Trustees of the Endowment Fund of North Carolina State University at Raleigh

By: Mary Pelquin-Dodd  
Name: Mary Pelquin-Dodd  
Title: Assistant Treasurer



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Raleigh, North Carolina 27601  
Phone 919-996-2495  
Fax 919-516-2685

## Rezoning Application Addendum

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

STATEMENT OF CONSISTENCY	
Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map and any applicable policies contained within the 2030 Comprehensive Plan.	
1.	The property is designated "Neighborhood Mixed Use" on the Future Land Use Map, which encourages residential and mixed-use projects in pedestrian-oriented districts. The rezoning request is consistent with this designation because the CX district, as conditioned, permits a mix of uses as contemplated by the NMU designation.
2.	The property fronts along a Transit Emphasis Corridor (Hillsborough Street) and is located within a quarter-mile of a planned rail transit stop, as shown on the Urban Form Map. Therefore, the property is located within a core/transit area as described in the Comprehensive Plan. Based on the Neighborhood Mixed Use designation and location within a core/transit area, the requested maximum building height of five stories is consistent with the Comprehensive Plan's Recommended Height Designations table.
3.	The rezoning request is consistent with the following Comprehensive Plan policies: LU 1.2 "Future Land Use Map and Zoning Consistency", LU 1.3 "Conditional Use District Consistency", and LU 4.9 "Corridor Development".

PUBLIC BENEFITS	
Provide brief statements regarding the public benefits derived as a result of the rezoning request.	
1.	The rezoning request benefits the public by rezoning property in accordance with the Comprehensive Plan and Urban Form Map.

URBAN DESIGN GUIDELINES	
If the property to be rezoned is shown as a "mixed use center" or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.	
1.	<i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i> <b>Response:</b> The proposed rezoning permits a mix of uses, consistent with this guideline.
2.	<i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i> <b>Response:</b> The property is not adjacent to lower density neighborhoods, so this guideline is inapplicable.



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><b>Response:</b> No new streets are anticipated as part of this development, and the property has sufficient access to the road network.</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><b>Response:</b> No new streets are anticipated as part of this development.</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><b>Response:</b> The property is located along block faces that meet this guideline.</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><b>Response:</b> It is anticipated that the building will line the public street, consistent with this guideline.</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><b>Response:</b> It is anticipated that the building will be located close to the pedestrian-oriented street, consistent with this guideline.</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><b>Response:</b> It is anticipated that the building will be located at the corner of Hillsborough and Pullen, consistent with this guideline.</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><b>Response:</b> Open space will be provided in accordance with the UDO.</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><b>Response:</b> Open space will be provided in accordance with the UDO.</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><b>Response:</b> Open space will be provided in accordance with the UDO.</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><b>Response:</b> Open space will be provided in accordance with the UDO.</p>
13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p><b>Response:</b> Open space will be provided in accordance with the UDO.</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><b>Response:</b> As noted above, it is anticipated that the building will front along the public right-of-way, consistent with this guideline.</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><b>Response:</b> As noted above, it is anticipated that the building will front along the public right-of-way, consistent with this guideline.</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><b>Response:</b> It is anticipated that a parking structure, if any, will comply with this guideline.</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><b>Response:</b> The property is located within walking distance of transit stops, consistent with this guideline.</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><b>Response:</b> The property fronts along the public right-of-way, which includes a sidewalk providing access to transit stops.</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><b>Response:</b> This property does not contain any sensitive landscape areas.</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><b>Response:</b> No new streets are anticipated as part of this development.</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p><b>Response:</b> The sidewalk along the property's frontage on Hillsborough Street is consistent with this guideline.</p>

22.	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. <b>Response:</b> A streetscape will be provided in accordance with the UDO.
23.	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. <b>Response:</b> It is anticipated that the proposed building will comply with this guideline.
24.	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. <b>Response:</b> It is anticipated that the proposed building will comply with this guideline.
25.	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. <b>Response:</b> It is anticipated that the proposed building will provide pedestrian interest along the Hillsborough Street sidewalk.
26.	The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function. <b>Response:</b> It is anticipated that the proposed development will comply with this guideline.



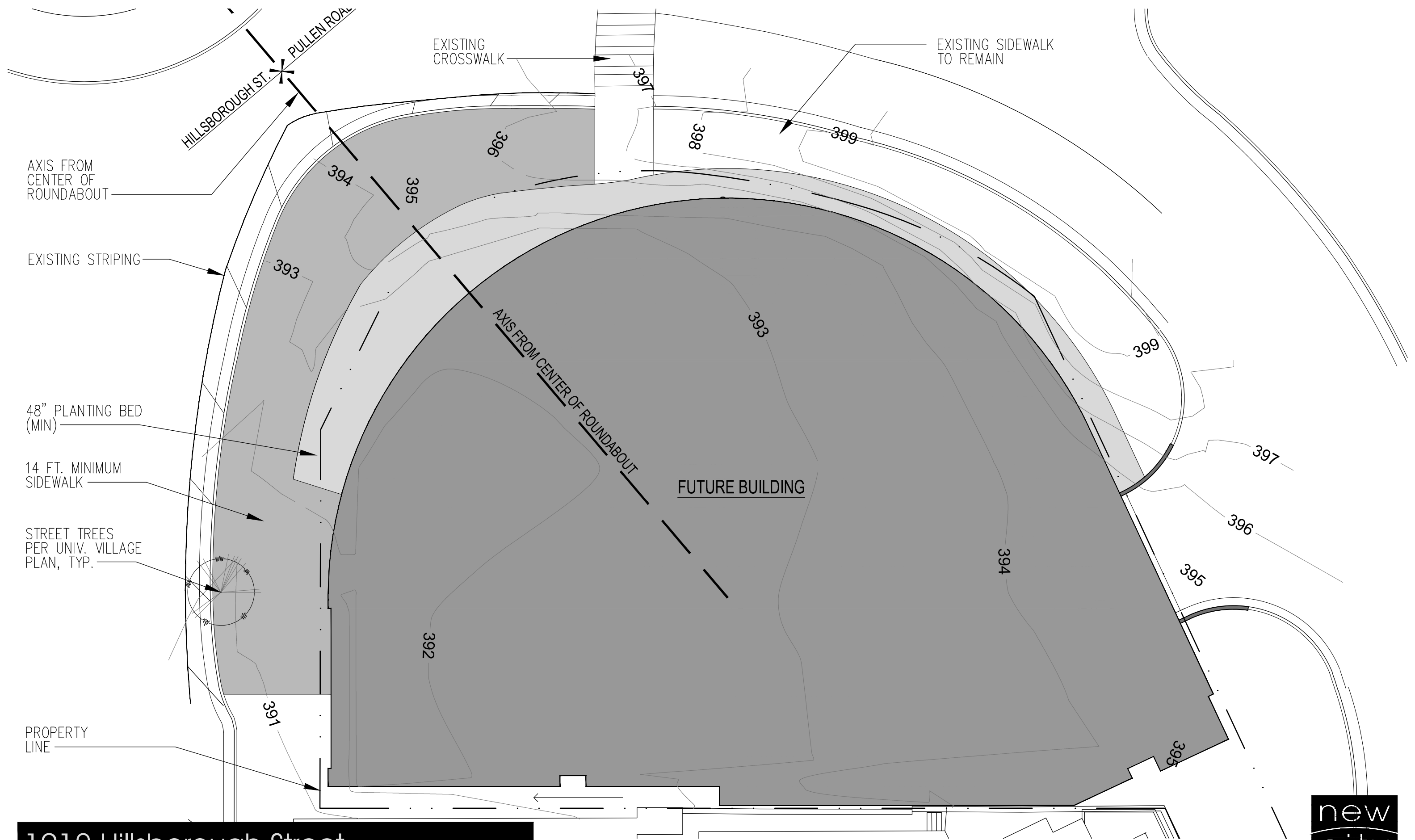
# Planning & Development

**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 Submittal Requirements

TO BE COMPLETED BY APPLICANT	COMPLETED BY CITY STAFF				
	YES	N/A	YES	NO	N/A
<b>General Requirements – General Use or Conditional Use Rezoning</b>					
1. I have referenced the <b>Rezoning Checklist</b> 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 <b>Fee Schedule</b> 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 within 100 feet of property to be rezoned	<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 checked="" type="checkbox"/>	<input 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
13. Master Plan (for properties requesting Planned Development or Campus District)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			



1912 Hillsborough Street

Raleigh, NC

SIDEWALK / AMENITY EXHIBIT

Scale 20 January 2014  
1/16" = 1'-0"



**Raleigh Street Design Manual: Section 6.23 Traffic Study Worksheet**

<b>6.23.3</b>	<b>Land Uses</b>	<b>Meets TIA Conditions? (Y/N)</b>
A	Single Family Residential Developments $\geq$ 150 Dwellings	Not Applicable
B	Apartment Developments $\geq$ 240 Dwellings	No
C	Residential Condo/Townhome Developments $\geq$ 300 Dwellings	Not Applicable
D	General Office Buildings $\geq$ 64,000 sq.ft.	No
E	Medical Office Buildings $\geq$ 47,000 sq.ft.	No
F	Shopping Centers $\geq$ 23,000 sq.ft.	No
G	Supermarkets $\geq$ 20,000 sq.ft.	Not Applicable
H	Convenience Market w/ Gas Pumps: 6 or more Fueling Positions*	Not Applicable
I	Pharmacy w/ Drive-Thru $\geq$ 29,000 sq.ft.	Not Applicable
J	Drive-In Bank $\geq$ 11,500 sq.ft.	Not Applicable
K	Fast-Food Restaurant w/ Drive-Thru $\geq$ 6,000 sq.ft.	Not Applicable

Development intensities listed in Section 6.23.3 are consistent with the estimated volume of new trips on the public street system in Section 6.24.3 after deductions for pass-by trips.

<b>6.23.4</b>	<b>Trip Generation</b>	<b>Meets TIA Conditions? (Y/N)</b>
A	Peak Hour Trips $\geq$ 150 veh/hr	No, approval of case Z-31-14 would lead to DECREASE in peak hour trip volume
B	Peak Hour Trips $\geq$ 100 veh/hr if primary access is on a 2-lane road	No, approval of case Z-31-14 would lead to DECREASE in peak hour trip volume
C	More than 100 veh/hr trips in the peak direction	No, approval of case Z-31-14 would lead to DECREASE in peak hour trip volume
D	Daily Trips $\geq$ 3,000 veh/day	No, approval of case Z-31-14 would lead to DECREASE in daily trip volume
E	Enrollment increases at public or private schools	Not Applicable

Volumes listed in Section 6.23.4 are for new trips on the public street system after deductions for pass-by trips and, for mixed-use developments, internal capture trips.

<b>6.23.5</b>	<b>Site Context</b>	<b>Meets TIA Conditions? (Y/N)</b>
A	Affects a location with a high crash history [Severity Index $\geq$ 8.4 or a fatal crash within the past three years]	No, Severity Index at Hillsborough/Pullen was 1.68 between 1/1/2011 and 12/31/2013. No Fatalities were recorded
B	Takes place at a highly congested location [volume-to-capacity ratio $\geq$ 1.0 on both major street approaches]	No, maximum peak period v/c ratio = 0.76 on Hillsborough Street
C	Creates a fourth leg at an existing signalized intersection	Not Applicable
D	Exacerbates an already difficult situation such as a RR Crossing, Fire Station Access, School Access, etc.	Not Applicable
E	Access is to/from a Major Street as defined by the City's Street Plan Map [latest edition]	No, this segment of Hillsborough Street is classified as a Mixed-Use street
F	Proposed access is within 1,000 feet of an interchange	No, nearest interchange (Capital Blvd at Peace St) is more than one mile from the Z-31-14 site
G	Involves an existing or proposed median crossover	Not Applicable
H	Involves an active roadway construction project	No, Hillsborough Streetscape project (Phase II) terminates ~2,700 feet west of the site at Gardner Street
I	Involves a break in controlled access along a corridor	Not Applicable

<b>6.23.6</b>	<b>Miscellaneous Applications</b>	<b>Meets TIA Conditions? (Y/N)</b>
A	Planned Development Districts	Not Applicable
B	In response to Raleigh Planning Commission or Raleigh City Council concerns	None received as of 11/26/14

\*Fueling positions are defined as the maximum number of vehicle that can be fueled simultaneously

Z-31-14

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS  
ON OCTOBER 8, 2014

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Wednesday, October 8, 2014, at 6:00 p.m. This meeting was held at the office of New City Design Group, located at 1304 Hillsborough Street, Raleigh, NC 27605. The property considered for rezoning totals approximately 0.54 acres, and has the addresses of 1912 Hillsborough Street, with Wake County Parcel Identification Number 1704-01-3300. All owners of property within 100 feet of the subject property were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.

**EXHIBIT A**

**NEIGHBORHOOD MEETING NOTICE**



September 24, 2014

New City Design Group PLLC  
1304 Hillsborough Street  
Raleigh, NC 27605

Re: 1912 Hillsborough Street, Raleigh, NC - Trans.# 40788

Neighboring Property Owners,

You are invited to attend a neighborhood meeting on October 8, 2014. The meeting will be held at New City Design Group, 1304 Hillsborough Street, Raleigh NC 27605 and will begin at 6:00 PM. The purpose of this meeting is to discuss a potential rezoning of the property located at 1912 Hillsborough Street, Raleigh, NC.

This site is currently zoned NB w/PBOD and SRPOD and is proposed to be rezoned to CX5 w/ SRPOD

The City of Raleigh requires that prior to the submittal of any rezoning application, a neighborhood meeting involving the property owners within 100 feet of the area requested for rezoning. If you have any concerns or questions, I can be reached at 919-831-1308.

Thank You,

A handwritten signature in black ink, appearing to read "Ted Van Dyk", is written over a light blue circular stamp.

Ted Van Dyk, AIA  
Principal  
New City Design Group

## EXHIBIT B

### LIST OF PROPERTY OWNERS TO WHOM NOTICES WERE SENT

BRANCH BANKING & TRUST CO  
PROPERTY TAX DEPARTMENT  
PO BOX 167  
WINSTON SALEM NC 27102-0167  
1704015125

CARTER, THOMAS E  
2910 RIDGE RD  
RALEIGH NC 27612-4610  
1704013166

CARTER, THOMAS E  
2910 RIDGE RD  
RALEIGH NC 27612-4610  
1704013284

CARTER, THOMAS E  
2910 RIDGE RD  
RALEIGH NC 27612-4610  
1704015364

CHURCH IN CARY INC  
8 FERNDLE LN  
RALEIGH NC 27607-7347  
1704012472

JERHAK LLC  
PO BOX 699  
CARY NC 27512-0699  
1704015611

NORTH CAROLINA STATE OF  
STATE PROPERTY OFFICE  
116 W JONES ST  
RALEIGH NC 27603-1300  
1704003866

NORTH CAROLINA STATE UNIV TR  
PO BOX 10096  
RALEIGH NC 27605-0096  
1704013300



RALEIGH CITY OF  
PO BOX 590  
RALEIGH NC 27602-0590  
0793997529

RALEIGH CITY OF  
PO BOX 590  
RALEIGH NC 27602-0590  
1704012515

TUCKER, SARAH B TUCKER, TOLER MACON  
434 FAYETTEVILLE ST STE 11  
RALEIGH NC 27601-2902  
1704013536

WARDLAW, JOHN W JR  
2008 HILLSBOROUGH ST  
RALEIGH NC 27607-7385  
1704011308

## **EXHIBIT C**

### **SUMMARY OF DISCUSSION ITEMS**

On Wednesday, October 8, 2014, at 6:00 p.m., the applicant held a neighborhood meeting for the property owners adjacent to the parcel subject to the proposed rezoning. Below is a list of items discussed at the meeting:

1. Proposed development plan, including building height and parking location
2. Proposed uses
3. Schedule of development
4. Proposed Hillsborough Street improvements

**EXHIBIT D**

**NEIGHBORHOOD MEETING ATTENDEES**

1. John Wardlaw