



# Rezoning Application and Checklist

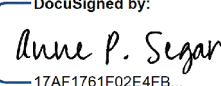
Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500

Please complete all sections of the form and upload via the Permit and Development Portal ([permitportal.raleighnc.gov](http://permitportal.raleighnc.gov)). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email [rezoning@raleighnc.gov](mailto:rezoning@raleighnc.gov).

Rezoning Request				
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan	OFFICE USE ONLY Rezoning case #
	<input type="checkbox"/> Text change to zoning conditions			
Existing zoning base district:	R-6	Height: N/A	Frontage: N/A	Overlay(s): SRPOD
Proposed zoning base district:	NX	Height: 3	Frontage: N/A	Overlay(s): SRPOD
<b>Helpful Tip:</b> <a href="#">View the Zoning Map</a> to 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				

General Information		
Date: August 22, 2024	Date amended (1):	Date amended (2):
Property address: 2601 Vanderbilt Avenue		
Property PIN: 0794729280		
Deed reference (book/page): 019580/01893		
Nearest intersection: Vanderbilt Avenue and Pogue Street		Property size (acres): 0.21 ac
For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A
Property owner name and address: 2600 Hillsborough Street LLC; 5102 Durham Chapel Hill Blvd, Suite 203, Durham, NC 27707-3394		
Property owner email:		
Property owner phone:		
Applicant name and address: Ashley Honeycutt Terrazas; 301 Fayetteville Street, Suite 1400, Raleigh, NC 27601		
Applicant email: <a href="mailto:ashleyterrazas@parkerpoe.com">ashleyterrazas@parkerpoe.com</a>		
Applicant phone: (919) 835-4043		
Applicant signature(s):		
Additional email(s):		

**2600 Hillsborough Street LLC,**  
a North Carolina limited liability company

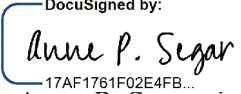
DocuSigned by:  
  
 By: \_\_\_\_\_  
17AF1761F02E4FB...  
 Anne P. Segar, its Manager

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning: R-6- w/ SRPOD	Proposed zoning: NX-3-CU- w/ SRPOD	

Narrative of Zoning Conditions Offered
1. Uses shall be limited to parking facility and all permitted residential uses.

The property owner(s) hereby offers, consents to, and agrees to abide, if the rezoning request is approved, the conditions written above. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

**2600 Hillsborough Street LLC,**  
a North Carolina limited liability company

By:  \_\_\_\_\_  
Anne P. Segar, its Manager

<b>Rezoning Application Addendum #1</b>	
<b>Comprehensive Plan Analysis</b>	<b>OFFICE USE ONLY</b> Rezoning case # <hr/>
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	
<b>Statement of Consistency</b>	
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.	
See attached.	
<b>Public Benefits</b>	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	
See attached.	

<b>Rezoning Application Addendum #2</b>	
<b>Impact on Historic Resources</b>	<b>OFFICE USE ONLY</b> Rezoning case # <hr/>
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.	
<b>Inventory of Historic Resources</b>	
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	
<b>Proposed Mitigation</b>	
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: N/A

Click [here](#) to view the Urban Form Map.

<b>1</b>	<p>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</p> <p><b>Response:</b> N/A</p>
<b>2</b>	<p>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</p> <p><b>Response:</b> N/A</p>
<b>3</b>	<p>A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major thoroughfare or arterial.</p> <p><b>Response:</b> N/A</p>
<b>4</b>	<p>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</p> <p><b>Response:</b> N/A</p>
<b>5</b>	<p>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</p> <p><b>Response:</b> N/A</p>
<b>6</b>	<p>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</p> <p><b>Response:</b> N/A</p>

7	<p>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high-volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</p> <p><b>Response:</b> N/A</p>
8	<p>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</p> <p><b>Response:</b> N/A</p>
9	<p>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</p> <p><b>Response:</b> N/A</p>
10	<p>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</p> <p><b>Response:</b> N/A</p>
11	<p>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</p> <p><b>Response:</b> N/A</p>
12	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p><b>Response:</b> N/A</p>
13	<p>New public spaces should provide seating opportunities.</p> <p><b>Response:</b> N/A</p>

<p><b>14</b></p>	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p><b>Response:</b> N/A</p>
<p><b>15</b></p>	<p>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.</p> <p><b>Response:</b> N/A</p>
<p><b>16</b></p>	<p>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.</p> <p><b>Response:</b> N/A</p>
<p><b>17</b></p>	<p>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.</p> <p><b>Response:</b> N/A</p>
<p><b>18</b></p>	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p><b>Response:</b> N/A</p>
<p><b>19</b></p>	<p>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.</p> <p><b>Response:</b> N/A</p>
<p><b>20</b></p>	<p>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.</p> <p><b>Response:</b> N/A</p>

<p>21</p>	<p>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.</p> <p><b>Response:</b> N/A</p>
<p>22</p>	<p>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.</p> <p><b>Response:</b> N/A</p>
<p>23</p>	<p>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.</p> <p><b>Response:</b> N/A</p>
<p>24</p>	<p>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.</p> <p><b>Response:</b> N/A</p>
<p>25</p>	<p>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.</p> <p><b>Response:</b> N/A</p>
<p>26</p>	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p><b>Response:</b> N/A</p>



Rezoning Checklist (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – General Use or Conditional Use Rezoning	Yes	N/A	Yes	No	N/A
1. I have referenced this <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"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Pre-application conference.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Neighborhood meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Rezoning application review fee (see <a href="#">Fee Guide</a> for rates).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Completed application submitted through Permit and Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Completed Comprehensive Plan consistency analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Completed response to the urban design guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Trip generation study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Traffic impact analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>For properties requesting a Conditional Use District:</b>					
11. Completed zoning conditions, signed by property owner(s).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>If applicable, see page 11:</b>					
12. Proof of Power of Attorney or Owner Affidavit.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>For properties requesting a Planned Development or Campus District:</b>					
13. Master plan (see Master Plan submittal requirements).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>For properties requesting a text change to zoning conditions:</b>					
14. Redline copy of zoning conditions with proposed changes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Proposed conditions signed by property owner(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Master Plan (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – Master Plan	Yes	N/A	Yes	No	N/A
1. I have referenced this <b>Master Plan 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Total number of units and square feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 12 sets of plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Completed application; submitted through Permit & Development Portal	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Vicinity Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Existing Conditions Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Street and Block Layout Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Development Plan (location of building types)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Parking Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Open Space Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Phasing Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Common Signage Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### SUMMARY OF ISSUES

A neighborhood meeting was held on 8/20/24 (date) to discuss a potential rezoning located at 2601 Vanderbilt Ave (property address). The neighborhood meeting was held at Pullen Community Center, 408 Ashe Ave (location). There were approximately 4 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Parking issues on and around Hillsborough St
Background and reason for request, parking facility restrictions under current zoning
Current residential entitlement and permitted housing under current zoning
Neighborhood Transition requirements in UDO
Comprehensive Plan guidance



## 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.*

The subject property, 2601 Vanderbilt Avenue (the “Property”), is a small .2-acre parcel that has been a 24-space parking lot for over 50 years. Historically, this lot served as overflow parking for the bank on the 2600 Hillsborough St parcel, and the Property has a special use permit from 1977 that allows this between 6am-7pm for the bank. But the current UDO does not allow the new owner of the parcel to charge a fee for parking in the existing spaces nor allow the parking to be used for nonresidential uses. UDO § 6.4.7. Thus, the owner is requesting a rezoning to a district that would allow them to provide much-needed off-street parking spaces a block away from Hillsborough St, while keeping the entitlement largely what it is today through the offered zoning condition limiting the uses on the Property to residential and parking uses.

1. **FLUM & Urban Form Map:** The Property is designated as “Low Scale Residential” (“LSR”) area on the Future Land Use Map (“FLUM”), but is directly adjacent and connects to the vibrant Neighborhood Mixed Use area that lines Hillsborough Street across from N.C. State’s main campus. And it is in a Frequent Transit Area on the Urban Form Map, which are areas where the City encourages and allows more housing development near transit.

While the proposed NX-3-CU district does not technically align with the residential zoning districts recommended for LSR, the proposed 3-story height and zoning condition limiting uses ensures that any future development on this Property will be consistent with the current R-6 zoning entitlement. And the NX district is the lowest district that will allow the property-owner to provide designated off-street paid parking in the existing parking lot to help support the businesses on Hillsborough St and/or NC State visitors, staff, or students.

Thus, with the offered zoning condition limiting uses to residential and parking, the rezoning request is consistent with the Future Land Use Map and Urban Form Map.

2. The proposed rezoning is consistent with the following policies of the Land Use Element (“LU”) of the 2030 Comprehensive Plan:

a. **Policy LU 2.6 Zoning and Infrastructure Impacts,** *Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed.* The proposed rezoning has very little impact on the surrounding infrastructure.

b. **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.* The proposed rezoning would only allow one commercial use on this parcel:

paid parking. As this parcel has contained a parking lot for over 50 years, allowing parking on this parcel for a fee, and using the parking to support NC State and commercial businesses on Hillsborough St, will not have a negative impact on surrounding properties.

c. **Policy LU 5.5 Transitional and Buffer Zone Districts**, *Maintain and enhance zoning districts which serve as transitional or buffer areas between residential and commercial districts and which also may contain institutional, non-profit, and office-type uses. Zoning regulations and conditions for these areas should ensure that development achieves appropriate height and density transitions, and protects neighborhood character.* The proposed rezoning allows a similar residential entitlement to what is permitted today, and one low-impact commercial use between the more intense commercial development on Hillsborough St and the residential single-family, duplexes, triplexes, etc. in the surrounding West Raleigh neighborhood.

d. **Policy LU 5.6 Buffering Requirements**, *New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.* The UDO already requires appropriate buffers for any development on this Property pursuant to Article 3.5 Neighborhood Transitions.

e. **Policy LU 8.5 Neighborhood-scale Housing**, *New homes within residential neighborhoods should respect the existing scale. Residential neighborhoods that currently consist largely of detached houses can accommodate additional housing types. These housing types should be at a similar scale to existing detached houses.* The City Council amended the UDO to allow more housing types and densities near transit, at a similar scale to the housing existing and permitted in those neighborhoods. The proposed rezoning is consistent with that vision. It allows residential development that is permitted on the Property today, just in a different zoning district that also allows paid parking to support Hillsborough St.

3. The proposed rezoning is consistent with the following policies of the Transportation (“T”) of the 2030 Comprehensive Plan:

a. **Policy T 6.4 Shared Parking**, *Strongly encourage shared-use car parking for land uses where peak parking demand occurs at different times of the day, reducing the total number of spaces required.* The proposed rezoning will allow designated off-street parking in a parking lot in an area with high parking demand at most times of the day. There is also frequent bus service on Hillsborough, so allowing parking in this lot should create some opportunities for park-and-ride.

b. **Policy T 6.6 Parking Connectivity**, *Promote parking and development that encourage multiple destinations within an area to be connected by pedestrian trips.* Hillsborough St and NC State’s main campus are walkable, pedestrian-friendly, and have many different services and businesses. This rezoning will allow people who do not live within walking or biking distance of these amenities to park on the Property to access these other uses by walking, biking, or via public transit.

c. **Policy T 6.10 Parking Technology**, *Use technological advances to make curbside and other parking easier to locate and pay for, and to potentially incorporate a dynamic pricing system aimed at ensuring that some spaces are always available in high-demand areas.* The Comprehensive Plan envisions encouraging paid parking availability in high-demand areas where it makes sense, such as adjacent to Hillsborough St.

4. The requested residential entitlement is also consistent with policies in the Housing and Urban Form Elements of the Comprehensive Plan as it is requesting a similar residential entitlement and permitted scale near the City’s transit investments.

5. The Property is in the Cameron Village and Hillsborough Street Area Plan (“CH”). Map AP-CH1 does not have any zoning district guidance for the Property, but the proposed rezoning is consistent with the following policies from this plan:

a. **Policy AP-CH 5 Plan for Adequate and Accessible Parking**, *Address parking needs by actively managing and expanding on-street parking, studying existing surface parking lots for efficiency, developing a shared parking network, evaluating parking-related city policy as it applies to mixed-use development and continued encouragement of alternative means of transportation, and encouraging provision of public parking in new private developments.* This rezoning is directly consistent with this Area Plan guidance. Lack of sufficient parking has been a long-standing issue along Hillsborough St, and it has only gotten worse as NC State’s population has grown and more housing and businesses have developed along Hillsborough St. This rezoning will permit the owner to provide needed off-street parking.

### **PUBLIC BENEFITS**

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

The impact of the proposed rezoning will be positive for the surrounding neighborhood, as it will simply allow parking spaces on the Property to be used to keep some of the Hillsborough St visitors from parking along the neighborhood streets. While technically a change to a mixed-use district, parking will be the only permitted “commercial” use, and the permitted residential entitlement in this Frequent Transit Area will largely be unchanged.