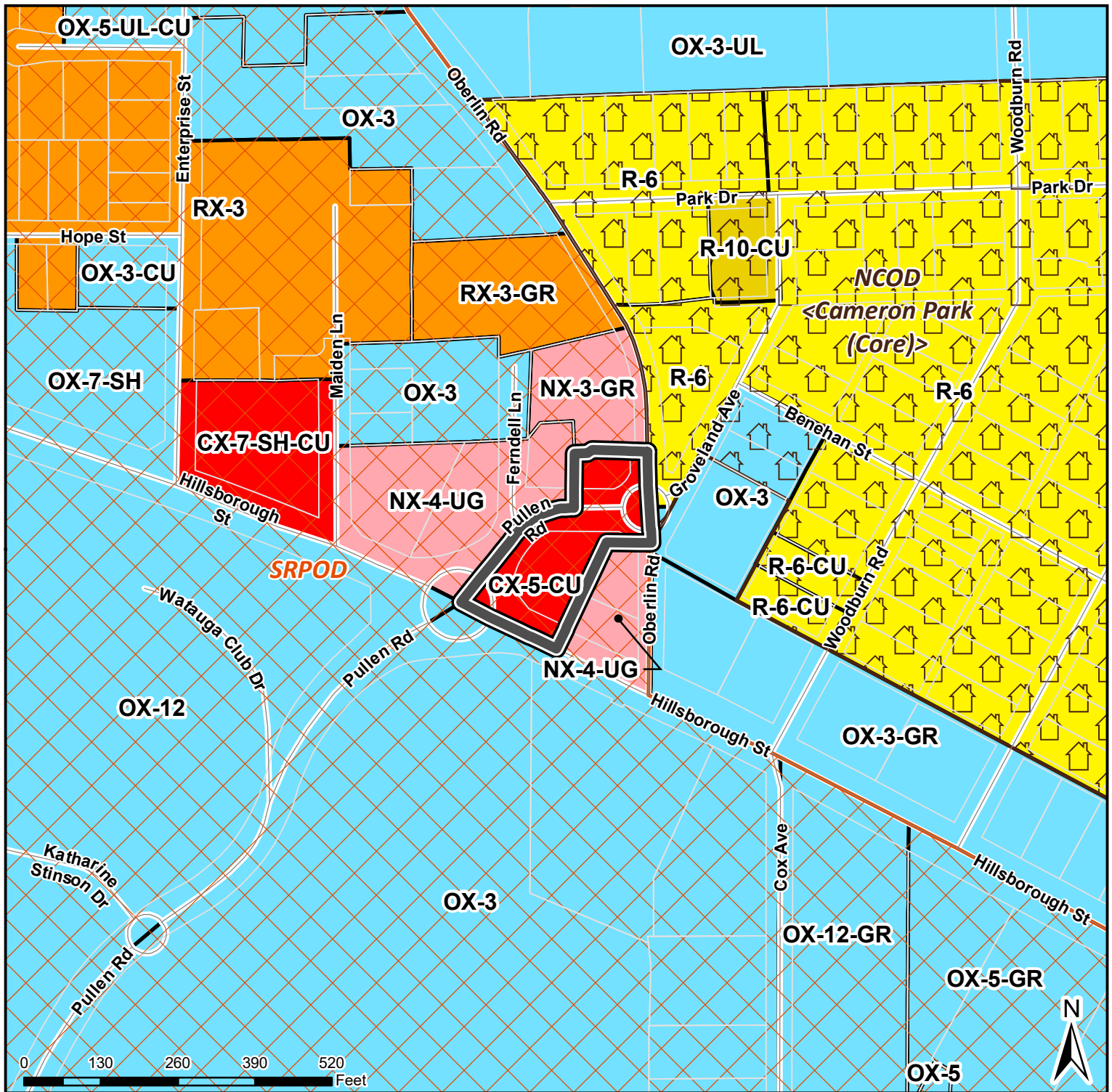
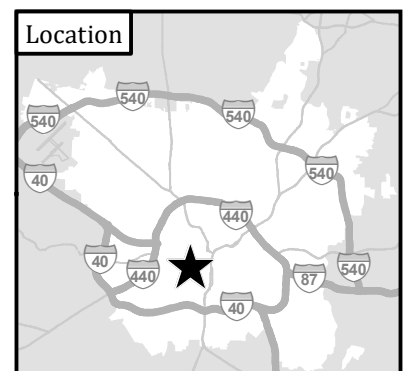


# Existing Zoning

# Z-40-2020



Property	1912 Hillsborough St; 2 Pullen Rd
Size	0.53 acres
Existing Zoning	CX-5-CU w/SRPOD
Requested Zoning	CX-7-CU w/SRPOD





# RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#12067

## CASE INFORMATION: Z-40-20: 1912 HILLSBOROUGH STREET

Location	West-central Raleigh, at the intersection of Hillsborough Street and Pullen Road; approximately two miles east of the intersection of Hillsborough Street and I-440.  Address: 1912 Hillsborough Street  PIN: 1704012296  <a href="#">iMaps</a> , <a href="#">Google Maps</a> , <a href="#">Directions from City Hall</a>
Current Zoning	CX-5-CU w/SRPOD
Requested Zoning	CX-7-CU w/SRPOD
Area of Request	0.4 acres
Corporate Limits	The site lies wholly within the corporate limits of Raleigh
Property Owner	Bell Curve, LLC 7101 Creedmoor Road, Suite 142 Raleigh, NC 27613
Applicant	Mark Andrews Post Office Box 97608 Raleigh, NC 27624
Council District	D
PC Recommendation Deadline	January 11, 2021

## SUMMARY OF PROPOSED CONDITIONS

1. The following shall be prohibited principal uses on the site: dormitory, fraternity, sorority; emergency shelter - all types; 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; self-service storage - all types; vehicle service - all types; vehicle repair (minor), vehicular fuel sales, vehicle arts/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.
3. 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, fiberboard siding, pressure treated wood, synthetic stucco (EIFS); however, EIFS shall be permitted for 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.

4. No individual dwelling unit shall contain more than three (3) bedrooms.
5. Any site plan for new development shall contain the following at the ground level for those portions of any building without a ground level active use: (a) cast concrete accents and brick matching the existing brick wall along the sidewalk, and (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.
6. The maximum building height shall be 90'.
7. Any site plan for new development shall remove the existing brick wall at the ground level.
8. All parking levels of any building constructed on the site will be screened to reduce glare visible outside of the structure.

## COMPREHENSIVE PLAN GUIDANCE

<b>Future Land Use</b>	Neighborhood Mixed Use	
<b>Urban Form</b>	Transit Emphasis Corridor	
<b>Consistent Policies</b>	Policy LU 1.3 Policy LU 2.1 Policy LU 2.2 Policy LU 2.5 Policy LU 2.6 Policy LU 3.2 Policy LU 4.4 Policy LU 4.9 Policy LU 5.1 Policy LU 5.2 Policy LU 7.1 Policy LU 7.4 Policy LU 7.5 Policy LU 7.6 Policy LU 8.3 Policy LU 8.10 Policy LU 8.12 Policy UD 3.1 Policy UD 3.2	Conditional Use District Consistency Placemaking Compact Development Healthy Communities Zoning and Infrastructure Impacts Location of Growth Reducing Vehicle Miles Traveled Through Mixed-Use Corridor Development Reinforcing the Urban Pattern Managing Commercial Development Impacts Encouraging Nodal Development Scale and Design of New Commercial Uses High-Impact Commercial Uses Pedestrian-Friendly Development Conserving, Enhancing, and Revitalizing Neighborhoods Infill Development Infill Compatibility Gateway Corridor Design Quality Highlighting Important Intersections
<b>Inconsistent Policies</b>	Policy LU 1.2 Policy UD 1.10 Policy UD 7.3	Future Land Use Map and Zoning Consistency Frontage Design Guidelines

## FUTURE LAND USE MAP CONSISTENCY

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

## COMPREHENSIVE PLAN CONSISTENCY

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

## PUBLIC MEETINGS

First Neighborhood Meeting	Second Neighborhood Meeting	Planning Commission	City Council
July 22, 2020 11 attendees	November 5, 2020	October 13, 2020 (Consent Agenda) December 8, 2020	January 5, 2021 (Report of Planning Commission) January 19, 2021 (Special Item) February 2, 2021 (Public Hearing)

## PLANNING COMMISSION RECOMMENDATION

The rezoning case is **Inconsistent** with the Future Land Use Map and **Consistent** with the relevant policies in the Comprehensive Plan, furthermore **Approval** is reasonable and in the public interest because:

Reasonableness and Public Interest	The proposal is inconsistent with the Future Land Use Map but consistent with the Comprehensive Plan overall. The request is reasonable and in the public interest because it is consistent with the Comprehensive Plan - specifically policies related to compact development, infill compatibility, corridor development, location of growth, infill development.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	If approved, the Future Land Use Map will be amended as to the subject parcel only from Neighborhood Mixed Use to Community Mixed Use.
Recommendation	Approval
Motion and Vote	Motion: Fox Second: Bennett In favor: Bennett, Fox, Hicks, Lampman, McIntosh, Miller, O'Haver, Winters, Mann

Reason for Opposed Vote(s)	N/A
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## ATTACHMENTS

1. Staff report
2. Rezoning Application (revised 11-13-20)
3. Zoning Conditions (revised 11-13-20)
4. Comprehensive Plan Amendment Analysis

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report and Comprehensive Plan Amendment Analysis.



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Ken A. Bowers, AICP  
Planning and Development Deputy Director

12/8/2020

Date

Staff Coordinator: Don Belk: (919) 996-4641; [Donald.Belk@raleighnc.gov](mailto:Donald.Belk@raleighnc.gov)



## ZONING STAFF REPORT – CASE Z-40-20

### Conditional Use District

## OVERVIEW

This request is to rezone the parcel located at 1912 Hillsborough Street from Commercial Mixed Use-5 Stories-Conditional Use w/Special Residential Parking Overlay District (CX-5-CU w/SRPOD) to Commercial Mixed Use-7 Stories-Conditional Use w/Special Residential Parking Overlay District (CX-7-CU w/SRPOD). The applicant proposes conditions that would prohibit nearly all CX- uses that are not permitted within NX- district, limit retail uses to no more than 6,000 square feet, prescribe building façade materials, prohibit four-bedroom dwelling units, describe a proposed encroachment into Hillsborough Street to expand the sidewalk to 14 feet, prescribe cast concrete accents and matching the existing brick for the portions of any building, and limit the maximum building height to 90'.

The site, which is located wholly within the corporate limits of Raleigh, lies approximately 1.1 miles west of the intersection of Hillsborough Street and South Dawson Street, and two miles east of the intersection of Hillsborough Street and I-440.

The parcel is presently used as a surface parking lot. The site is bordered to the north by a surface parking lot; to the east lies a commercial building complex (three buildings) which includes the Player's Retreat, a popular restaurant. The proposed rezoning site faces the campus of NC State University directly across Hillsborough Street to the south. It directly abuts the roundabouts at Hillsborough Street and Pullen Road, and Pullen-Oberlin Road-Groveland Avenue roundabout, lying within view of the iconic NC State University Memorial Bell Tower, located on campus just west of the Hillsborough/Pullen roundabout.

The site is presently zoned CX-5-CU w/SRPOD and is adjacent to a NX-3-GR district to the north, and a NX-4-UG district to the west. The parcel adjoins a NX- 4-UG district to the east, along with an OX-3-GR district at Oberlin Road and Hillsborough Street. The NC State University campus to the south is zoned OX-3. The parcel is located on Transit Emphasis Corridors (Pullen Road and Hillsborough Street). On the Future Land Use Map, the rezoning site lies within an area designated for Neighborhood Mixed Use. South of the site are areas of the NC State campus designated as Public Parks & Open Space. The parcel is part of the University Village/Hillsborough Street Streetscape Plan.

The proposed rezoning would allow an additional two stories of building height and increase the residential entitlement from 41 to 59 units, and the office entitlement from 39,577 to 57,793 square feet (increases of 44% and 46%, respectively). For the suggested hotel use, the rezoning would increase 93 to 135 rooms (45%). For the residential entitlement, the applicant has provided a rezoning condition to prohibit 4-bedroom dwelling units.

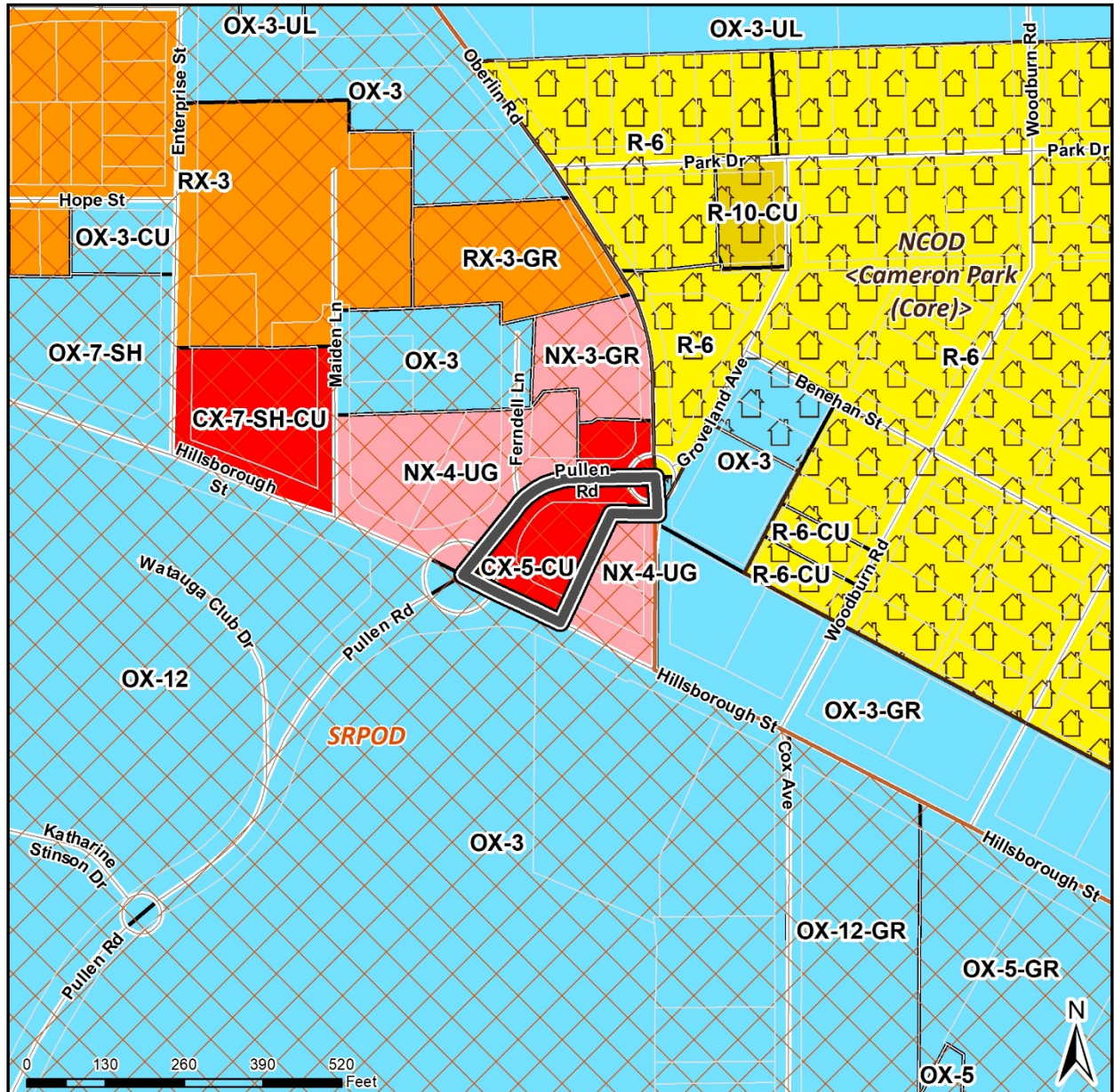
## OUTSTANDING ISSUES

Outstanding Issues	1. The applicant will need to submit an application to amend the University Village/Hillsborough Streetscape Plan.	Suggested Mitigation	1. The applicant may submit a Streetscape Plan amendment request during the rezoning process.
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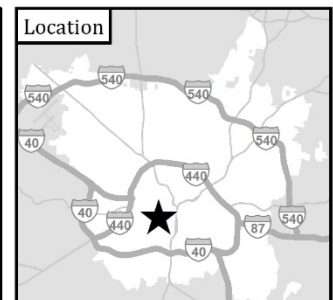


# Existing Zoning

Z-40-2020



<b>Property</b>	1912 Hillsborough St
<b>Size</b>	0.4 acres
<b>Existing Zoning</b>	CX-5-CU w/SRPOD
<b>Requested Zoning</b>	CX-7-CU w/SRPOD



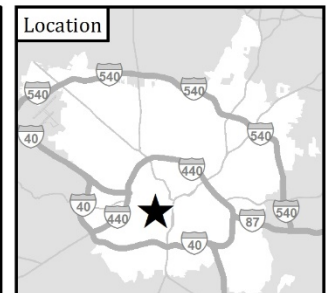
Map by Raleigh Department of City Planning (kuanc): 12/1/2020

# Future Land Use

**Z-40-2020**



<b>Property</b>	1912 Hillsborough St
<b>Size</b>	0.4 acres
<b>Existing Zoning</b>	CX-5-CU w/SRPOD
<b>Requested Zoning</b>	CX-7-CU w/SRPOD



Map by Raleigh Department of City Planning (kuano): 12/1/2020

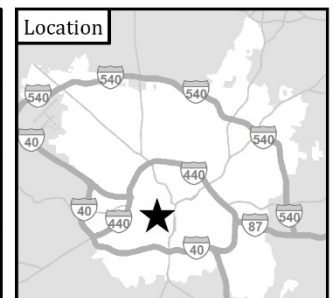


# Urban Form

# Z-40-2020



<b>Property</b>	1912 Hillsborough St
<b>Size</b>	0.4 acres
<b>Existing Zoning</b>	CX-5-CU w/SRPOD
<b>Requested Zoning</b>	CX-7-CU w/SRPOD



Map by Raleigh Department of City Planning (kuanc): 12/1/2020

# COMPREHENSIVE PLAN

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

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

Yes. The proposal is consistent with the visions, themes, and policies contained in the Comprehensive Plan as follows:

The request is consistent with the **Economic Prosperity and Equity** theme. The proposal continues a trend of investment and redevelopment along the Hillsborough Street corridor and will create new jobs in construction, retail, and services.

The request is consistent with the **Expanding Housing Choices** theme, as the proposal would add new housing capacity.

The request is consistent with the **Managing Our Growth** theme, as it will allow for new infill development, create efficiencies of infrastructure, support transit, and provide and strengthening the integration of land uses along the Hillsborough Street corridor.

The request is consistent with the **Coordinating Land Use and Transportation** theme. The proposal will provide for higher density residential development and support the land use pattern needed to support local and regional transit service.

The request is consistent with the **Growing Successful Neighborhoods and Communities** theme. The proposal represents an infill development that will have a minimal impact on the existing character of adjoining residential neighborhoods, while supporting the diversity of office and commercial uses in this area.

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

No. The existing Future Land Use Map designation of Neighborhood Mixed Use does not support the Overnight Lodging use proposed at this location.

- C. If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?

The applicant's suggested use as a hotel is supported by the current CX-5 zoning but not by the current FLUM designation. However, the proposal will follow the guidelines of the University Village/Hillsborough Streetscape Plan and the design recommendations of the Cameron Village/Hillsborough Street Small Area Plan. Adherence to these guidelines will enable the proposed use to be established in a manner that will not adversely alter the character of the surrounding area.

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

Yes. Community facilities and streets appear sufficient to serve the proposed use.

## Future Land Use

**Future Land Use designation:** Neighborhood Mixed Use

**The rezoning request is**

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

☐ **Inconsistent**

The request for CX-7 is technically inconsistent with the Future Land Use Map; however, the proposed zoning conditions prohibit most all CX- uses (excepting Overnight Lodging) that are also prohibited by NX-, the appropriate zoning for the Neighborhood Mixed Use FLUM designation.

## Urban Form

**Urban Form designation:** Transit Emphasis Corridor

**The rezoning request is**

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

Although a frontage is not specified in the proposal, its development will be guided by the requirements of the University Village/Hillsborough Streetscape Plan and guidance from the Cameron Village & Hillsborough Street Small Area Plan. These documents provide guidelines for capitalizing on the walkability of the area, including details on building setbacks, sidewalks, and parking. Area-specific guidance from the Cameron Village & Hillsborough Street Plan encourages pedestrian and transit-oriented development along Hillsborough Street, and discourage automobile-oriented uses and drive-throughs. The Plan recommends 'Urban setbacks' of no greater than 20' as required in the UDO to bring buildings up to the sidewalk, parking behind buildings. The effect of this area plan guidance is to essentially replicate the Shopfront (-SH), Urban General (-UG), and Urban Limited (-UL) frontages along the two roads fronted by this proposal.

## Compatibility

**The proposed rezoning is**

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

☐ **Incompatible.**

The request for an additional two stories of building height are of concern because of potential shading and view obstruction, but this zoning is not unprecedented. A 7-story hotel is presently located about 400' west at 2100 Hillsborough Street (Aloft Hotel). As with that zoning district, this proposal will be subject to the requirements of the University Village/Hillsborough Streetscape Plan and should incorporate the recommendations of the Cameron Village/Hillsborough Street Small Area Plan, especially to regarding building height and transitions between residential and commercial development. For Hillsborough Street, the Streetscape Plan requires that "commercial buildings...should not prevent adjacent residential properties from gaining access to sunshine" and provides standards for the maximum building height according to a solar access angle of 32 degrees. Also, building façade materials are specified in the zoning conditions. The subject parcel is situated at least 400' away from the closest residential structure within the Cameron Park Historic District and is separated by designated transition zones as described in the Cameron Village/Hillsborough Street Small Area Plan. The conditions proposed for the rezoning, and the area-specific guidance described above, provide a framework for ensuring that the proposed development would provide economic benefits and contribute overall to the area while not adversely impacting the character of the nearby residential neighborhood.

### Public Benefits of the Proposed Rezoning

- Infill redevelopment and opportunity to increase commercial, residential, and lodging options near NC State University and downtown Raleigh
- Location along Transit Emphasis Corridors in a pedestrian-friendly area, walkable to existing bus line and to existing businesses, reducing vehicle miles traveled.

### Detriments of the Proposed Rezoning

- Proposed building height could present shadow and visual obstruction concerns.

### Policy Guidance

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

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#### **Policy LU 1.3 – Conditional Use District Consistency**

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

- The applicant is requesting the rezoning change to achieve additional height for a potential hotel development. Rezoning conditions would remove the high-intensity and larger-format uses permitted in Community Mixed Use, effectively limiting CX- uses to only those otherwise permitted in NX-, with the exception of Overnight Lodging.

**Policy LU 2.1 – Placemaking**

Development within Raleigh’s jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.

**Policy LU 2.2 – Compact Development**

New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and noncontiguous development.

**Policy LU 2.5 – Healthy Communities**

New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.

**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.

- This proposal constitutes an infill redevelopment that will make efficient use of existing infrastructure, support transit, and utilize an existing developed site. It continues a trend of higher-density development and taller structures along Hillsborough Street. The site is located along a Transit Emphasis Corridor with pedestrian and bicycle accessibility which will reduce reliance on automobile transport and encourage walking and cycling to nearby shops, restaurants, and the facilities of NC State University. The Cameron Village and Hillsborough Street Small Area Plan describes both Hillsborough Street and Pullen Road as priority locations for new and improved sidewalks to enhance pedestrian accessibility and connectivity with the surrounding area. The proposal would not adversely impact existing water infrastructure capacity.

**Policy LU 3.2 – Location of Growth**

The development of vacant properties should occur first within the city’s limits, then within the city’s planning jurisdiction, and lastly within the city’s USAs to provide for more compact and orderly growth, including provision of conservation areas.

- The proposal is located within the corporate limits of Raleigh

**Policy LU 4.4 – Reducing Vehicle Miles Traveled Through Mixed-Use**

Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).

**Policy LU 4.9 – Corridor Development**

Promote pedestrian-friendly and transit-supportive development patterns along multimodal corridors designated on the Growth Framework Map, and any corridor programmed for “transit intensive” investments such as reduced headways, consolidated stops, and bus priority lanes and signals.

- The proposal would allow for a mix of uses within a short distance of retail, office, and institutional services. The site is located along a Transit Emphasis Corridor with pedestrian and bicycle accessibility which will reduce vehicle miles traveled.

#### **Policy LU 5.1 – Reinforcing the Urban Pattern**

New development should acknowledge existing buildings, and, more generally, the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.

#### **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 prospect of a 7-story building fronting Hillsborough Street poses concerns of shadow and view obstruction; however, there are methods for mitigating shadow and obstruction provided in the Solar Access/Building Height section of the University Village/Hillsborough Streetscape Plan. The rezoning application specifies adherence with the Streetscape Plan design guidelines.

#### **Policy LU 7.1 – Encouraging Nodal Development**

Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them.

#### **Policy LU 7.4 – Scale and Design of New Commercial Uses**

New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.

#### **Policy LU 7.5 – High-Impact Commercial Uses**

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

#### **Policy LU 7.6 – Pedestrian-Friendly Development**

New and redeveloped commercial and mixed-use developments should be pedestrian-friendly.

- The proposal will create a new node on a parcel presently used for surface parking. Building façade materials are specified in the proposed zoning conditions, and sidewalks and crosswalks will be developed in accordance with the University Village/Hillsborough Streetscape Plan. The site adjoins a Transit Emphasis Corridor and both Hillsborough Street and Pullen Road are preferred bike routes, with bike infrastructure in place along both roads. The applicant has conditioned the maximum building height at 90’ and prohibited auto-oriented, high-impact uses otherwise allowed in CX-. Sidewalks, under the guidelines of the Streetscape Plan, will be provided along all frontages. Hillsborough Street in general has excellent walkability, with uninterrupted lengths of



sidewalk along much of the corridor. This proposal will not affect this high level of walkability and pedestrian access.

**Policy LU 8.3 – Conserving, Enhancing, and Revitalizing Neighborhoods**

Recognize the importance of balancing the need to increase the housing supply and expand neighborhood commerce with the parallel need to protect neighborhood character, preserve historic resources, and restore the environment.

**Policy LU 8.10 – Infill Development**

Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.

**Policy LU 8.12 – Infill Compatibility**

Vacant lots and infill sites within existing neighborhoods should be developed consistently with the design elements of adjacent structures, including height, setbacks, and massing through the use of zoning tools including Neighborhood Conservation Overlay Districts.

- The proposal would increase the number of residential units over the current CX-5 entitlement, adding to the housing supply. Given the parameters of the site, these will presumably be developed as apartments under a residential scenario, although the applicant has indicated that development of a hotel is the objective of this rezoning. For other residential building types, the applicant has provided a condition to prohibit dwelling units with four-bedrooms. The residential/hotel development would front Hillsborough Street. Building facades are specified via a zoning condition and would be in keeping with the University Village/Hillsborough Streetscape Plan.

**Policy UD 3.1 – Gateway Corridor Design Quality**

Promote high quality development along gateway corridors to improve aesthetics and encourage higher levels of investment. Design of new development should contribute to the overall visual quality of the corridor and define the street space.

**Policy UD 3.2 – Highlighting Important Intersections**

Promote the use of gateways and landmarks to highlight access points and important intersections along key corridors. Examples include the places where roadways split to become one-way pairs entering and exiting downtown (Blount-Person, Wilmington-Salisbury, McDowell-Dawson); the proposed roundabouts along Hillsborough Street at Rosemary, Pullen, and Morgan streets; and places where key streets merge (Louisburg-Capital, Wake Forest-Falls of Neuse, etc.).

- Hillsborough Street is well-known as one of Raleigh’s most prominent corridors and has seen major redevelopment activity since the completion of the roundabouts. This proposal will contribute to the quality of the corridor’s appearance, and the prominence of a 7-story building will produce a landmark highlighting the important Hillsborough Street/Pullen Road intersection.

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

**Policy LU 1.2—Future Land Use Map and Zoning Consistency**

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

- The proposed zoning (CX-7-CU w/SRPOD) is inconsistent with the Future Land Use Map, which designates this site for Neighborhood Mixed Use

#### **Policy UD 1.10 – Frontage**

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

- Both Hillsborough Street and Pullen Road are designated as Transit Emphasis Corridors, where a hybrid approach to frontage is recommended. For this proposal, Urban Limited (-UL), Urban General (-UG), or Shopfront (-SH) would be an appropriate consideration. However, a frontage is not specified in this proposal.

#### **Policy UD 7.3 – Design Guidelines**

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

- The parcel subject to this rezoning proposal adjoins Transit Emphasis Corridors (Hillsborough Street, Pullen Road) and is subject to review under Design Guidelines Table UD-1. However, no frontage has been offered by the applicant.
- 

#### **Area Plan Policy Guidance**

There is no area plan guidance for this site; however, it is adjacent to Cameron Park Transition Area A (Map AP-CP1) .

# HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

## Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	63	'Good Transit' with many nearby public transportation options.
Walk Score	30	90	Noted as a 'walker's paradise' where most daily activities do not require an automobile.

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

**Summary:** This area is known for its excellent walkability and pedestrian-friendly environment.

## Carbon/Energy Footprint: Housing

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	Yes
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

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

**Summary:** Detached houses and townhouses are permitted under the requested zoning, but the constraints of the site would be most conducive to development of the apartment building type. Four-bedroom units are prohibited via a zoning condition. The applicant has suggested that a hotel will be developed at this location.

## Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds	The residential entitlement increases by 44% over the existing zoning (from 41 to 59 units).
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	
If not a mixed-use district, does it permit smaller lots than the average?*	N/A	
Is it within walking distance of transit?	Yes	Walk Score – 90; Transit Score - 63

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

**Summary:** Although a hotel is planned under this rezoning proposal, a variety of housing types would be permitted under the requested zoning. Site constraints will likely limit the development to apartments if a hotel is not pursued.

# IMPACT ANALYSIS

## Historic Resources

1. The site is not located within or directly adjacent to a National Register Historic District or Raleigh Historic Overlay District. It does not include or is not adjacent to any National Register individually-listed properties or Raleigh Historic Landmarks. The site is adjacent to a site that has been study-listed for individual inclusion on the National Register and included on the list of properties that are potentially eligible to be designated a Raleigh Historic Landmark, Players Retreat (WA4651).

**Impact Identified:** None.

## Parks and Recreation

1. This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.
2. Nearest existing park access is provided by Pullen Park (100 ft) and Compiegne Park (0.3 miles).
3. Nearest existing greenway trail access is provided by Rocky Branch Greenway Trail (0.5 miles).
4. Current park access level of service in this area is graded an A letter grade.

**Impact Identified:** None.

## Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	0	123,125	181,875
Wastewater	0	123,125	181,875

**Impact Identified:**

1. The proposed rezoning would add approximately 58,750 gpd to the wastewater collection and water distribution systems of the City.
2. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.

3. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy.
4. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer.

## Stormwater

Floodplain	n/a
Drainage Basin	Rocky
Stormwater Management	UDO Article 9
Overlay District	n/a

**Impact Identified:** No downstream structural impacts identified.

## Transit

1. The Unified Development Ordinance is sufficient as written to obtain the transit

**Impact Identified:** None.

## Transportation

### **1. Site Location and Context**

#### *Location*

The Z-40-2020 site is located in west Raleigh at the northwest corner of the intersection of Hillsborough Street with Pullen Road.

#### *Area Plans*

The Z-40-2020 site is located within the Cameron Village and Hillsborough Street small area plan. Hillsborough Street is an important transit and multimodal corridor and main street.

### **2. Existing and Planned Infrastructure**

#### *Streets*

Hillsborough Street is a designated as a 3-lane avenue, parallel parking in map T-1 of the Comprehensive Plan; it is maintained by the City of Raleigh. Pullen Road is designated as a 2-lane undivided avenue; it is also maintained by the City.

In accordance with UDO section 8.3.2, the maximum block perimeter for CX-7 zoning districts is 2,500 feet. The current block perimeter for this site is approximately 730 feet.

#### *Pedestrian Facilities*

There are existing sidewalks on all nearby streets with the exception of a 415-foot gap on the east side of Oberlin Road between Park Drive and Groveland Avenue.

The applicant plans to submit an application to amend the streetscape plan, following the process adopted by TC-17-19.

#### *Bicycle Facilities*

There are existing bicycle lanes on Oberlin Road and Hillsborough Street. There are currently gaps in these bikeways through the roundabouts and their approaches. Map T-3 in the Comprehensive Plan designates the streets for bicycle lanes.

Several Bikeshare stations are operational near the Z-40-20 site, including Oberlin Road at Stafford Avenue, Hillsborough Street at Ashe Avenue, and Hillsborough at Enterprise Street. Other nearby stations are in Downtown Raleigh and along Hillsborough Street. The closest station is approximately 500 feet from the subject site. An additional station in the vicinity of this site may be beneficial. The addition of Bikeshare infrastructure may help to mitigate traffic concerns, as trips would be converted from motorized vehicles to bicycles.

#### *Transit*

The site is well served by GoRaleigh, GoTriangle, and Wolfline services. The Wake Transit Plan and Map T-2 in the Comprehensive plan call for Hillsborough Street service to become frequent. There are currently two existing services with 30-minute headways that approximate a frequent transit service. Similarly, frequent service on Oberlin Road and Pullen Road is planned to connect the North Hill area to Centennial Campus. The transfer of transit passengers between these two services in this area will be important in the future.

#### *Access*

Vehicle access to the subject site is via Pullen Road.

### **3. Other Projects in the Area**

The Oberlin Road Streetscape project will implement a separated bikeway on Oberlin Road between Park Avenue and Bedford Avenue. It will also make several sidewalk and pedestrian improvements to the area. It is in right-of-way acquisition and is expected to begin construction this winter.

### **4. Traffic Impact Analysis (TIA) Determination**

Based on the Envision results, approval of case Z-40-20 would increase the amount of projected vehicular peak hour trips for the site as indicated in the table below. The proposed rezoning from OX-5-CU with SRPOD to CX-7-CU with SRPOD is projected to have 21 new trips in the AM peak hour and 25 new trips in the PM peak hour. These values do not trigger

a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual.

Z-40-20 Existing Land Use	Daily	AM	PM
Vacant	0	0	0
Z-40-20 Current Zoning Entitlements	Daily	AM	PM
CX-5-CU w/SRPOD	777	46	56
Z-40-20 Proposed Zoning Maximums	Daily	AM	PM
CX-7-CU w/SRPOD	1,129	67	81
Z-40-20 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	<b>351</b>	<b>21</b>	<b>25</b>

## Urban Forestry

1. Proposed rezoning does not alter Tree Conservation Area requirements of the UDO

**Impact Identified:** None.

## Impacts Summary

In summary, this proposal will have a minimal impact on surrounding neighborhoods, although the proposed 7-story building height raises concerns regarding shading and the obstruction of views from nearby properties, including the nearby Cameron Park Historic District. Also, no frontage has been offered in this proposal, which otherwise would provide clarity when applying the Design Guidelines from Table UD-1. Hillsborough Street currently has a few ‘gaps’ in the bicycle lanes through the roundabouts and their approaches.

## Mitigation of Impacts

This proposal is subject to the design guidelines of the University Village/Hillsborough Streetscape Plan and area guidance from the Cameron Village/Hillsborough Street Small Area Plan. To a significant degree, these provide a framework for addressing compatibility and transition concerns from commercial development along Hillsborough Street. For example, the Streetscape Plan includes standards for mitigating shadow and obstruction, and the Area Plan illustrates where transition requirements will apply. Moreover, the applicant has conditioned the proposal to limit building height and specify materials and design details for the future development of the parcel. Assignment of a frontage to the proposal would further address design and compatibility.

Concerns regarding encroachment into the existing paved area and the applicant’s objective of maximizing buildable area can be addressed through consultation with the Urban Design Center. Map T-3 in the Comprehensive Plan designates the streets for bicycle lanes, and these are prioritized in the Area Plan.



## CONCLUSION

This proposal is inconsistent with the Future Land Use Map, which designates the site for Neighborhood Mixed Use. However, the applicant has provided conditions that remove nearly all CX- uses that are not otherwise allowed in NX, save for Overnight Lodging. Guidance from prior planning initiatives can help ensure this proposal succeeds in providing reinvestment and new infill development along Hillsborough Street without adversely impacting the character of nearby neighborhoods.

The area has excellent walkability and substantial bicycle infrastructure and is well-served by area transit.

Z-40-20 is consistent with the Urban Form Map and consistent overall with the 2030 Comprehensive Plan.

## CASE TIMELINE

Date	Action	Notes
August 12, 2020	Application submitted as Conditional Use rezoning.	
October 13, 2020	Planning Commission Meeting	Appeared on the Consent Agenda to satisfy timing requirements.
December 8, 2020	Planning Commission Meeting	Planning Commission approved 9-0.
January 5, 2021	City Council - Report of the Planning Commission	City Council grants two-week deferral per applicant's request to allow for revised zoning conditions to be submitted.
January 19, 2021	City Council	City Council sets the public hearing for February 2, 2021.
February 2, 2021	City Council	Public Hearing

# APPENDIX

## SURROUNDING AREA LAND USE/ ZONING SUMMARY

	SUBJECT PROPERTY	NORTH	SOUTH	EAST	WEST
Existing Zoning	CX-5-CU	NX-4-UG	NX-4-UG, OX-3	OX-3, NX-4-UG	NX-4-UG
Additional Overlay	Special Residential Parking Overlay District (SRPOD)	SRPOD	SRPOD	SRPOD, Neighborhood Conservation Overlay District (NCOD)	SRPOD
Future Land Use	Neighborhood Mixed Use	Neighborhood Mixed Use	Neighborhood Mixed Use, Public Parks & Open Space	Neighborhood Mixed Use	Neighborhood Mixed Use
Current Land Use	Commercial	Vacant	Commercial, Institutional	Commercial	Commercial
Urban Form	Transit Emphasis Corridor	Transit Emphasis Corridor	Transit Emphasis Corridor	Transit Emphasis Corridor	Transit Emphasis Corridor

## CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	CX-5-CU w/SRPOD	CX-7-CU w/SRPOD
Total Acreage	0.4	0.4
Setbacks:		
Front	5'	5'
Side	0' or 6'	0' or 6'
Rear	0' or 6'	0' or 6'
Residential Density:	77.4 du/ac 175.5*	111.3 du/ac 254.7*
Max. # of Residential Units	41 93*	59 135*
Max. Gross Building SF	48,092	69,829
Max. Gross Office SF	39,577	57,793

Max. Gross Retail SF	6,000	6,000
Max. Gross Industrial SF	N/A	N/A
Potential F.A.R	2.08	3.02

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



# Rezoning Application



**RALEIGH**  
DEPARTMENT OF  
CITY PLANNING



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

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan Existing Zoning Base District <b>CX</b> Height <b>5</b> Frontage    Overlay(s) <b>SRPOD</b> Proposed Zoning Base District <b>CX</b> Height <b>7</b> Frontage    Overlay(s) <b>SRPOD</b> <i>Click <a href="#">here</a> to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.</i>			<b>OFFICE USE ONLY</b>  <b>Rezoning Case #</b>
If the property has been previously rezoned, provide the rezoning case number: <b>Z-31-14</b>			
GENERAL INFORMATION			
Date	Date Amended (1)	Date Amended (2)	
Property Address <b>1912 Hillsborough Street</b>			
Property PIN <b>1704012296</b>		Deed Reference (book/page) <b>016087/00220</b>	
Nearest Intersection <b>Hillsborough Street and Oberlin Road</b>			
Property Size (acres) <b>.53</b>	For Planned Development Applications Only:	Total Units	Total Square Footage
		Total Parcels	Total Buildings
Property Owner Name/Address <b>Bell Curve, LLC</b> <b>7101 Creedmor Road, Suite 142</b> <b>Raleigh, NC 27613</b>		Phone	Fax
		Email <b>mark@tmeinvestments.com</b>	
Applicant Name/Address <b>Mark Andrews</b> <b>P.O. Box 97608</b> <b>Raleigh, NC 27624</b>		Phone <b>919.877.8167</b>	Fax
		Email <b>mark@tmeinvestments.com</b>	
Applicant* Signature(s) <i>Mark Andrews</i> <small>18478884652A404...</small>		Email <b>mpaul@morningstarlawgroup.com</b>	

\*Please see Page 11 for information about who may submit rezoning applications. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

CONDITIONAL USE DISTRICT ZONING CONDITIONS	
Zoning Case Number <b>Z-40-20</b>	OFFICE USE ONLY  Rezoning Case #
Date Submitted <b>November 13, 2020</b>	
Existing Zoning <b>CX-5-CU-SRPOD</b> Proposed Zoning <b>CX-7-CU-SRPOD</b>	
Narrative of Zoning Conditions Offered	
<p>1. The following shall be prohibited principal uses on the site: dormitory, fraternity, sorority; emergency shelter - all types; 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; self-service storage - all types; vehicle service - all types; vehicle repair (minor), vehicular fuel sales, vehicle arts/accessories; and drive-in/drive through facilities.</p> <p>2. The total amount of floor area gross for personal service, restaurant, and retail sales uses shall not exceed 6,000 square feet.</p> <p>3. 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, fiberboard siding, pressure treated wood, synthetic stucco (EIFS); however, EIFS shall be permitted for 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.</p> <p>4. No individual dwelling unit shall contain more than three (3) bedrooms.</p> <p>5. Any site plan for new development shall contain the following at the ground level for those portions of any building without a ground level active use: (a) cast concrete accents and brick matching the existing brick wall along the sidewalk, and (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.</p> <p>6. The maximum building height shall be 90'.</p> <p>7. Any site plan for new development shall remove the existing brick wall at the ground level.</p> <p>8. All parking levels of any building constructed on the site will be screened to reduce glare visible outside of the structure.</p>	

The property owner(s) hereby offers, consents to, and agrees to abide by, 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.

Property Owner(s) Signature DocuSigned by:  
*Mark Andrews*  
10478804652A404... Print Name **Mark Andrews**

<b>REZONING APPLICATION ADDENDUM #1</b>	
<b>Comprehensive Plan Analysis</b>	<b>OFFICE USE ONLY</b>  <b>Rezoning Case #</b>
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.	
<p>1. The property is designated "Neighborhood Mixed Use" on the Future Land Use with Map, which encourages residential and mixed-use projects in pedestrian-oriented districts. This rezoning request is consistent with this designation because the CX district, as conditioned, permits a mix of uses as contemplated by the NMU designation.</p> <p>2. The property fronts along a Transit Emphasis Corridor (Hillsborough Street) as shown on the Urban Form Map. Given the constraints present along the property's frontages resulting from grade changes and barriers that were part of the Hillsborough Street Project, the proposed conditions relating to planting and materials near the sidewalk are as consistent as possible with the policy goals of creating interesting and defined street walls along the corridor.</p> <p>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); LU 2.2 (Compact Development); LU 4.9 (Corridor Development); LU 5.1 (Reinforcing the Urban Pattern); LU 6.2 (Complementary Land Uses and Urban Vitality); LU 7.4 (Scale and Design of New Commercial Uses); and LU 8.10 (Infill Development).</p>	
<b>PUBLIC BENEFITS</b>	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	
<p>The proposed rezoning will permit redevelopment of an existing surface parking lot located on a prominent intersection. Redevelopment under the requirements of the CX district will better define the street wall and conform with the pedestrian-friendly Hillsborough Street corridor.</p>	

**REZONING APPLICATION ADDENDUM #2****Impact on Historic Resources**

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.

**OFFICE USE ONLY****Rezoning Case #****INVENTORY OF HISTORIC RESOURCES**

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

None.

**PROPOSED MITIGATION**

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

N/A



## URBAN DESIGN GUIDELINES

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

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", or
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor"

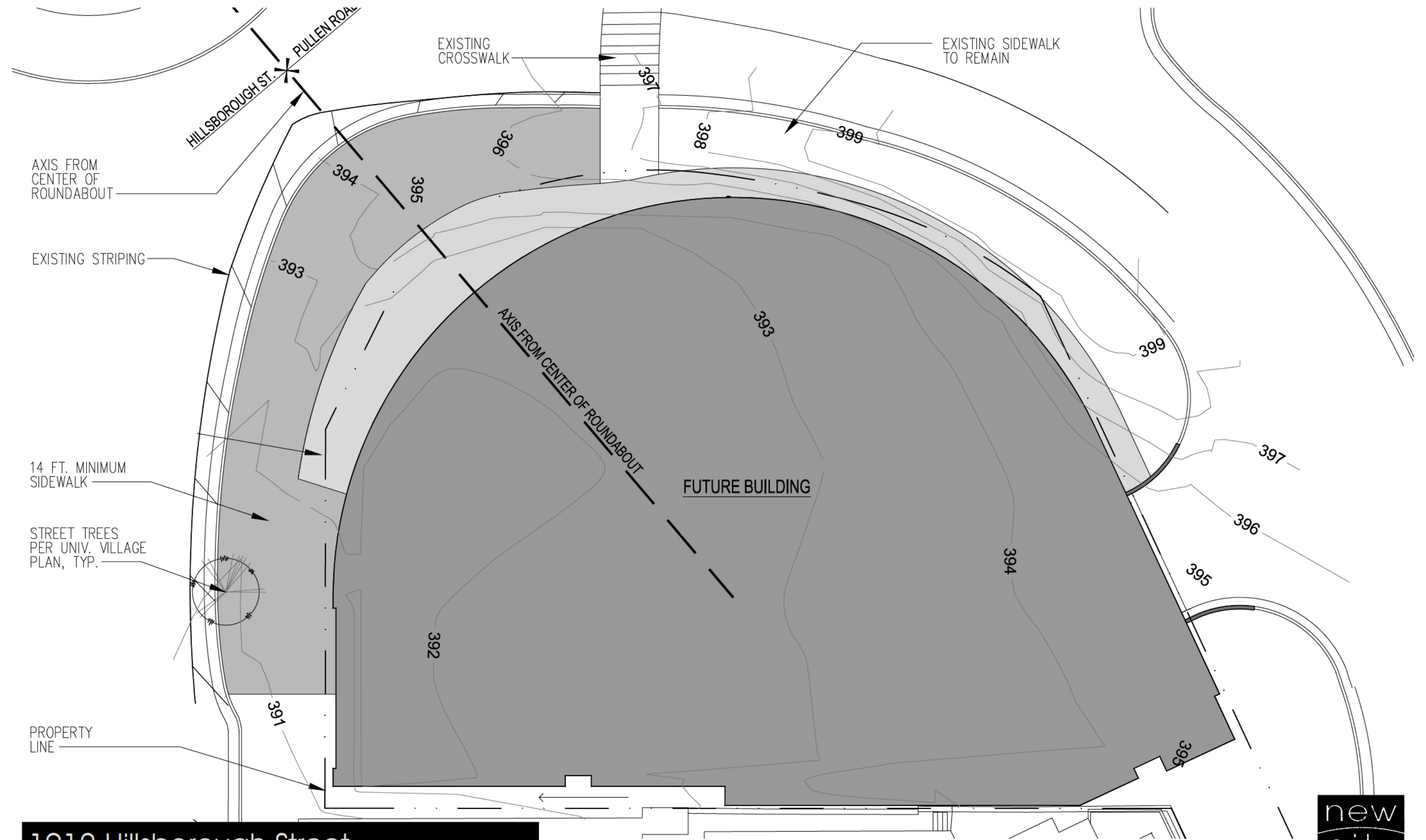
as shown on the Urban Form Map in the 2030 Comprehensive Plan.

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

- |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | <p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p><b>Response:</b></p> <p>The site will be redeveloped in conformance with the pedestrian-friendly, commercial mixed-use district requirements.</p>                                                                                                                                    |
| 2. | <p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p><b>Response:</b></p> <p>Details of building design will be determined as part of the site planning process.</p>                                                                                                                                                                                                                                     |
| 3. | <p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p><b>Response:</b></p> <p>No new roadways are anticipated.</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></p> <p>No new roadways are anticipated.</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></p> <p>No new roadways are anticipated.</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></p> <p>Details of building design will be determined as part of the site planning process.</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></p> <p>Details of building design will be determined as part of the site planning process.</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></p> <p>Details of building design will be determined as part of the site planning process.</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></p> <p>Details of building design will be determined as part of the site planning process.</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></p> <p>Details of building design will be determined as part of the site planning process.</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></p> <p>Details of building design will be determined as part of the site planning process.</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></p> <p>Details of building design will be determined as part of the site planning process.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p><b>Response:</b></p> <p>Details of building design will be determined as part of the site planning process.</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></p> <p>Redevelopment of the existing surface parking lot will permit reduction or elimination of this use.</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></p> <p>Details of building design will be determined as part of the site planning process.</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></p> <p>Details of building design will be determined as part of the site planning process.</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></p> <p>The site is located within walking distance of existing transit stops along both Hillsborough Street and Pullen Road.</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></p> <p>The site is connected by generous existing sidewalks to the existing transit stops nearby.</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></p> <p>No such features exist on the site.</p>



1912 Hillsborough Street

Raleigh, NC

SIDEWALK / AMENITY EXHIBIT

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

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></p> <p>No new roadways are anticipated.</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></p> <p>A 14' sidewalk is proposed along Hillsborough Street.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p><b>Response:</b></p> <p>The site will be developed in compliance with the UDO and the University Village Streetscape Plan.</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p><b>Response:</b></p> <p>Details of building design will be determined as part of the site planning process.</p>
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p><b>Response:</b></p> <p>Details of building design will be determined as part of the site planning process.</p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p><b>Response:</b></p> <p>Details of building design will be determined as part of the site planning process.</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p><b>Response:</b></p> <p>Details of building design will be determined as part of the site planning process.</p>

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")					
TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this <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. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
3. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
4. Rezoning application review fee (see <a href="#">Fee Schedule</a> for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
5. Completed application, submitted through Permit & Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Completed Response to the Urban Design Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
6. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties within 500 feet of area to be rezoned	<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"/>			
<b>For properties requesting a conditional use district:</b>					
9. Completed zoning conditions, signed by property owner(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<b>If applicable (see Page 11):</b>					
10. Proof of power of attorney or owner affidavit	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>For properties requesting a Planned Development (PD) or Campus District (CMP):</b>					
10. Master Plan (see Master Plan Submittal Requirements)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>For properties requesting an Accessory Dwelling Unit Overlay District (ADUOD):</b>					
15. Copy of ballot and mailing list	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

MASTER PLAN SUBMITTAL REQUIREMENTS					
TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – Master Plan	YES	N/A	YES	NO	N/A
1. I have referenced the <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 type="checkbox"/>			
2. Total number of units and square feet	<input type="checkbox"/>	<input type="checkbox"/>			
3. 12 sets of plans	<input type="checkbox"/>	<input type="checkbox"/>			
4. Completed application; submitted through Permit & Development Portal	<input type="checkbox"/>	<input type="checkbox"/>			
5. Vicinity Map	<input type="checkbox"/>	<input type="checkbox"/>			
6. Existing Conditions Map	<input type="checkbox"/>	<input type="checkbox"/>			
7. Street and Block Layout Plan	<input type="checkbox"/>	<input type="checkbox"/>			
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input type="checkbox"/>			
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input type="checkbox"/>			
10. Development Plan (location of building types)	<input type="checkbox"/>	<input type="checkbox"/>			
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input type="checkbox"/>			
12. Parking Plan	<input type="checkbox"/>	<input type="checkbox"/>			
13. Open Space Plan	<input type="checkbox"/>	<input type="checkbox"/>			
14. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input type="checkbox"/>			
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input type="checkbox"/>			
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input type="checkbox"/>			
17. Phasing Plan	<input type="checkbox"/>	<input type="checkbox"/>			
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input type="checkbox"/>			
19. Common Signage Plan	<input type="checkbox"/>	<input type="checkbox"/>			

## Who can initiate a rezoning request?

If requesting to down-zone property, the rezoning application must be signed by all of the property owners whose property is subject to the down-zoning. Down-zoning is defined as a zoning ordinance that affects an area of land in one of the following ways:

1. By decreasing the development density of the land to be less dense than was allowed under its previous usage.
2. By reducing the permitted uses of the land that are specified in a zoning ordinance or land development regulation to fewer uses than were allowed under its previous usage.

If requesting to rezone property to a conditional district, the rezoning application must be signed by all owners of the property to be included in the district. For purposes of the application only (not the zoning conditions), the City will accept signatures on behalf of the property owner from the following:

1. the property owner;
2. an attorney acting on behalf of the property owner with an executed power of attorney; or
3. a person authorized to act on behalf of the property owner with an executed owner's affidavit.

An owner's affidavit must be made under oath, properly notarized and, at a minimum, include the following information:

- The property owner's name and, if applicable, the property owner's title and organization name.
- The address, PIN and Deed Book/Page Number of the property.
- A statement that the person listed as the property owner is the legal owner of the property described.
- The name of the person authorized to act on behalf of the property owner as the applicant. If applicable, the authorized person's title and organization name.
- A statement that the property owner, as legal owner of the described property, hereby gives authorization and permission to the authorized person, to submit to the City of Raleigh an application to rezone the described property.
- A statement that the property owner understands and acknowledges that zoning conditions must be signed, approved and consented to by the property owner.
- The property owner's signature and the date the property owner signed the affidavit.

If requesting to rezone property to a general use district that is not a down-zoning, the rezoning application may be signed, for the purposes of initiating the request, by property owners or third-party applicants.



Date:

Re: (SITE LOCATION)

Neighboring Property Owners:

You are invited to attend a neighborhood meeting on (MEETING DATE). The meeting will be held at (MEETING LOCATION, INCLUDING ADDRESS) and will begin at (TIME).

The purpose of this meeting is to discuss a potential rezoning of the property located at (SITE ADDRESS AND NEARBY LANDMARKS). This site is current zoned (CURRENT ZONING DISTRICT) and is proposed to be rezoned to (PROPOSED ZONING DISTRICT). (Please also provide any relevant details regarding the request.)

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

If you have any concerns or questions I (we) can be reached at:

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

(919) 996-2682  
rezoning@raleighnc.gov

Thank you

**At least 10 days prior to the meeting date with the owners of property, the applicant shall notify the owners of property about the meeting; notice shall be by first class mail or certified mail return receipt. If notification is to be by first class mail, the applicant shall deliver the sealed, addressed, stamped envelopes to Planning & Development prior to the aforementioned 10 day period. If notification is to be by certified mail return receipt, copies of the return receipts shall be given to Planning & Development at time of application submittal.**

SUBMITTED DATE: \_\_\_\_\_

## SUMMARY OF ISSUES

A neighborhood meeting was held on July 22, 2020 (date) to discuss a potential rezoning located at 1912 Hillsborough Street and 2 Pullen Road (property address). The neighborhood meeting was held at [virtual meeting] (location). There were approximately 11 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

See attached summary.

[illegible]





# COMPREHENSIVE PLAN AMENDMENT ANALYSIS – CASE Z-40-20

## OVERVIEW

The Future Land Use Map (FLUM) requires an amendment to change the designation for 1912 Hillsborough Street to achieve consistency between the map and the rezoning request for a Community Mixed Use (CX-) base district. The map currently designates the parcels for Neighborhood Mixed Use, which applies to neighborhood shopping centers and pedestrian-oriented retail districts with heights typically limited to three stories; however, four or five stories could be appropriate in walkable areas with pedestrian-oriented businesses. Neighborhood Mixed Use (NX-) is the most appropriate zoning district for these areas.

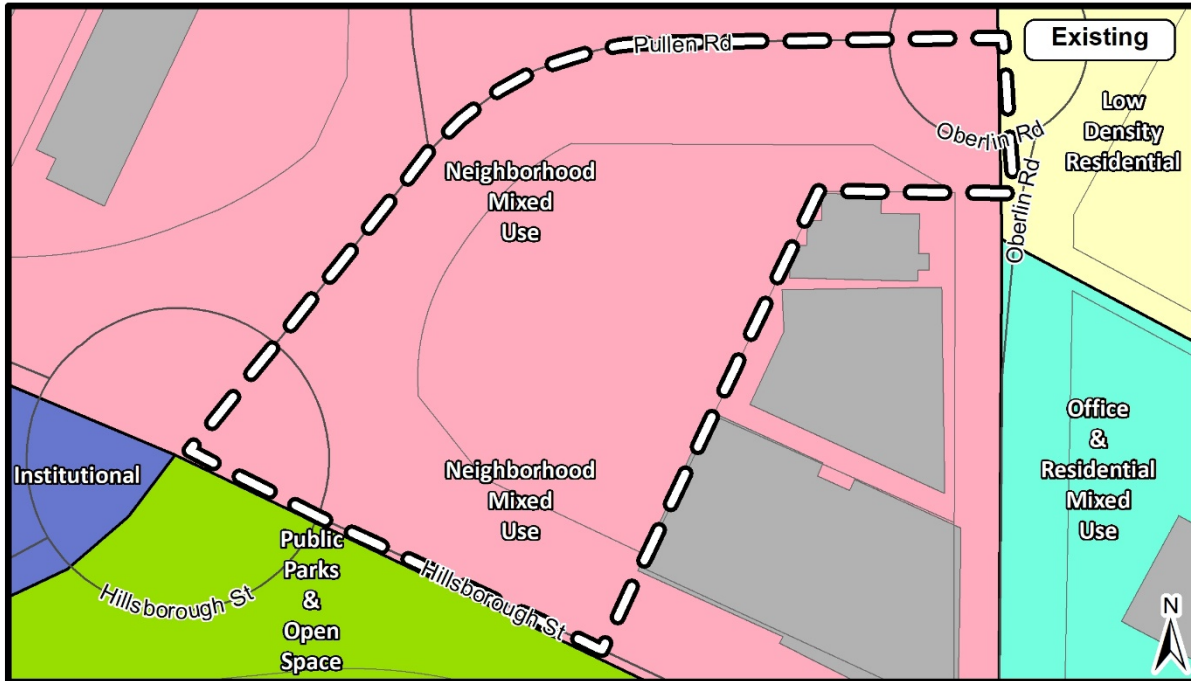
### LIST OF AMENDMENTS

1. Amend the Future Land Use Map for 1912 Hillsborough Street from Neighborhood Mixed Use to Community Mixed Use.

## AMENDED MAPS

### Z-40-2020: Required Amendment to the Future Land Use Map

Existing Designation: Neighborhood Mixed Use



Proposed Designation: Community Mixed Use

