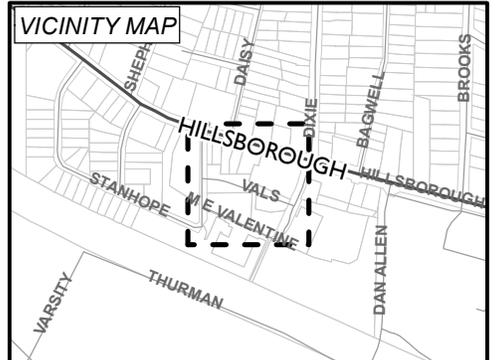


Submittal Date

8/20/2013

Request:

4.28 acres from NB, O&I-2, & IND-2 with PDD & PBOD, and NB CUD with PBOD, w/SRPOD to NX-5-UL-CU w/SRPOD





Certified Recommendation

Raleigh Planning Commission

CR# 11554

Case Information Z-26-13 - Hillsborough Street

<i>Location</i>	3000 block of Hillsborough Street, south side; 0 block of Concord Street, east side; and 100 block of Friendly Drive, west side Addresses: 3027, 3023, 3021, 3017, 3013, & 3009 Hillsborough Street; 3 & 7 Concord Street; 110 & 114 Friendly Drive PINs: 0794525466, 0794526405, 0794526454, 0794526454, 0794527402, 0794527471, 0794529334, 0794526361, 0794526197, 0794528290, 0794528161
<i>Request</i>	Rezone NB, O&I-2, & IND-2 with PDD & PBOD, and NB CUD with PBOD, all w/ SRPOD, to NX-5-UL CU w/ SRPOD
<i>Area of Request</i>	4.281 acres±
<i>Property Owner</i>	Stanhope 2013 LLC
<i>Applicants</i>	Lacy H. Reaves: 919-821-6704; lreaves@smithlaw.com T. J. Barringer: 919-719-5435; tbarringer@kanerealtycorp.com
<i>Citizens Advisory Council</i>	Wade: Mike Rieder, Chairperson: 919-755-1352; Mrieder1945@gmail.com
<i>PC Recommendation Deadline</i>	December 6, 2013

Comprehensive Plan Consistency

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

Future Land Use Map Consistency

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

Comprehensive Plan Guidance

<i>FUTURE LAND USES</i>	Neighborhood Mixed Use/ High Density Residential
<i>CONSISTENT Policies</i>	Policy LU 1.2 Future Land Use Map and Zoning Consistency Policy LU 1.3 Conditional Use District Consistency Policy LU 4.7 Capitalizing on Transit Access Policy LU 6.4 Bus Stop Dedication Policy LU 10.3 Ancillary Retail Uses Policy LU 10.6 Retail Nodes Policy UD 4.5 Improving the Street Environment Policy UD 5.1 Contextual Design Policy UD 6.1 Encouraging Pedestrian Oriented Uses Policy UD 7.3 Design Guidelines Policy AP-SV 1 Hillsborough Street Building Frontages

	Policy AP-SV 13 Stanhope Village Parking Design
INCONSISTENT Policies	Policy AP-SV 2 Concord Street as a Public Space Policy AP-SV 3 Concord Street Land Uses Policy AP-SV 4 Residential Uses Policy AP-SV 5 Entry Stoops for Stanhope Village Housing Policy AP-SV 6 Stanhope Village Balconies Policy AP-SV 7 Concord Street Flexible Shoulder Zone

Summary of Proposed Conditions

<ol style="list-style-type: none"> 1. Ninety-five percent of off-street parking contained in parking structure, wrapped by heated space, with no vehicles on top level of deck visible from ground level at rights-of-way, and no vehicular entrance from Hillsborough Street. 2. Building side on Hillsborough Street to extend the entirety of right-of-way (side may or may not abut right-of-way). 3. Setback an average of at least 6 feet provided above first floor along Hillsborough Street, varying in width at least 4 feet every 80 feet; average stepback of at least 10 feet within 100 feet of Concord Street right-of-way. 4. Transit shelter with trash container offered on Hillsborough Street. 5. Building materials restricted on Hillsborough Street façade and 100 feet back along Concord Street and Friendly Drive. 6. Signage restricted. 7. Benches specified and required on Hillsborough Street. 8. Trash receptacles specified and required on Hillsborough Street. 9. Sidewalk pavers specified. 10. Trip Generation limited to equivalent of 660 residential units and 50,000 sf of retail.

Public Meetings

<i>Neighborhood Meeting</i>	<i>Public Hearing</i>	<i>Committee</i>	<i>Planning Commission</i>
8/12/13	11/5/13		10/22/13

Valid Statutory Protest Petition

Attachments

1. Staff report
2. Applicant Responses to Design Guidelines for Mixed Use Areas (Table UD-1)

Planning Commission Recommendation

<i>Recommendation</i>	The Planning Commission finds that the proposed rezoning is inconsistent with the Comprehensive Plan. However, based on the findings and reasons stated herein, the commission recommends that the request be approved in accordance with zoning conditions dated October 8, 2013.
<i>Findings & Reasons</i>	<ol style="list-style-type: none"> 1. The proposal is consistent with the Future Land Use Map, which designates this area for Neighborhood Mixed Use and High Density Residential development. 2. The proposal is consistent with most applicable policies of the Comprehensive Plan, although it has not addressed several prescriptive policies of the Area Plan. However, it is

	<p>reasonable and in the public interest; e.g., unlike the current zoning, conditions provide for a continuous streetwall along Hillsborough Street.</p> <p>3. The proposal is compatible with the surrounding area. Conditions maintain or enhance the compatibility of the site with adjacent uses and development.</p>
<i>Motion and Vote</i>	<p>Motion: Swink Second: Braun In Favor: Braun, Buxton, Fleming, Lyle, Sterling Lewis, Swink and Terando Opposed:</p>

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.

		10/22/13	
Planning Director	Date	Planning Commission Chairperson	Date

Staff Coordinator: Doug Hill, Doug.Hill@raleighnc.gov



Zoning Staff Report – Case Z-26-13

Conditional Use District

Case Summary

Overview

The proposal seeks to revise existing zoning provisions to permit an alternative build-out of the subject site. The majority of the site has been cleared in anticipation of previously-approved development plans (SP-125-07 & SP-43-11); the exceptions are several one-story commercial buildings at the Hillsborough/ Concord intersection, which are part of the West Raleigh National Register Historic District.

For the past decade, most of the site has been subject to the provisions of Planned Development District (PDD) Master Plans, which most recently guided the construction of the Valentine Commons student housing mid-rise to the south (Section “A” of the current Master Plan). Amendments to the PDD approved in March, 2013 (Z-37-12/ MP-2-12) permitted increased height and density in the northern portions of the PDD area (Master Plan Sections B and C). The present proposal seeks to remove the PDD from the two northern portions, plus rezone the contiguous property immediately east (at the intersection of Hillsborough Street and Friendly Drive), mostly recently rezoned as Z-12-11. (Between the time of that rezoning and the recent PDD amendments, a site plan, SP-43-11, was approved which includes the Z-12-11 area.)

The entire site is also subject to streetscape and parking standards of the Stanhope Center Pedestrian Business Overlay District. That overlay district would be removed under the current rezoning request, but several of its streetscape provisions have been directly incorporated into zoning conditions (e.g., style of benches, trash receptacles, and pavers), and other streetscape improvements must follow the adopted streetscape plan per UDO Sec. 8.5.1.F. The site is also fully within the Special Residential Parking Overlay District, which will remain in place.

The proposal incorporates several aspects of the present zoning: a height cap of five stories/ 75 feet, site parking mostly contained in a deck structure, and the stated intention of mixing land uses.

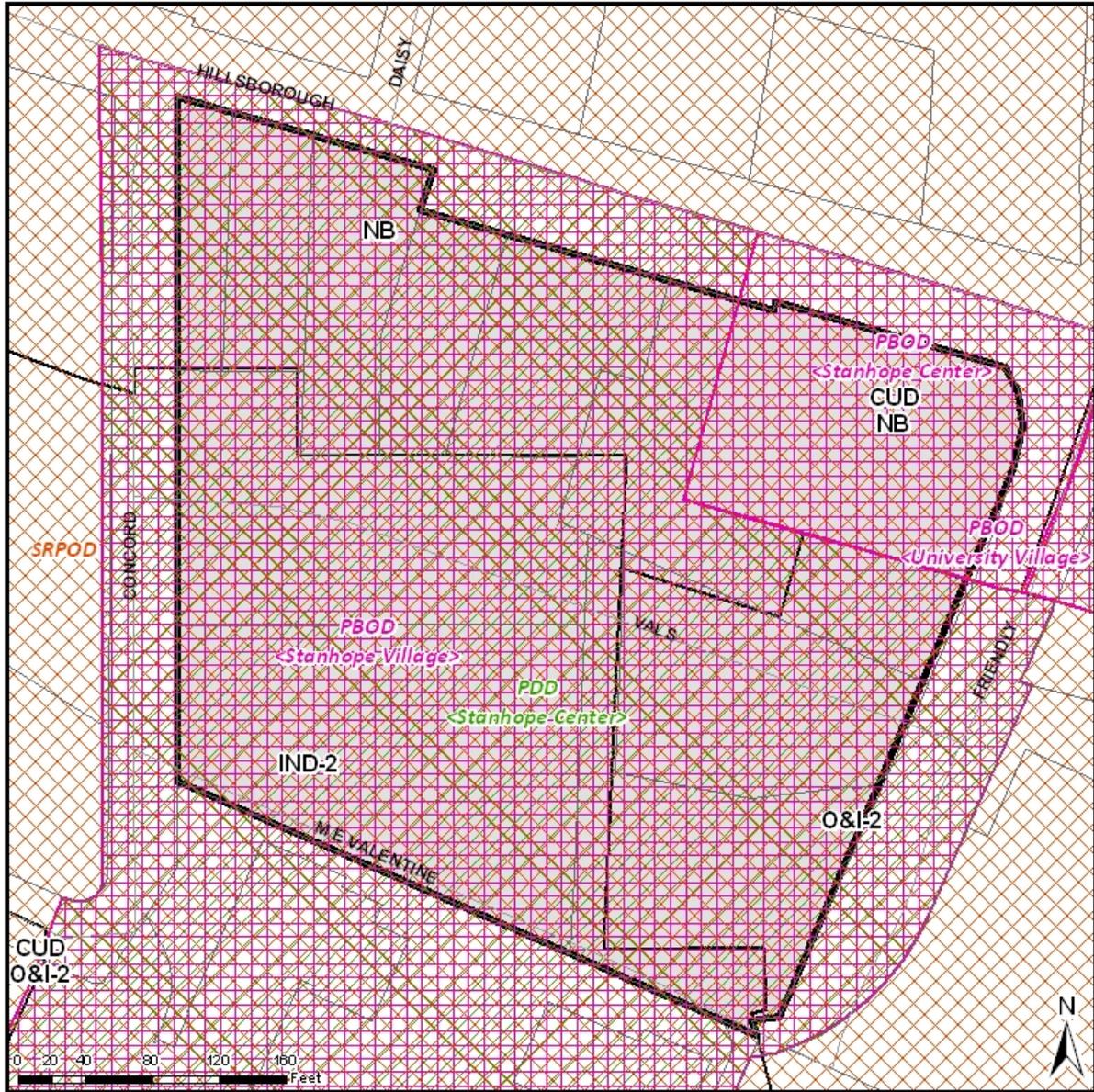
The rezoning case is consistent with the Future Land Use Map and the general policy guidance of the citywide Elements. Consistent with the Stanhope Village Area Plan, the proposal conditions a continuous building wall along Hillsborough Street (unlike the Master Plan, which maps a surface parking area mid-block). However, several other design-focused policies of the Area Plan remain to be addressed.

Outstanding Issues

<i>Outstanding Issues</i>	<ol style="list-style-type: none"> 1. Unaddressed Area Plan policies. 2. Potential impacts on downstream sewer capacity and fire flow needs. 	<i>Suggested Mitigation</i>	<ol style="list-style-type: none"> 1. Integrate Area Plan policies in rezoning petition. 2. Provide downstream sewer capacity and fire flow studies; make improvements as needed.
---------------------------	--	-----------------------------	---

Existing Zoning Map

Z-26-2013



Submittal Date

8/20/2013

Request:

4.28 acres from NB, O&I-2, & IND-2 with PDD & PBOD, and NB CUD with PBOD, w/SRPOD to NX-5-UL-CU w/SRPOD



Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
<i>Existing Zoning</i>	NB, NB CUD, O&I-2, & IND-2	NB	IND-2, O&I-2	O&I-2, NB	NB, IND-2
<i>Additional Overlays</i>	PDD, PBOD, SRPOD	(none)	PDD, PBOD, SRPOD	PBOD, SRPOD	(none)
<i>Future Land Use</i>	NMU, HDR	NMU	NMU, HDR	MHU, HDR	NMU, O&RMU
<i>Current Land Use</i>	Vacant	Retail Shops and Services	Apartment Building	Retail; Structured Parking	Office; Surface Parking
<i>Urban Form: Centers</i>	<i>Within Transit Stop ½ Mile Radius</i>				
<i>Urban Form: Corridors</i>	<i>Main Street/ Transit Emphasis</i>	<i>Main Street/ Transit Emphasis</i>	(none)	(none)	(none)

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
<i>Residential Density:</i>	Approx. 67 DUs/ acre (per combined max. from Z-37-12/ MP-2-12 & SP-43-11)	Not defined (154 DUs/ acre, if 660 DUs from trip generation letter are applied)
<i>Setbacks:</i> <i>Front:</i> <i>Side:</i> <i>Rear:</i>	Per Z-37-12 or Z-21-11: 0 feet 0 feet 0 feet	Urban Limited: Min. 50% of building within 0 to 20 feet Min. 25% of building within 0 to 20 feet
<i>Height:</i>	5 stories/ 75 feet (per Z-37-12 & Z-21-11)	5 stories/ 75 feet (per district designation)

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning*
<i>Total Acreage</i>	4.281	4.281
<i>Zoning</i>	NB, O&I-2, & IND-2 with PDD, PBOD & SRPOD; NB CUD with PBOD & SRPOD	NX-5-UL CU with SRPOD
Max. Gross Building SF	324,950 (per estimates in Master Plan, & as provided in SP-43-11)	572,500 **

<i>Max. # of Residential Units</i>	264 <i>(per caps in Master Plan & Z-12-11 conditions)</i>	649 ** <i>(660 units applied in trip generation letter)</i>
<i>Max. Gross Office SF</i>	43,090 <i>(as provided in SP-43-11; not specifically defined in Master Plan)</i>	450,000
<i>Max. Gross Retail SF</i>	65,710 <i>(per estimates in Master Plan, & as provided in SP-43-11)</i>	84,000 <i>(one-story retail only)</i>
<i>Max. Retail/ Office SF</i>	65,710/ 43,090 <i>(per estimates in Master Plan, & as provided in SP-43-11)</i>	66,000/ 374,500 <i>(first floor retail only)</i>
<i>Max. Retail SF & Max. # of Residential Units</i>	65,710 + 264 units <i>(per estimates in Master Plan, & as provided in SP-43-11)</i>	79,000 + 506 units
<i>Potential F.A.R</i>	(Not specified)	2.82

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

** If only residential units are constructed.

The proposed rezoning is:

Compatible with the property and surrounding area.

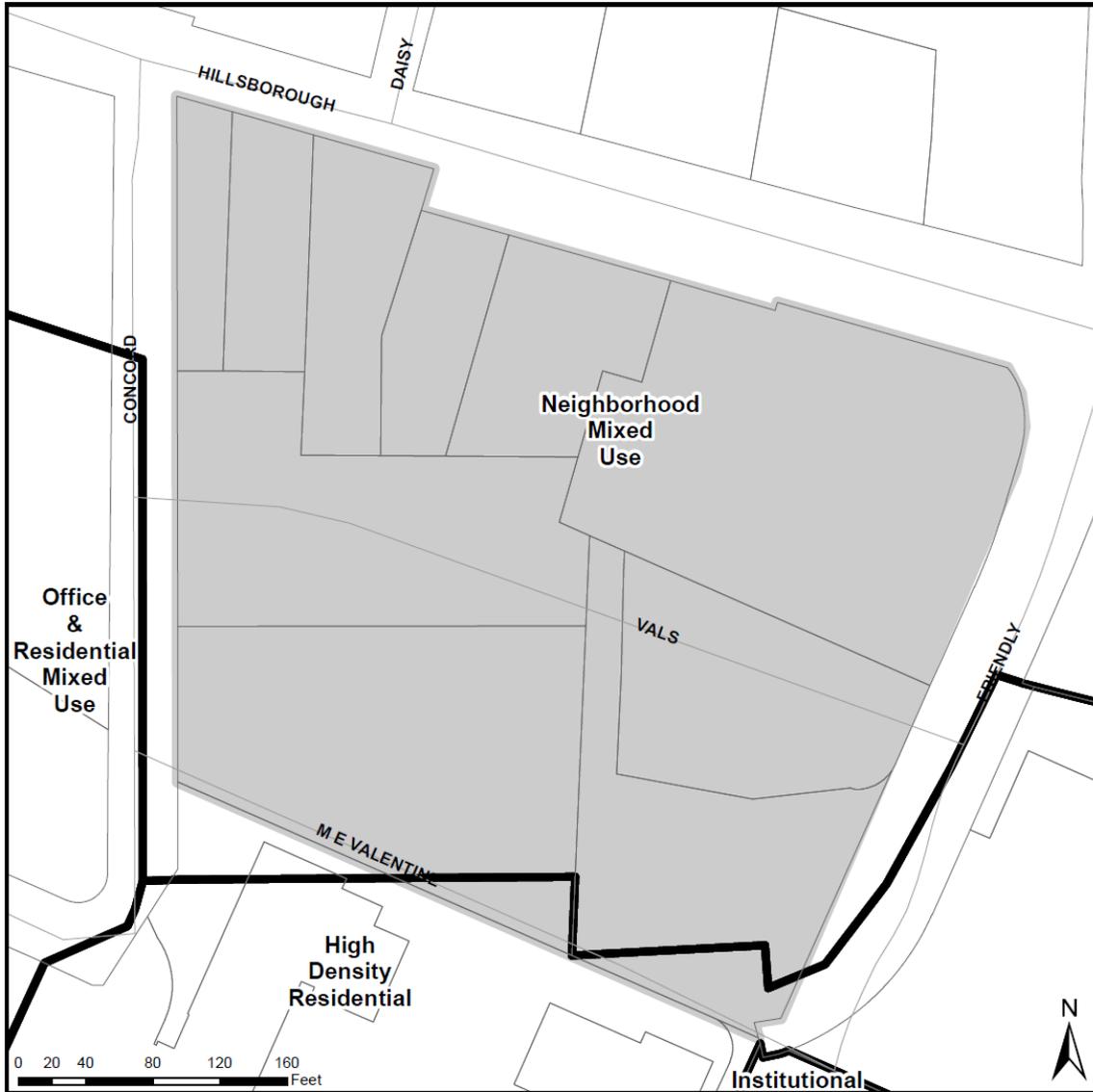
Incompatible.

Analysis of Incompatibility:

n/a

Future Land Use Map

Z-26-2013



Submittal Date

8/20/2013

Request:

4.28 acres from NB, O&I-2, & IND-2 with PDD & PBOD, and NB CUD with PBOD, w/SRPOD to NX-5-UL-CU w/SRPOD



2. Comprehensive Plan Consistency Analysis

2.1 Future Land Use

Future Land Use designation: Neighborhood Mixed Use; High Density Residential (sub-portion of southern site area only)

The rezoning request is:

Consistent with the Future Land Use Map.

Inconsistent

Analysis of Inconsistency:

n/a

2.2 Area Plan Policy Guidance

The rezoning request is **inconsistent** with the following Stanhope Village Area Plan policies:

Policy AP-SV 4—Residential Uses

Residential uses should be predominant, particularly for the upper floors of mixed-use buildings and within the interior of the plan area.

While the requested zoning district permits a mix of land uses, the proposal does not specify which would be predominant, or site spatial arrangement of uses on site (i.e., by building story). Consistent with the Area Plan, the proposal could note a minimum percentage of the total site square footage, guaranteeing a majority dedicated to residential uses.

Policy AP-SV 2—Concord Street as a Public Space

Concord Street should serve as the primary public space and entry feature for the area. This street should include on-street parking and areas for public seating and temporary events, such as markets or festivals.

Policy AP-SV 3—Concord Street Land Uses

Concord Street should be an active pedestrian-oriented street with diverse retail, restaurant, and entertainment uses on the ground floor and with mostly residential and some office uses above.

Policy AP-SV 7—Concord Street Flexible Shoulder Zone

A multi-use zone should be provided on Concord Street between the travel lanes and the sidewalk. This land should serve as convenience diagonal parking that can be incrementally converted into outdoor seating and dining or other periodic uses such as a street fair or a Saturday morning market.

The policies above envision Concord Street as the focal point of public space and on-site activity, with specific site features identified to emphasize and enhance that focus. The rezoning request does not address these policies. Consistent with the Area Plan, the rezoning petition could integrate the above provisions into rezoning conditions (e.g., focus the UDO-required outdoor

amenity areas on Concord Street, exceed amenity area standards required for site building type, etc.).

Policy AP-SV 5—Entry Stoops for Stanhope Village Housing
 Ground level residential uses in Stanhope Village should provide entry stoops and landscaped stoop yards fronting the street.

Policy AP-SV 6—Stanhope Village Balconies
 Upper floor residential units should have balconies.

The above policies note specific building features designed to transition between site public space and residential components. The rezoning request does not address these policies. Consistent with the Area Plan, the rezoning petition should incorporate these provisions.

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- Provision of compact, walkable residential development in close proximity to NSCU campus, and future rail access.
- Potential expansion of ground floor commercial development along Hillsborough Street.

3.2 Detriments of the Proposed Rezoning

- Uncertainty as to type and mix of site uses (all-office development is possible).

4. Impact Analysis

4.1 Transportation

Primary Streets	Classification	<u>2011 NCDOT Traffic Volume (ADT)</u>
Hillsborough Street	Avenue, 3 Lane Parallel Parking	20,000
Concord Street	Avenue, 2 Lane Divided	N/A
M E Valentine Drive	Avenue, 2 Lane Divided, Mixed Use	N/A
Friendly Drive	Avenue, 2 Lane Undivided	N/A

Street Conditions						
Hillsborough Street	<u>Lanes</u>	<u>Street Width</u>	<u>Curb and Gutter</u>	<u>Right-of-Way</u>	<u>Sidewalks</u>	<u>Bicycle Accommodations</u>
Existing	3	35'	Yes	70'	segments of 5' sidewalk on both sides	None
City Standard	3	66"	Yes	94'	minimum 8' sidewalks on both sides	Yes
Meets City Standard?	Yes	No	Yes	No	No	No
Concord Street	<u>Lanes</u>	<u>Street Width</u>	<u>Curb and Gutter</u>	<u>Right-of-Way</u>	<u>Sidewalks</u>	<u>Bicycle Accommodations</u>
Existing	2	24	Yes	40'	segments of sidewalk on west side	None
City Standard	2	36'	Yes	64	minimum 6' sidewalks on both sides	None
Meets City Standard?	Yes	No	Yes	No	No	Yes
M E Valentine Street	<u>Lanes</u>	<u>Street Width</u>	<u>Curb and Gutter</u>	<u>Right-of-Way</u>	<u>Sidewalks</u>	<u>Bicycle Accommodations</u>
Existing	N/A	N/A	N/A	N/A	N/A	None
City Standard	2	36'	Yes	64'	minimum 6' sidewalks on both sides	None
Meets City Standard?	No	No	No	No	No	Yes
Friendly Street	<u>Lanes</u>	<u>Street Width</u>	<u>Curb and Gutter</u>	<u>Right-of-Way</u>	<u>Sidewalks</u>	<u>Bicycle Accommodations</u>
Existing	2	32'	Yes	56'	segments of sidewalk on both sides	None
City Standard	2	36	Yes	64'	minimum 6' sidewalks on both sides	None
Meets City Standard?	Yes	No	Yes	No	No	No
Expected Traffic Generation [vph]	<u>Current Zoning</u>	<u>Proposed Zoning</u>	<u>Differential</u>			
AM PEAK	341	360	19			
PM PEAK	728	682	-46			

Suggested Conditions/ Impact Mitigation:	Traffic Study Determination: Staff has reviewed a trip generation differential report for this case and a traffic impact analysis study is not recommended for Z-26-13.
Additional Information:	The City of Raleigh has a scheduled project to implement Streetscape improvements along Hillsborough Street from Rosemary Street to Gardner Street in the vicinity of this case

Impact Identified: None.

4.2 Transit

The CAT Short Range Transit Plan and Wake County 2040 Transit Study identify Hillsborough Street as a high intensity transit corridor and pedestrian connectivity to the corridor should be maintained. This property is currently served by CAT Route 12 Method and Triangle Transit. The closest stops are Hillsborough/Dixie outbound and Hillsborough/Friendly inbound.

As offered in Zoning Condition 4 the Transit Program will request the construction of a transit shelter along Hillsborough St. It shall include a bench and be ADA accessible. The shelter may be located in the public right of way and shall meet City design standards.

Impact Identified: Increased density will likely increase ridership on the transit system.

4.3 Hydrology

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

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

4.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	30.495 gpd	90,750 gpd
<i>Waste Water</i>	30.495 gpd	90,750 gpd

The proposed rezoning would add approximately 68,255 gpd to the resource recovery collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.

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

4.5 Parks and Recreation

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

Impact Identified: None.

4.6 Urban Forestry

This site does not contain wooded areas or trees that would qualify for tree conservation areas.

Impact Identified: None.

4.7 Designated Historic Resources

Site properties at the corner of Hillsborough and Concord streets are listed as “Contributing” structures of the West Raleigh National Register Historic District. Contextually, the majority of historic district properties are two stories or less in height. The closest three-story structure in the district is 220 feet to the west; the closest four-story is 500 feet away. The latter is the 1930 Wilmont Apartments building, which is additionally designated a Raleigh Historic Landmark. Next to the apartments is another Raleigh Historic Landmark, the two-story Nehi Bottling Company building, constructed in 1936. To the east, the two-story Small Office Building, built in 1966, is located just off Hillsborough Street, on Brooks Avenue.

Impact Identified: Redevelopment could result in demolition of the site’s National Register properties.

4.8 Community Development

This site is not located within a redevelopment plan area.

Impact Identified: None.

4.9 Appearance Commission

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

4.10 Impacts Summary

- Potential impacts on downstream sewer capacity and fire flow needs.

4.11 Mitigation of Impacts

- Complete downstream sewer capacity and fire flow studies; provide improvements as needed.

5. Conclusions

The proposal would provide continuity with the existing zoning, but reduced certainty in regard to the mix of potential site uses. Current streetscape provisions (specified under the PBOD) would be included in site future redevelopment. The proposal improves on the PDD in conditioning a continuous building streetwall on Hillsborough Street, consistent with the Area Plan. However, several Area Plan policies related to urban form remain to be addressed.

URBAN DESIGN GUIDELINES

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

1.	<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>Applicant's Response: The proposed rezoning permits a mix of residential, office, and commercial uses consistent with this guideline. The Urban Limited frontage type along Hillsborough Street will encourage pedestrian activity.</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>Applicant's Response: The Property is not adjacent to a lower density neighborhood.</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>Applicant's Response: The Property is adequately connected into the neighborhood road network and no new roads are proposed.</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>Applicant's Response: Interconnectivity currently exists.</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>Applicant's Response: Existing block spaces meet the requirements of this guideline.</p>
6.	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p>Applicant's Response: Zoning conditions proposed in this case ensure that there will be no off-street parking upon the Property along existing streets and that entrances to the parking structure will be located at the side or rear of the development.</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>Applicant's Response: The Urban Limited frontage requires a street build-to of no more than 20 feet and prohibits on-site parking between the building and the street.</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>Applicant's Response: A zoning condition in this case requires a building side along the entire right-of-way of Hillsborough Street between Friendly Drive and Concord Street.</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>Applicant's Response: Section 1.5.3.B of the UDO requires that outdoor amenity areas in a Mixed-Use District be contiguous to a public sidewalk and visually permeable from the public right-of-way.</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>Applicant's Response: The provisions of the UDO applicable to the Urban Limited frontage will require street-facing entrances a minimum of 75 feet apart. UDO provisions similarly require transparency.</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>Applicant's Response: The zoning district proposed in this case, together with the proposed frontage, would facilitate the pedestrian-oriented uses referenced in this guideline.</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>Applicant's Response: Outdoor amenity areas required by the UDO will have proximity to the public right-of-way.</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Applicant's Response: The UDO standards for outdoor amenity areas require seating opportunities, consistent with this guideline.</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>Applicant's Response: Substantially all of the off-street parking for this development will be within an enclosed parking structure. Off-street parking upon the Property is prohibited along Hillsborough Street.</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>Applicant's Response: A zoning condition proposed in this case requires that substantially all off-street parking will be within an enclosed parking structure.</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>Applicant's Response: The parking structure in this development will be completely screened by heated building space.</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>Applicant's Response: Hillsborough Street is designated a Transit Emphasis Corridor in the Urban Form Map of the Comprehensive Plan.</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>Applicant's Response: Public sidewalks will provide convenient and comfortable pedestrian access between building entrances upon the Property and nearby transit stops.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>Applicant's Response: There are no steep slopes, watercourses, or flood plains upon the Property.</p>
20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p>Applicant's Response: There will be no new streets constructed as part of this development.</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p>Applicant's Response: Sidewalk width will be determined at the time of site plan approval.</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>Applicant's Response: Street trees will be provided in accordance with applicable provisions of the UDO.</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>Applicant's Response: Applicable provisions of the UDO ensure that proper spatial definition will be achieved in this development.</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>Applicant's Response: The Urban Limited frontage requires a primary street-facing entrance as well as street-facing entrances at intervals of no more than seventy-five (75) feet.</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>Applicant's Response: Applicable provisions of the UDO require multiple pedestrian entrances, as well as transparency.</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>Applicant's Response: This rezoning proposal, as well as applicable provisions of the UDO, ensure that the public sidewalk along Hillsborough Street will be a principal place of pedestrian movement and social interaction.</p>



Planning & Development

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

Conditional Use District Zoning Conditions	OFFICE USE ONLY
Zoning Case Number Z - 2 6 - 1 3	Transaction Number
Date Submitted: October 8, 2013	

NARRATIVE OF ZONING CONDITIONS OFFERED	
1.	For purposes of these conditions, the parcels proposed for rezoning in this case, which are listed by PIN number and deed reference in Exhibit A, are referred to as the "Property." Upon development or redevelopment, at least ninety-five percent (95%) of the off-street parking spaces provided upon the Property shall be contained in a multi-level parking structure which, with the exception of entrances into the structure, shall be screened by heated building space. Vehicles parked on the highest level of the parking structure shall be screened by a parapet wall that will not exceed twelve (12) feet in height or in some other manner, and no such vehicle shall be visible from ground level on any public right-of-way or public sidewalk easement. There shall be no vehicular entrance to the parking structure on the side of any building upon the Property facing Hillsborough Street.
2.	Except for a pedestrian portal or portals, doorways, sidewalks, planting and utility strips where required, and any setback or setbacks, when the Property is developed or redeveloped, the side of a building or buildings upon the Property shall extend along, but shall not necessarily abut, the entire length of the right-of-way of Hillsborough Street.
3.	The side of the building or buildings upon the Property which faces Hillsborough Street will step back an average distance of six (6) feet or more at the point at which the first story joins the second story. The step back may vary in width, but shall change a minimum of four (4) feet at least every eighty (80) or fewer horizontal feet in order to provide articulation. The average distance of the step back shall be ten (10) feet or more within 200 feet of the right-of-way of Concord Street.
4.	Upon issuance of a building permit for a new or replacement building, if the City's Transit Division so requests, the owner shall construct at its own expense a transit shelter which shall be located within the public right-of-way along Hillsborough Street or within a transit easement dedicated by the owner at a location approved by the Transit Division and by a deed of easement in a form approved by the City Attorney. If requested by the Transit Division, such shelter shall include a bench, a fifteen (15) foot wide cement foundation with an Americans with Disabilities Act required curb cut, and a six (6) foot high channel post with mounted trash container and shall be built according to the City's standard specifications. At the owner's election, it may incorporate design and building elements and materials utilized in the development of the Property, but in such instance, the owner or a property owners' association shall maintain the shelter.
5.	The side of the building or buildings upon the Property which faces Hillsborough Street, as well as at least the first one hundred (100) linear feet of the sides of the building or buildings facing Concord Street and Friendly Drive, measured from the corner of the building closest to Hillsborough Street, shall 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 manufactured stone, pre-cast concrete, and metal sidings. The following building siding materials shall be prohibited in such areas: vinyl siding, fiber board siding, pressure-treated wood, synthetic stucco (EIFS); however EIFS shall be allowed for trim applications such as a roof cornice. Fifty percent (50%) of the building side facing Hillsborough Street will be constructed with clay brick masonry (with the exception of windows and doors). Window frames, doors, soffits, and trim may be constructed of wood, fiberglass, metal, or vinyl.

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

Owner/Agent Signature: Stanhope 2013 LLC By:  John M. Kane, Manager	Print Name 
---	---

NARRATIVE OF ZONING CONDITIONS OFFERED (con't)

6.	Signage will be restricted to lettering displayed on the canopies or awnings, under-canopy signs and wall signs. No ground signs will be permitted. Canopies and awning heights shall be a minimum of nine (9) feet above sidewalk grade. Canopies/awnings may or may not be backlit, may be retractable and will be made of canvas, vinyl or translucent materials. The colors will be compatible with the building materials and colors. Under-canopy signs will be permitted for pedestrian identification of individual businesses. Under-canopy signs will be hung a minimum of nine (9) feet, unobstructed, above the grade of the sidewalk, will not exceed a height of twelve (12) inches and not exceed the width of the canopy.
7.	Upon issuance of a building permit for a new or replacement building, the owner shall provide benches along Hillsborough Street at locations determined at the time of site plan approval. The benches will be Landscape Forms "Austin" series Flat Bench with two (2) end arms and (1) center arm or similar. The powder coat finish shall contain no heavy metals and shall be a hard, yet flexible, finish that resists rusting, chipping, peeling and fading.
8.	Upon issuance of a building permit for a new or replacement building, the owner shall install trash receptacles near seating along Hillsborough Street at locations determined at the time of site plan approval. The receptacles will be Landscape Forms style "Chase Park" receptacles or similar.
9.	Where sidewalk pavers are utilized, they will be Pine Hall Brick Field Pavers and will be Pathway Red. If utilized, the owner will install the pavers upon issuance of a building permit for a new or replacement building.
10.	The land use or uses developed upon the Property shall be limited to a use or uses which when analyzed using the Trip Generation Manual (the "Manual") published by the Institute of Transportation Engineers (in the manner hereafter provided), and appropriately adjusted to account for pass-by trips and internal capture, will generate no more daily vehicle trips, AM peak hour trips, or PM peak hour trips than would be generated by 660 Mid-Rise Apartments and 50,000 square feet of Specialty Retail uses. Because daily trip generation is not provided by the Manual for Mid-Rise Apartments, it shall be calculated as equivalent to ten (10) times the PM peak hour trips for such use. Because the Manual does not provide trip generation for Specialty Retail uses in the AM peak hour, the AM peak hour trip generation for such use shall be calculated based on the PM peak hour trip generation for Specialty Retail uses, adjusted by the ratio of the AM peak hour trip generation for general retail uses divided by the PM peak hour trip generation for general retail uses.

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

<p>Owner/Agent Signature: Stanhope 2013 LLC</p> <p>By:  _____ John M. Kane, Manager</p>	<p>Print Name</p> <p>John Kane</p>
---	---

Exhibit A

PIN	OWNER AND OWNER'S ADDRESS
0794526454	Stanhope 2013 LLC 4321 Lassiter at North Hills Ave., Ste. 250 Raleigh, NC 27609
0794525466	Stanhope 2013 LLC 4321 Lassiter at North Hills Ave., Ste. 250 Raleigh, NC 27609
0794526405	Stanhope 2013 LLC 4321 Lassiter at North Hills Ave., Ste. 250 Raleigh, NC 27609
0794527402	Stanhope 2013 LLC 4321 Lassiter at North Hills Ave., Ste. 250 Raleigh, NC 27609
0794527471	Stanhope 2013 LLC 4321 Lassiter at North Hills Ave., Ste. 250 Raleigh, NC 27609
0794529334	Stanhope 2013 LLC 4321 Lassiter at North Hills Ave., Ste. 250 Raleigh, NC 27609
0794528290	Stanhope 2013 LLC 4321 Lassiter at North Hills Ave., Ste. 250 Raleigh, NC 27609
0794528161	Stanhope 2013 LLC 4321 Lassiter at North Hills Ave., Ste. 250 Raleigh, NC 27609
0794526197	Stanhope 2013 LLC 4321 Lassiter at North Hills Ave., Ste. 250 Raleigh, NC 27609
0794526361	Stanhope 2013 LLC 4321 Lassiter at North Hills Ave., Ste. 250 Raleigh, NC 27609

The property proposed for rezoning does not include the private street known as M.E. Valentine Drive.

John M. Kane, Manager

Revision 07.23.13



Planning & Development

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

Rezoning Application Addendum

Comprehensive Plan Analysis	OFFICE USE ONLY
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive plan, or that the request be reasonable and in the public interest.</p>	<p>Transaction Number</p> <p>Zoning Case Number Z-26-13</p>

STATEMENT OF CONSISTENCY

Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map and any applicable policies contained within the 2030 Comprehensive Plan.

1.	The Property is designated Neighborhood Mixed Use on the Future Land Use Map, which is consistent with the proposed rezoning to NX-5 with an Urban Limited Frontage. Both the FLUM designation and the proposed zoning district envision a mix of neighborhood oriented commercial and urban scale residential uses.
2.	With respect to the Growth Framework Map of the Comprehensive Plan, the Property is located on Hillsborough Street, which the Map designates as a Multi-Modal Corridor, a roadway described as similar to an urban corridor with "denser residential and commercial development."
3.	The Property is also very close to a Future Rail Station and is within or at the fringe of an area designated for Transit Oriented Development in the Growth Framework Map. At page 47, the Comprehensive Plan describes such areas as appropriate for "a moderate – to high – density mix of uses – such as residences, retail shops, office, and civic and entertainment uses"
4.	With regard to the Urban Form Map, the Property is within a Transit Stop Half-Mile Buffer Area and Hillsborough Street is designated for Future Fixed-Guideway Transit.
5.	This rezoning request is consistent with the following policies contained in the Comprehensive Plan: Table LU-2, Policy LU 1.3, Policy LU 2.2, Policy LU 4.9, Policy LU 5.1, Policy LU 5.2, Policy LU 6.4, Policy T 6.1, and Policy UD 3.11.

PUBLIC BENEFITS

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

1.	This rezoning request proposes to replace City Code zoning districts with a new district created by the UDO, thereby mandating UDO standards and principles for the development of the Property.
2.	This proposal creates an opportunity for additional streetfront retail and greater residential density for Hillsborough Street. This would result in greater pedestrian activity along the street corridor.
3.	In view of the proximity of NC State University, this proposal could help meet increasing needs for student housing.

4.	
----	--

Revision 07.23.13

URBAN DESIGN GUIDELINES

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

1.	<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>Applicant's Response: The proposed rezoning permits a mix of residential, office, and commercial uses consistent with this guideline. The Urban Limited frontage type along Hillsborough Street will encourage pedestrian activity.</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>Applicant's Response: The Property is not adjacent to a lower density neighborhood.</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>Applicant's Response: The Property is adequately connected into the neighborhood road network and no new roads are proposed.</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>Applicant's Response: Interconnectivity currently exists.</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>Applicant's Response: Existing block spaces meet the requirements of this guideline.</p>
6.	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p>Applicant's Response: Zoning conditions proposed in this case ensure that there will be no off-street parking upon the Property along existing streets and that entrances to the parking structure will be located at the side or rear of the development.</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>Applicant's Response: The Urban Limited frontage requires a street build-to of no more than 20 feet and prohibits on-site parking between the building and the street.</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>Applicant's Response: A zoning condition in this case requires a building side along the entire right-of-way of Hillsborough Street between Friendly Drive and Concord Street.</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>Applicant's Response: Section 1.5.3.B of the UDO requires that outdoor amenity areas in a Mixed-Use District be contiguous to a public sidewalk and visually permeable from the public right-of-way.</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>Applicant's Response: The provisions of the UDO applicable to the Urban Limited frontage will require street-facing entrances a minimum of 75 feet apart. UDO provisions similarly require transparency.</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>Applicant's Response: The zoning district proposed in this case, together with the proposed frontage, would facilitate the pedestrian-oriented uses referenced in this guideline.</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>Applicant's Response: Outdoor amenity areas required by the UDO will have proximity to the public right-of-way.</p>

13.	<i>New public spaces should provide seating opportunities.</i> Applicant's Response: The UDO standards for outdoor amenity areas require seating opportunities, consistent with this guideline.
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i> Applicant's Response: Substantially all of the off-street parking for this development will be within an enclosed parking structure. Off-street parking upon the Property is prohibited along Hillsborough Street.
15.	<i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i> Applicant's Response: A zoning condition proposed in this case requires that substantially all off-street parking will be within an enclosed parking structure.
16.	<i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i> Applicant's Response: The parking structure in this development will be completely screened by heated building space.
17.	<i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i> Applicant's Response: Hillsborough Street is designated a Transit Emphasis Corridor in the Urban Form Map of the Comprehensive Plan.
18.	<i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i> Applicant's Response: Public sidewalks will provide convenient and comfortable pedestrian access between building entrances upon the Property and nearby transit stops.
19.	<i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i> Applicant's Response: There are no steep slopes, watercourses, or flood plains upon the Property.
20.	<i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i> Applicant's Response: There will be no new streets constructed as part of this development.
21.	<i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i> Applicant's Response: Sidewalk width will be determined at the time of site plan approval.
22.	<i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i> Applicant's Response: Street trees will be provided in accordance with applicable provisions of the UDO.
23.	<i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i> Applicant's Response: Applicable provisions of the UDO ensure that proper spatial definition will be achieved in this development.
24.	<i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i> Applicant's Response: The Urban Limited frontage requires a primary street-facing entrance as well as street-facing entrances at intervals of no more than seventy-five (75) feet.
25.	<i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i> Applicant's Response: Applicable provisions of the UDO require multiple pedestrian entrances, as well as transparency.
26.	<i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i> Applicant's Response: This rezoning proposal, as well as applicable provisions of the UDO, ensure that the public sidewalk along Hillsborough Street will be a principal place of pedestrian movement and social interaction.

PROPOSED REZONING

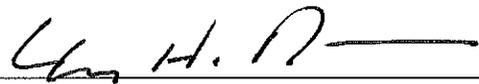
**4.281 Acres - South Side of Hillsborough Street Between
Concord Street and Friendly Drive**

REPORT OF AUGUST 12, 2013 NEIGHBORHOOD MEETING

In accordance with Section 10.2.4 of the Unified Development Ordinance, a neighborhood meeting was held with respect to this proposed rezoning case at 6:00 p.m. on Monday, August 12, 2013 at the office of Kane Realty Corp. at Suite 250, 4321 Lassiter at North Hills Avenue in Raleigh. Attached as Exhibit A is a list of those persons and organizations contacted about the meeting. Those persons and organizations were mailed a letter of invitation concerning the meeting, a copy of which is attached as Exhibit B. The letters were mailed on or about August 1, 2013 via first class U.S. Mail.

Attached as Exhibit C is a roster of the persons in attendance at the meeting. The issues discussed at the meeting included the rezoning process applicable to the case, the requirement for a setback in the proposed building over the first floor, the traffic that would be generated by the proposed development as compared to the existing zoning, the height of the proposed development, and further improvements to Hillsborough Street to be constructed by the City. There have been no changes to the rezoning petition subsequent to the neighborhood meeting.

Respectfully submitted this 20th day of August, 2013.



Lacy H. Reaves
Attorney for Petitioner

Exhibit A

Property Address	Owner	Mailing Address 1	Mailing Address 2	City, State Zip	PIN
1 3009 M E VALENTINE DR	PROVIDENT GROUP STANHOPE PROPERTIES	5565 BANKERS AVE		BATON ROUGE LA 70808-2608	794515918
2 3000 M E VALENTINE DR	STANHOPE CENTER POA INC	431 OFFICE PARK DR		MOUNTAIN BRK AL 35223-2411	794516998
3 3105 HILLSBOROUGH ST	ROSE MARY DEVELOPMENTS LLC	3101 HILLSBOROUGH ST		RALEIGH NC 27607-5436	794523398
4 3101 HILLSBOROUGH ST	ROSE MARY DEVELOPMENTS LLC	3101 HILLSBOROUGH ST		RALEIGH NC 27607-5436	794524349
5 3107 HILLSBOROUGH ST	ROSE MARY DEVELOPMENTS LLC	3101 HILLSBOROUGH ST		RALEIGH NC 27607-5436	794523525
6 3109 HILLSBOROUGH ST	BOOTH, LARRY D & YICKI A	PO BOX 66		HIGHFALLS NC 27259-0066	794522528
7 3120 HILLSBOROUGH ST	WILLIAMS, PETER P & RUTH L	WILLIAMS PROPERTY GROUP	8300 HEALTH PARK E	RALEIGH NC 27615-4731	794522749
8 3126 HILLSBOROUGH ST	3126 HILLSBOROUGH ASSOCIATES	5849 LEASE LN		RALEIGH NC 27617-4844	794523813
9 3116 HILLSBOROUGH ST	FLAGSHIP CO LLC THE	5849 LEASE LN		RALEIGH NC 27617-4844	794524716
10 3100 HILLSBOROUGH ST	CAPETANOS HOLDINGS LLC	3608 PINNACLE DR		CARY NC 27518-8922	794525771
11 3020 HILLSBOROUGH ST	SARANTOS, JAMES N TRUSTEE SARANTOS, DIANA ELLIASON TRUSTEE	1905 BRASSFIELD RD		RALEIGH NC 27614-9451	794527651
12 3016 HILLSBOROUGH ST	COMPLETE COMPUTER STORE OF RALEIGH INC THE	3016 HILLSBOROUGH ST		RALEIGH NC 27607-5446	794528662
13 3006 HILLSBOROUGH ST	FARRIS INC	232 OLD CAUSEWAY RD		ATLANTIC BEACH NC 28512-7322	794529555
14 1 DIXIE TRL	DIXIE HILL GROUP LLC	PO BOX 31747		RALEIGH NC 27622-1747	794620632
15 6 DIXIE TRL	HIGHSMITH, JOHN TYLER LEWIS, MICHAEL HILL	1001 WADE AVE STE 301		RALEIGH NC 27605-3323	794622635
16 4 DIXIE TRL	WINSLOW, CECIL E JR	4 DIXIE TRL		RALEIGH NC 27607-7043	794622600
17 2 DIXIE TRL	WILSON, JAMES M JR & KAREN B	1065 MILLS ST		RALEIGH NC 27608-1833	794621594
18 2912 HILLSBOROUGH ST	COATES, DONALD LEWIS	734 CRABTREE CROSSING PKWY		CARY NC 27513-3475	794621486
19 2900 HILLSBOROUGH ST	FERGUSON PROPERTIES LLC	2230 WHITMAN RD		RALEIGH NC 27607-6649	794623404
20 9 BAGWELL AVE	FERGUSON PROPERTIES LLC	2230 WHITMAN RD		RALEIGH NC 27607-6649	794623538
21 2901 HILLSBOROUGH ST	CAPETANOS HOLDINGS LLC	3608 PINNACLE DR		CARY NC 27518-8922	794622276
22 105 FRIENDLY DR	TRELLIS ENTERPRISES LLC	105 FRIENDLY DR		RALEIGH NC 27607-5463	794621216
23 2 FRIENDLY DR	CAPETANOS HOLDINGS LLC	3608 PINNACLE DR		CARY NC 27518-8922	794622139
24 111 FRIENDLY DR	UNIVERSITY TOWERS OPERATING PARTNER	999 S SHADY GROVE RD STE 600		MEMPHIS TN 38120-4130	794622053
25 117 FRIENDLY DR	UNIVERSITY TOWERS OPERATING PARTNER	999 S SHADY GROVE RD STE 600		MEMPHIS TN 38120-4130	794620064
26 110 DAN ALLEN DR	NORTH CAROLINA STATE OF	STATE PROPERTY OFFICE	116 W JONES ST	RALEIGH NC 27603-1300	794611797

3396214

Exhibit B



KANE REALTY CORPORATION

KANE REALTY CORPORATION

North Hills
Post Office Box 19107
Raleigh, North Carolina 27619

919-833-7755 919-833-2473 Fax

July 29, 2013

RE: Parcels at 3021 Hillsborough Street (PIN 0794526454); 3027 Hillsborough Street (PIN 0794525466); 3023 Hillsborough Street (PIN 0794526405); 3017 Hillsborough Street (PIN 0794527402); 3013 Hillsborough Street (PIN 0794527471); 3009 Hillsborough Street (PIN 0794529334); 110 Friendly Drive (PIN 0794528290); 114 Friendly Drive (PIN 0794528161); 7 Concord Street (PIN 0794526197); 3 Concord Street (PIN 0794526361)

Neighboring Property Owners:

As you may know, we have proposed to file a new rezoning case with respect to the property referenced above, which is shown on the attached map (the "Property"). We would like to invite you to attend a neighborhood meeting on Monday, August 12, at 6:00 p.m. The meeting will be held in our offices in Suite 250, 4321 Lassiter at North Hills Avenue in Raleigh. You can reach our office by taking the elevator in the North Hills parking deck to the second floor.

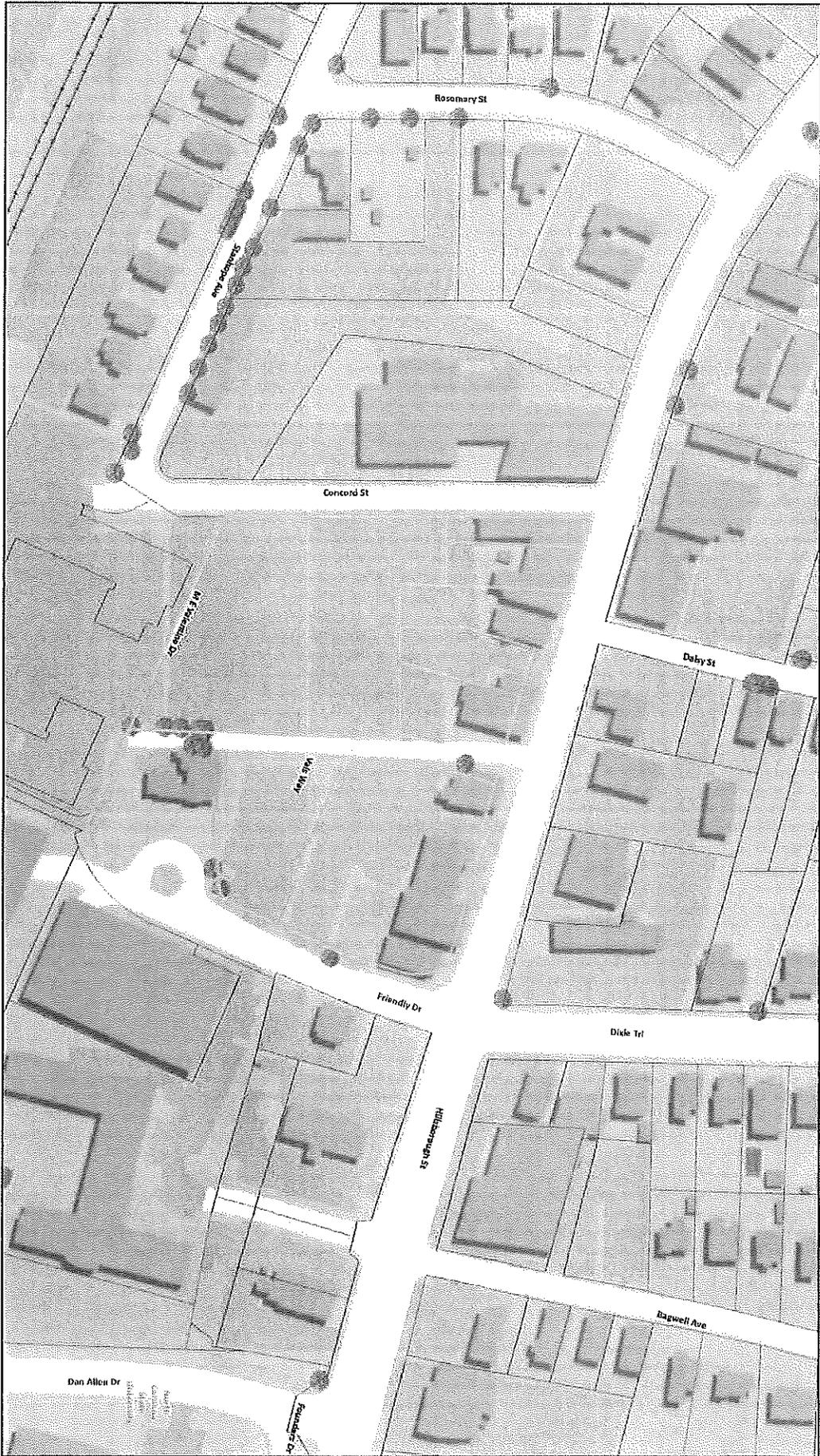
The purpose of the meeting is to discuss our proposed rezoning of the Property, which is currently zoned Planned Development District. We propose to rezone the Property to the Neighborhood Mixed Use (NX) District under the new Uniform Development Ordinance, with zoning conditions that will be discussed at the meeting. The proposed rezoning will not alter the uses currently allowed on the Property, but will include modifications to the plan approved with the current zoning of the Property and will subject its development to the standards of the UDO.

The City of Raleigh requires that prior to the submittal of any rezoning petition, a neighborhood meeting must be held involving the property owners within 100 feet of the area requested for rezoning.

If you have any questions, I can be reached at the telephone number and email address which appear above.

Very truly yours,


John Kane



Disclaimer:
Maple makes every effort to produce and publish
the most current and accurate information possible.
However, the maps are produced for information purposes
and are NOT surveys. No warranties, expressed or implied
are provided for the data herein. Use at your own discretion.

Stanhope Center
 Neighborhood Meeting - Sign-in sheet
 August 12, 2013

NAME	ADDRESS	EMAIL	PHONE
1 TICK CRANTHAM	3904 WOODBURN RD	CRICK 246 CRICK@MAIL.COM	919-829-0718
FRANK LIGGETT III	612 NACON DR		
	REBEIGH MC 27609	FLIGGETT@rd.law.com	919-614-3459
JOSEPH K. ALUKA	3016 HILLSBORO	JOSEPH@DIGITALCOMPONENTS.COM	919-838-5227
Clayton Hanger	111 Friendly Dr	CRICK CLAYTON@CDTRUST.COM	919-327-3800