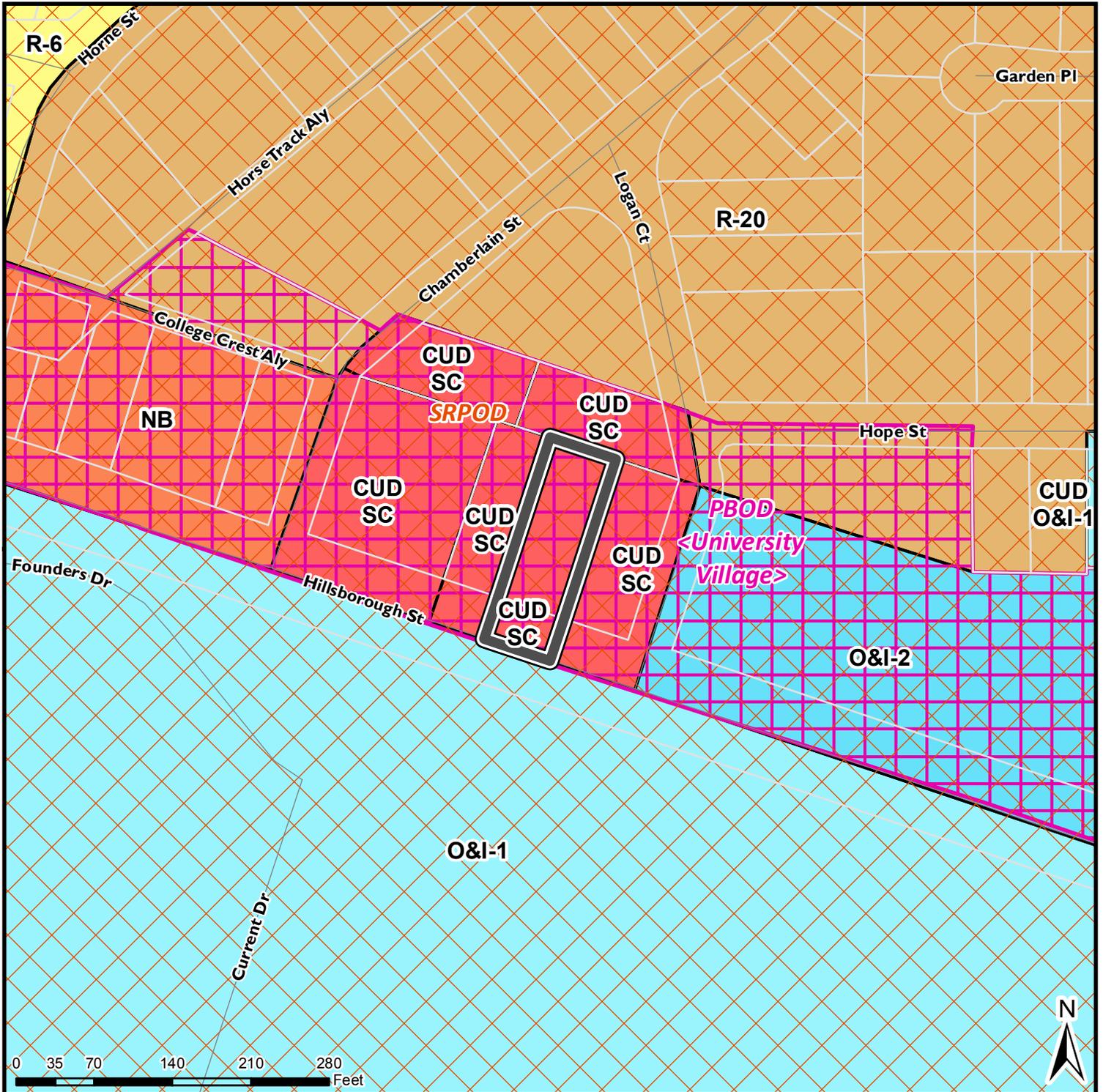


Existing Zoning Map

Z-26-2014



Submittal Date

7/22/2014

Request:

0.21 acres from
CUD SC w/ PBOD & SRPOD
to **NX-5-SH-CU**
w/ **-SRPOD**





Certified Recommendation

Raleigh Planning Commission

CR# 11597

Case Information: Z-26-14 – Hillsborough Street

<i>Location</i>	Hillsborough Street, north side, west of its intersection with Logan Court Address: 2304 Hillsborough Street PIN: 0794910704
<i>Request</i>	Rezone property from Shopping Center Conditional Use District with Pedestrian Business and Special Residential Parking overlay districts (SC CUD w/ PBOD & SRPOD) to Neighborhood Mixed Use-5 stories-Shopfront-Conditional Use (NX-5-SH-CU)
<i>Area of Request</i>	0.21 acre
<i>Property Owner</i>	T & L Partnership LLC: (919) 417-0886; mlongmire@rmasecurity.com
<i>Applicant</i>	Mike Longmire: (919) 417-0886; mlongmire@rmasecurity.com
<i>Citizens Advisory Council (CAC)</i>	Wade-- Mike Rieder: mrieder1945@gmail.com
<i>PC Recommendation Deadline</i>	December 22, 2014

Comprehensive Plan Consistency

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

Future Land Use Map Consistency

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

Comprehensive Plan Guidance

<i>FUTURE LAND USE</i>	Neighborhood Mixed Use (NMU)
<i>URBAN FORM</i>	Transit Buffer; Main Street Corridor
<i>CONSISTENT Policies</i>	Policy LU 1.2 - Future Land Use Map and Zoning Consistency Policy LU 1.3 - Conditional Use District Consistency Policy LU 2.6 - Zoning and Infrastructure Impacts Policy LU 4.7 - Capitalizing on Transit Access Policy LU 7.6 - Pedestrian-Friendly Development Policy UD 1.10 - Frontage Policy UD 6.1 - Encouraging Pedestrian-Oriented Uses Policy UD 7.3 - Design Guidelines
<i>INCONSISTENT Policies</i>	(None.)

Summary of Proposed Conditions

1. Exterior materials limited on Hillsborough Street and north facades.
2. Aspects of canopy design and materials specified.
3. No residential units of four or more bedrooms permitted.

4. Construction limited to Mixed-Use Building types.

Public Meetings

<i>Neighborhood Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>	<i>Public Hearing</i>
7/14/14	7/22/14; 9/23/14 (Y-10, N-1)	9/23/14 (deferred); 10/14/14 (recommended approval)	10/21/14	

Valid Statutory Protest Petition

Attachments

1. Staff Report
2. Current Zoning Conditions: Z-15-94 [Ordinance (1995)606ZC363]
3. Transportation Evaluation

Planning Commission Recommendation

<i>Recommendation</i>	Approve with conditions. City Council may now schedule this proposal for Public Hearing, or refer it to committee for further study and discussion.
<i>Findings & Reasons</i>	<ol style="list-style-type: none"> 1. The proposal is consistent with the Future Land Use Map, Urban Form Map, and pertinent policies of the Comprehensive Plan. 2. The proposed rezoning is reasonable and in the public interest. The proposal would limit construction to Mixed Use Building types, promoting active ground floor uses, and would prohibit residential units of four or more bedrooms. 3. The proposal is compatible with the surrounding area. Conditions specify north and south façade materials, and provide parameters for canopy design and materials.
<i>Motion and Vote</i>	Motion: Terando Second: Whitsett In Favor: Braun, Buxton, Fleming, Fluhrer, Lyle, Schuster, Sterling Lewis, Swink, Terando and Whitsett

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.

Interim Planning Director Date

Planning Commission Chairperson 10/14/14
Date

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



Zoning Staff Report – Case Z-26-14

Conditional Use District

Case Summary

Overview

The proposal seeks to rezone a single parcel on the north side of Hillsborough Street, mid-block between Logan Court and Chamberlain Street, to allow construction of a multi-story, mixed-use building. The site currently is occupied by a single-story, brick commercial structure, one of a series lining that side of the block. All stand close by the Hillsborough right-of-way, but two breaks currently occur in the streetwall: a surface parking lot next to the subject site on the west (adjoined by outdoor dining on the subject property), and a pedestrian pass-through along the property's east side, separating it from the retail building at the Logan Court corner. Much of the area behind the frontage buildings is dominated by surface parking; interconnectivity between lots is limited by grade. Surface parking is the sole use of the two parcels behind the frontage properties. The remainder of the block, a triangular tract formed by where Logan Court and Chamberlain Street meet, is home to half-acre Compeigne Park.

Commercial establishments of one or two stories edge the north side of Hillsborough Street on the blocks immediately west. To the east, past Logan Court, stands NCSU's North Residence Hall, rising more than six stories above surface parking. The bulk of the NC State campus lies south of the site, with the three-story Winston-Caldwell-Tompkins complex located across Hillsborough Street from the subject site. To the north, past Compeigne Park, lies a diverse set of residential properties, some built as apartments and others originally as single-family homes. Existing zoning there allows up to 20 dwelling units per acre (R-20).

The current zoning of the site, and all properties contiguous to it, is Shopping Center Conditional Use District. Each property, however, received its present zoning through a different case; zoning conditions thus vary from lot to lot. The properties are also within a Pedestrian Business Overlay District, which encourages ground floor retail activity, public amenities, and access by foot. While rezoning would remove the overlay, associated Streetscape Plan provisions pertaining to the public realm would remain in effect.

The proposed zoning, NX-5-SH-CU, echoes that approach. NX (Neighborhood Mixed Use) zoning permits many uses allowed under Shopping Center zoning; height and frontage standards being requested are consistent with urban form designations: a Main Street/ Transit Emphasis corridor along Hillsborough Street, and the site's location within one-half mile of a future rail Transit Station. No low- to moderate-density zoning is located within 150 feet of the property; as such, Core height guidance (max. 5 stories) is applicable.

Outstanding Issues

<i>Outstanding Issues</i>	1. Sewer and fire flow matters may need to be addressed upon development.	<i>Suggested Mitigation</i>	1. Address sewer and fire flow at the site plan stage.
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Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
<i>Existing Zoning</i>	Shopping Center Conditional Use District	Shopping Center Conditional Use District	Office & Institution-1	Shopping Center Conditional Use District	Shopping Center Conditional Use District
<i>Additional Overlay</i>	Pedestrian Business; Special Residential Parking	Pedestrian Business; Special Residential Parking	Special Residential Parking	Pedestrian Business; Special Residential Parking	Pedestrian Business; Special Residential Parking
<i>Future Land Use</i>	Neighborhood Mixed Use	Neighborhood Mixed Use	Institutional	Neighborhood Mixed Use	Neighborhood Mixed Use
<i>Current Land Use</i>	Eating Establishment	Surface Parking	University Campus (NCSU)	Retail	Surface Parking
<i>Urban Form (if applicable)</i>	Main Street/ Transit Emphasis Corridor; w/n ½-Mile Transit Buffer	Within ½-Mile Transit Buffer	Main Street/ Transit Emphasis Corridor; w/n ½-Mile Transit Buffer	Main Street/ Transit Emphasis Corridor; w/n ½-Mile Transit Buffer	Main Street/ Transit Emphasis Corridor; w/n ½-Mile Transit Buffer

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning*
<i>Residential Density:</i>	320 units/ acre (max. under PBOD)	167 units/ acre
<i>Setbacks:</i>		<i>Shopfront frontage build-to:</i> 80% w/n 0 to 15 feet <i>Mixed Use Building type:</i> 0 or 6 feet 0 or 6 feet
<i>Front:</i>	15 feet	
<i>Side:</i>	- 0 -	
<i>Rear:</i>	- 0 -	
<i>Retail Intensity Permitted:</i>	8,700	8,000
<i>Office Intensity Permitted:</i>	17,000	21,400

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning*
<i>Total Acreage</i>	0.21	0.21
<i>Zoning</i>	SC CUD w/ PBOD & SRPOD	NX-5-SH-CU w/ SRPOD
<i>Max. Gross Building SF</i>	29,000	31,600

<i>Max. # of Residential Units</i>	67	35
<i>Max. Gross Office SF</i>	17,000	21,400
<i>Max. Gross Retail SF</i>	8,700	8,000
<i>Potential F.A.R.</i>	3.17	3.45

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

The proposed rezoning is:

Compatible with the property and surrounding area.

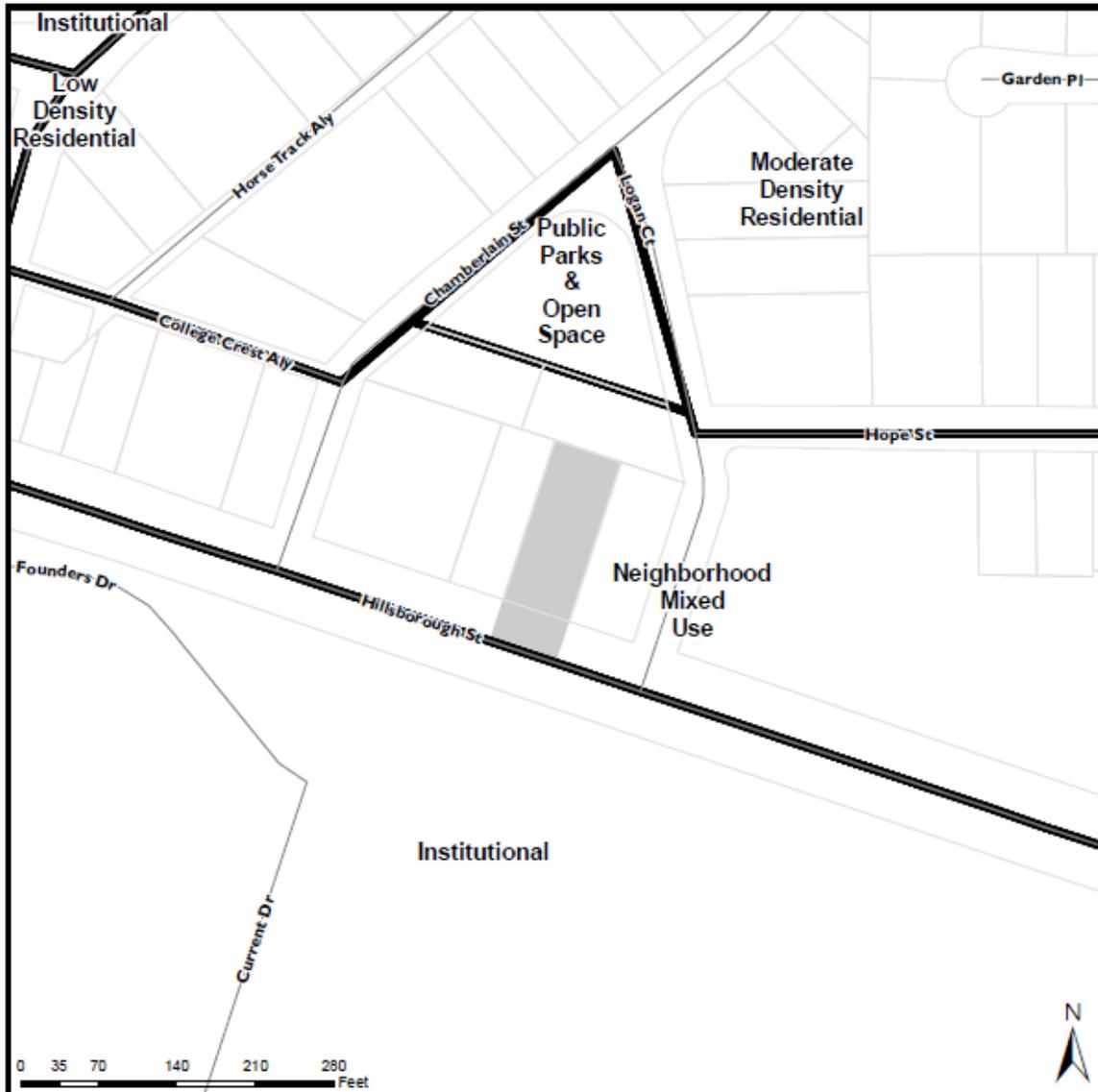
Incompatible.

Analysis of Incompatibility:

N/A.

Future Land Use Map

Z-26-2014

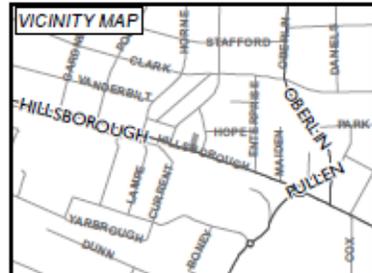


Submittal
Date

7/22/2014

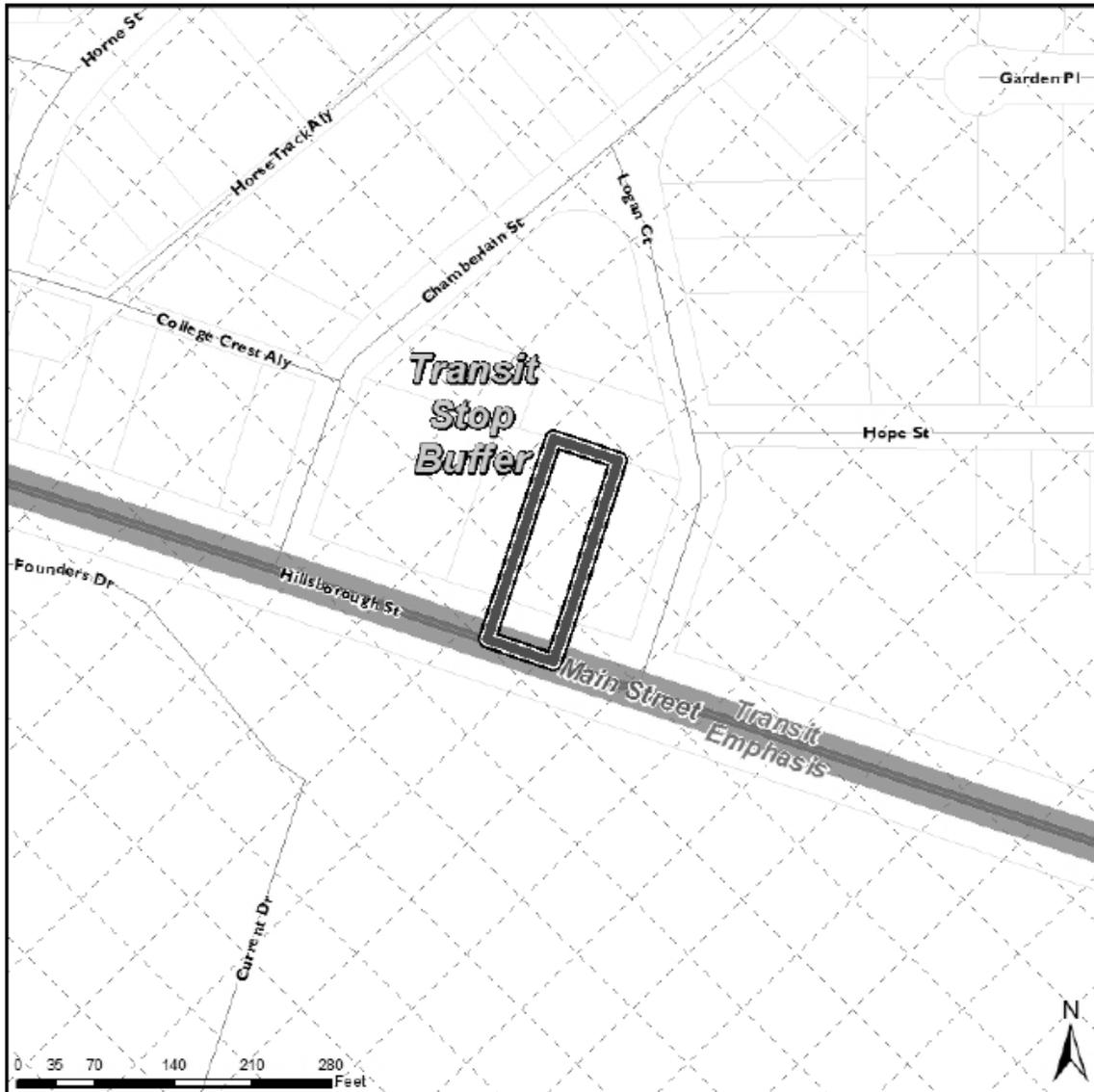
Request:

0.21 acres from
CUD SC w/ PBOD & SRPOD
to NX-5-SH-CU
w/ -SRPOD



Urban Form Map

Z-26-2014

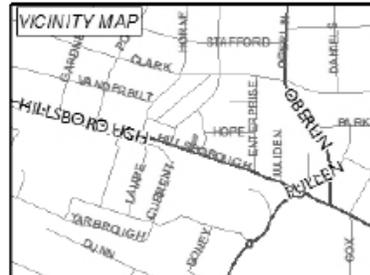


Submittal
Date

7/22/2014

Request:

0.21 acres from
CUD SC w/ PBOD & SRPOD
to NX-5-SH-CU
w/ -SRPOD



2. Comprehensive Plan Consistency Analysis

2.1 Comprehensive Plan

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

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

The proposal can be considered consistent with the vision, themes, and policies of the Comprehensive Plan, as well as with the Future Land Use and Urban Form designations for the property. Existing community facilities and streets appear sufficient to accommodate the redevelopment possible under the proposed rezoning.

2.2 Future Land Use

Future Land Use designation: Neighborhood Mixed Use

The rezoning request is:

Consistent with the Future Land Use Map.

Inconsistent

Analysis of Inconsistency:

N/A.

2.3 Urban Form

Urban Form designation: Main Street/ Transit Emphasis Corridor; w/n ½-Mile Transit Buffer

Not applicable (no Urban Form designation)

The rezoning request is:

Consistent with the Urban Form Map.

Inconsistent

Analysis of Inconsistency:

N/A.

2.4 Policy Guidance

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

(None.)

2.5 Area Plan Policy Guidance

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

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- Consistent with Future Land Use Map designation
- Would permit new development of comparable scale as that currently permitted on the site.
- Provides the opportunity for additional housing, office space, and/or retail goods and services

3.2 Detriments of the Proposed Rezoning

(None identified.)

4. Impact Analysis

4.1 Transportation

Hillsborough Street is classified as Avenue 3-Lane, Parallel Parking according to Map T-1 of the 2030 Comprehensive Plan and, according to section 4.4 of the Raleigh Street Design Manual, requires a total of 94 feet of Right-of-Way. The petitioner will need to dedicate 47 feet of R/W measured from the existing street centerline to the subject parcels if the required R/W does not currently exist.

Section 8.3.2 of the Unified Development Ordinance identifies a maximum block perimeter of 2,500 feet for a development that is five stories high under the Neighborhood Mixed Use zoning classification. The existing block perimeter is approximately 1,200 feet.

Cross access to the adjacent properties will be determined during site plan review.

A traffic impact study is not recommended for case Z-26-2014.

Impact Identified: None.

4.2 Transit

This section of Hillsborough Street is served by CAT, Triangle Transit and Wolfline. There is a set of stops for outbound on Hillsborough Street at Enterprise Street and a second set of outbound and inbound stops on Hillsborough Street at Horne Street. Hillsborough Street is identified in the Wake County 2040 Transit Study as an enhanced transit corridor.

Impact Identified: None.

4.3 Hydrology

<i>Floodplain</i>	None
<i>Drainage Basin</i>	Rocky
<i>Stormwater Management</i>	Article 9 of the UDO
<i>Overlay District</i>	None

No buffer or floodplain exists on the site.

Impact Identified: None.

4.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	945 gpd	8,400 gpd
<i>Waste Water</i>	945 gpd	8,400 gpd

The proposed rezoning would add approximately 7,455 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.

Impact Identified: At the time of development plan submittal, a downstream sewer capacity study may be required to determine the adequacy of capacity to support the proposed development. Any required improvements identified by the study would be required to be permitted and constructed prior to the issuance of a building permit.

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

4.5 Parks and Recreation

Site is not adjacent to existing or planned greenway trail; 0.85 mile to Rocky Branch. Site is not adjacent to existing or planned greenway connector. Park services are available at Pullen Park, 0.25 mile distance.

Impact Identified: None.

4.6 Urban Forestry

Site is less than 2 acres; UDO Article 9.1 does not apply.

Impact Identified: None.

4.7 Designated Historic Resources

The property is not contiguous to any properties on the National Register, or any Raleigh Historic Landmarks. The site is within 60 feet of the southern boundary of the West Raleigh

National Register Historic District; it is also within 900 feet of Holladay Hall and 1,000 feet of the Isabelle Bowen Henderson House & Gardens, both of which are Raleigh Historic Landmarks.

Impact Identified: None.

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, it is not subject to Appearance Commission review.

4.10 Impacts Summary

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

4.11 Mitigation of Impacts

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

5. Conclusions

The proposed zoning is consistent with Future Land Use Map and Urban Form designations. The rezoning request follows the current pattern along Hillsborough Street, toward permitting multi-story, mixed-use structures near or adjacent to the NC State campus. Shopfront frontage designation provides continuity with the purposes of the existing Pedestrian Business Overlay. While UDO Neighborhood Transition standards would not apply next to the commercial-zoned parcels abutting the site on the north (currently used for surface parking), just beyond those properties, Compeigne Park provides a green, open-space transition to residential areas further north.

Current Zoning Conditions

Conditions Dated: 04/18/95

Z-15-94 Hillsborough Street, north side, between Chamberlain Street and Logan Court, being Map 0794.20, Block 91, Parcel 0704, rezoned to Shopping Center Conditional Use District.

- a. Upon development, the rate of stormwater runoff will comply with CR 7107.
- b. All uses allowed in the Shopping Center district will be permitted with the following exceptions:
 1. Automotive service and repair facilities as defined in Section 10-2002 of the Code of Municipal Ordinances of the City of Raleigh;
 2. Adult cabarets and establishments as defined in Section 10-2002 and 10-2144 of the Code of Municipal Ordinances of the City of Raleigh; and
 3. Bars, nightclubs, taverns or lounges. However, these terms specifically do not include restaurants as they are defined in Section 18B-1000 of the General Statutes of North Carolina. Also, art/entertainment facilities, as they are defined in the Code of Municipal Ordinances of the City of Raleigh, provided they do not sell alcoholic beverages for on- or off-premises consumption, shall not be included in the terms, "bars, nightclubs, taverns, or lounges," and therefore, shall be allowed.
- c. Any restaurant located on the premises will end its business day at midnight.
- d. Cross-access will be provided between the subject parcel and parcel 0794.20 91 0762, between the subject parcel and parcel 0794.20 81 9756, and between the subject parcel and parcel 0794.20 81 9756, upon redevelopment.



Planning & Development

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

Rezoning Application

Rezoning Request	OFFICE USE ONLY
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan Existing Zoning Classification CUD SC Proposed Zoning Classification Base District NX-5 Height 5/75 Frontage Shop Front <hr/> If the property has been previously rezoned, provide the rezoning case number. Z-15-94 <hr/> Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. DDS #398818, PAC #400429	Transaction Number <div style="font-size: 2em; font-family: cursive;">2-26-14</div> <div style="font-size: 2em; font-family: cursive;">458429</div>

GENERAL INFORMATION		
Property Address 2304 Hillsborough St.	Date 17 July 2014	
Property PIN 0794910704	Deed Reference (Book/Page) 004548 / 336	
Nearest Intersection Hillsborough St. & Logan Crt.	Property size (in acres) 0.21	
Property Owner/Address 5824 T & L Partnership LLC 5824 Hedgemoor Dr. Raleigh, NC 27612	Phone 919-417-0886	Fax 919-834-8150
	Email mlongmire@rmasecurity.com	
Project Contact Person/Address Mike Longmire 5824 Hedgemoor Dr. Raleigh, NC 27612	Phone 919-417-0886	Fax 919-834-8150
	Email mlongmire@rmasecurity.com	
Owner/Agent Signature 	Email mickey1049@gmail.com	

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



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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-26-14		Transaction Number 400429
Date Submitted 10/1/14		
Existing Zoning CUD SC	Proposed Zoning NX-5	

NARRATIVE OF ZONING CONDITIONS OFFERED

1. All building facades 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 material shall be prohibited in such areas: vinyl siding, fiberboard siding, pressure treated wood, synthetic stucco (EIFS); however EIFS shall be allowed for trim applications such as roof cornices, header details, or banding elements. Window frames, door frames, soffits, and trim may be constructed of wood, fiberglass, metal, or vinyl.
2. Canopies may be backlit, may be retractable and will be made of canvas, vinyl, metal, or translucent materials.
3. Not any building type constructed on this property containing residential uses shall allow / provide, four bedroom (or more) unit types.
4. Construction on this site / property shall be limited to Mixed-use building types.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

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

Owner/Agent Signature 	Print Name Michael R. Longmire
--	--



Planning & Development

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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</p>

STATEMENT OF CONSISTENCY	
<p>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.	<p>Per the City of Raleigh Proposed Land Use Map, 2304 Hillsborough Street is designated to be <i>Neighborhood Mixed Use</i>. As described in on page 30 of the 2030 Comprehensive Plan: "NX is the most appropriate zoning district for these areas."</p>
2.	<p>While heights are generally limited to 3 stories in <i>Neighborhood Mixed Use</i>, on page 30 of the 2030 Comprehensive Plan it describes that: "...four or five stories could be appropriate in walkable areas with pedestrian-oriented businesses.</p>
3.	<p>Residential & mixed use projects with upper story housing are supported by the Neighborhood Mixed Use designation (pg. 33 of 2030 Comprehensive Plan). The proposed construction is intended to provide Retail/Office use on the first & second floor with (3) stories of residential apartments above.</p>
4.	<p>Per Table LU-2 of the 2030 Comprehensive Plan on page 36.1, the recommended height for the Office & Residential Mixed Use category is between 2 & 7 Stories for Core/Transit designations.</p>
5.	<p>The construction/infill of a higher density residential use in this location directly correlates with Policy 2.2 of the 2030 Comprehensive Plan (pg. 40): 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 non-contiguous development."</p>
6.	<p>Per Policy UD2.1 on page 238: "Building in mixed-use developments should be oriented along streets, plaza, and pedestrian ways. Their facades should create an active and engaging public realm". The building frontage will be located directly adjacent to the required pedestrian sidewalk creating a discernable boundary and area for pedestrian activity.</p>

7.	By providing a retail / small business on the ground level, the building will be addressing Policy UD 2.3: "...activating the pedestrian environment of the street frontage..." (pg. 238)
8.	Policy UD 2.4 Transitions in building intensity. Establish gradual transitions between large scale and small scale...recessing the upper floors of building to relate to neighboring conditions.

PUBLIC BENEFITS

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

1.	The residential mixed-use development of this lot will further invigorate the existing Hillsborough Street pedestrian corridor by providing dense housing and small scale retail directly adjacent the NC State campus.
2.	The rezoning will bring the site into conformance with the 2030 Comprehensive Plan.
3.	The proposed structure will provide additional housing for the areas workforce and students, within convenient walking distance to local businesses and the NC State campus.
4.	

URBAN DESIGN GUIDELINES

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

1.	<i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i> -Proposed NX-5 zoning will accommodate the ability to provide for active uses such as retail/small business on the ground level.
2.	<i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i>
3.	<i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i> -No new street systems are being created. The property is on Hillsborough Street, near the intersection of Logan Cr., thereby providing connectivity to the existing neighborhood road network.
4.	<i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i> -NOT APPLICABLE – all surrounding streets are existing, no new street systems will be constructed.
5.	<i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i> -NOT APPLICABLE – not a new development.

6.	<p>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</p> <p>-Impacts of trash & loading will be minimized by location of such areas at rear or side of property within an enclosed corral.</p>
7.	<p>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</p> <p>-Any new building constructed on this site will be located per the required sidewalk setback. Shop Front frontage requirements do not allow for parking between the building and the street</p>
8.	<p>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</p> <p>-NOT APPLICABLE – the property is not located a street intersection</p>
9.	<p>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</p> <p>-Vistas and sun exposure will be addressed during the building schematic design process.</p>
10.	<p>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</p> <p>-Proposed NX-5 zoning will accommodate the ability to provide for active uses such as retail/small business on the ground level, thereby providing for the ability to have direct and visual access to the street.</p>
11.	<p>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</p> <p>-The required sidewalk setback along Hillsborough St. will provide open space for pedestrian traffic and possible outdoor use / activities.</p>
12.	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p>-Proposed NX-5 zoning establishes the required transparency for any proposed structure to be constructed on this site.</p>
13.	<p>New public spaces should provide seating opportunities.</p> <p>-Public spaces will have seating opportunities adjacent to street / pedestrian way.</p>
14.	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p>-Shop Front frontage requirements do not allow for parking between the building and the street.</p>
15.	<p>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</p> <p>-The site will comply with the parking requirements of NX-5 zoning and Shop Front Frontage guidelines.</p>
16.	<p>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</p> <p>-NOT APPLICABLE</p>
17.	<p>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</p> <p>-NX-5 zoning will allow for the site to accommodate mixed uses (i.e. commercial & residential) in the same building. NX-5 zoning will allow for any building constructed on this site to be up to 5 stories tall, providing the ability to accommodate higher density use on this property. The location of the site is on Hillsborough Street, a main transit corridor.</p>
18.	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p>-The location of the site is on Hillsborough Street, a main transit corridor.</p>
19.	<p>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</p> <p>-There are no sensitive landscape areas on the property.</p>
20.	<p>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</p> <p>- No streets or curb cuts to be constructed however, if any street / driveway construction shall be in accordance with the requirements of the UDO and Street Design Manual.</p>
21.	<p>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</p> <p>The required sidewalk along Hillsborough Street shall meet at least the minimum setback requirements. Note the existing sidewalk is 15' currently.</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>-Street trees will be provided in accordance with the UDO and Street Design Manual. Existing street trees to remain unchanged.</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>-The development will adhere to the Shop Front, frontage requirements of the UDO which will provide compliance with this guideline.</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>Main entry elements for active ground floor uses shall be provided facing Hillsborough St. for easy visibility and access and will adhere to Shop Front guidelines.</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>-Construction & detailing at the ground floor level of any building constructed on this site shall be such to allow for entrances, awnings, & display windows along Hillsborough St. Signage, awnings, & canopies shall be in accordance with the UDO and Street Design Manual requirements.</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>-The existing pedestrian movement along Hillsborough St. shall be maintained and be in accordance with the UDO and Street Design Manual requirements.</p>



Neighborhood Meeting Summary 2304 Hillsborough St., Raleigh NC

A neighborhood meeting was held on Monday, July 14, 2014 at 6:00pm to discuss a potential rezoning located at 2304 Hillsborough Street. The neighborhood meeting was held at the New City Design Group office on 1304 Hillsborough Street, Raleigh, NC. There were approximately (1) neighbor in attendance. The general discussion points were:

1. The proposed re-zoning of the site to NX-5 seems appropriate for the location.
2. Potential of purchasing neighboring lot (DB 02330 PG 0-E).
3. Building massing along Hillsborough Street.
4. Availability of parking in the immediate area.

The neighborhood meeting adjourned at 6:45pm.

ATTENDEES ADDRESS LIST:

Ralph Recchie*

NCSU - Real Estate
Halladay Hall – Room A
Campus Box 7008
Raleigh, NC 27695-7001
ralphrecchie@ncsu.edu

Michael Longmire

T&L Partnership
4000 WestChase Blvd. Ste 350
Raleigh, NC 27607
mlongmire@rmasecurity.com

Frank Harmon

Frank Harmon Architect
14 E Peace St.
Raleigh, NC 27606
frank@frankharmon.com

Suzy Cash

Frank Harmon Architect
14 E Peace St.
Raleigh, NC 27606
suzy@frankharmon.com



1304 Hillsborough Street | Raleigh, NC 27605 | tel 919.831.1308 | fax 919.831.9737

www.newcitydesign.com

Darrell L. Mayer, Assoc AIA

Project Manager

New City Design Group

1304 Hillsborough Street

Raleigh, NC 27605

darrell@newcitydesign.com

Ted Van Dyk, AIA

Principal

New City Design Group

1304 Hillsborough Street

Raleigh, NC 27605

Ted@newcitydesign.com

**Indicates adjacent property owner (or owner's representative).*

