



TOWN OF
HILLSBOROUGH

APPLICATION FOR
Text and/or Map Amendment Request

Planning Department
101 E. Orange Street/P.O. Box 429
Hillsborough, NC 27278
Phone: (919) 296-9477 Fax: (919) 644-2390
Website: www.hillsboroughnc.gov

Amendment Type: ☐ Future Land Use Plan Map ☐ Zoning Map
☐ Comprehensive Plan Text ☒ Unified Development Ordinance text

Property Address: 216 Governor Burke Rd, Hillsborough NC 27278 **PIN:** 9865955127

Applicant Name: Holy Family Catholic Parish of Hillsborough

Mailing Address: 216 Governor Burke Rd **Phone:** (919) 732-1030

City, State, Zip: Hillsborough, NC 27278 **E-mail:** pastor@hfcch.org

Property Owner Name: Holy Family Catholic Parish of Hillsborough

Mailing Address: 216 Governor Burke Rd **Phone:** (919) 732-1030

City, State, Zip: Hillsborough, NC 27278 **E-mail:** pastor@hfcch.org

Location/Streets Accessed: Bounded by Governor Burke Rd, NC Hwy 57, and Rocky Lane

Current Zoning District(s): R-10 **Proposed Zoning District(s):** No Change

Acreage: 7.99

Water Service: ☒ Public Water ☐ Well **Sewer Service:** ☒ Public Sewer ☐ Septic Tank

Existing Structures on Site: Current worship space with classrooms/meeting rooms below; modular office building; storage garage.

Critical Areas:

☐ Flood ☒ Drainage/Stream/Pond ☐ Cemetery ☐ Historic Resource ☐ Steep Slopes
☒ Easement

Describe how the request will address the following factors that the Town Board of Commissioners must determine when considering an amendment to the test of the Unified Development Ordinance or Zoning Map (use separate sheet):

1. The extent to which the amendment is consistent with all applicable Town-adopted plans.
2. The extent to which there are changed conditions that require an amendment.
3. The extent to which the proposed amendment addresses a demonstrated community need.
4. The extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject land and is the appropriate zoning district for the land.
5. The extent to which the proposed amendment would result in a logical and orderly development pattern or deviate from logical and orderly development patterns.
6. The extent to which the proposed amendment would encourage premature development.
7. The extent to which the proposed amendment would result in strip or ribbon commercial development.
8. The extent to which the proposed amendment would result in the creation of an isolated zoning district unrelated to or incompatible with adjacent and surrounding zoning districts.
9. The extent to which the proposed amendment would result in significant adverse impacts on the property values of surrounding lands.
10. The extent to which the proposed amendment would result in significantly adverse environmental impacts, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

I/We certify that all of the information presented by me/us in this application is accurate to the best of my/our knowledge, information, and belief. **APPLICATIONS WILL NOT BE ACCEPTED WITHOUT SIGNATURE OF PROPERTY OWNER.**

Rey R. Wilde 20 June 2023
Applicant's signature date

Rey R. Wilde 20 June 2023
Property Owner's signature date

NARRATIVE

The current standard in the Town of Hillsborough UDO parking table (6.13.3.4) for churches or places of worship is **1 space per 8 seats**. The table indicates this is a minimum, but 6.13.3.3 states that outside the CC district it is “both a minimum and maximum.” Places requiring more than 100 spaces have the flexibility to build 10 more or 10 fewer spaces.

Our understanding is that this standard was changed from 1 space per 4 seats when the current UDO was adopted. It is not clear what prompted the change.

The proposed text amendment in the parking table 6.13.3.4 for churches and places of worship is:

Minimum: 1 space per 5 seats

Maximum: 1 space per 2 seats

We believe that the current standard of 1 space per 8 seats is unworkable as a maximum, for any existing church in Hillsborough needing to expand or for a new church coming to the town. Below are some parking standards in neighboring jurisdictions:

Chapel Hill (outside of the town center):

Section 5.9.7

Minimum of 1 space per 5 seats

Maximum of 1 space per 2 seats

Carrboro

Article XVIII, Section 15-291, use code 5.2

1 space per 4 seats

Plus 1 space for every 200 square feet of floor area not used for services or residential purposes.

Also, Carrboro’s table of parking standards “is only intended to establish a presumption and should be flexibly administered.”

Mebane:

Section 6.5

1 space per 4 seats as a minimum

Increase up to 20% permitted without a parking study; additional increase possible with a parking study.

Durham:

Section 10.3.1

1 space per 28 square feet available for seating in the assembly area

In suburban tiers of the city, the maximum is 75% more than the standard in the table.

Factors to Consider for a UDO Text Amendment

1. The proposed amendment is generally consistent with adopted plans, such as Hillsborough Vision 2030 and the Hillsborough and Orange County Strategic Growth Plan. There may not be many goals of these plans that directly relate to the proposed amendment. However, the amendment could support Goal 1.B.1 of Vision 2030, "Modify regulations to allow additional density while maintaining neighborhood character." Allowing a place of worship outside of the town center to expand on-site with adequate parking (rather than having some attendees attempt to park along the street in an unsafe manner) will help maintain neighborhood character and cohesion. Similarly, Vision 2030 Goal 1.C.2 aims to "Develop and adopt development regulations to encourage development with desired characteristics and to discourage mediocre or undesirable characteristics." Maintaining safe and adequate parking for churches (especially outside the town center) supports this goal.
2. This amendment would reflect a sensible parking standard for any growing place of worship in Hillsborough (like Holy Family Church), and for any new place of worship in the town. Also, we understand that the parking standard for churches in the town was changed several years ago, to a standard that we do not believe reflects realistic conditions for any church in Hillsborough. It is particularly difficult to apply outside of the town center where one cannot take advantage of on-street, decked, or shared parking.
3. The proposed amendment simply reflects realistic parking conditions that would apply to any place of worship in the town, but particularly those outside of the town center that must accommodate parking needs on-site.
4. The proposed amendment would be beneficial to neighboring properties and their existing residential uses as well as any proposed new uses. By having adequate parking levels on-site for a church, it will eliminate the need for church-goers to park along the street, for which neighboring streets were not designed, resulting in dangerous conditions.
This amendment request does not include any change in zoning district.
5. The proposed amendment would encourage logical and orderly development by providing for adequate parking on-site and reducing or eliminating attempts to park off-site along the street in a residential area. This is particularly true in areas outside the town center which have no safe on-street, deck, or shared parking options.
6. There should be no impacts from this proposed amendment that would encourage premature development.
7. The proposed amendment does not pertain to commercial development and would not result in strip or ribbon commercial development.
8. The proposed amendment does not involve a zoning district change and would not result in the creation of an isolated zoning district unrelated to or incompatible with adjacent and surrounding zoning districts.
9. The proposed text amendment would likely not change or would improve neighboring property values. By providing sufficient on-site parking for church uses, it will reduce or eliminate the likelihood that those attending the church will park along neighboring streets. Adjacent streets were not designed for parking and this creates an unsafe situation. Reducing the potential for parking along residential streets will create a safer and more attractive environment, avoiding conflicts and possibly improving property values.
10. The proposed amendment will not result in adverse environmental impacts such as to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment. A properly designed site plan with adequate parking will be environmentally sound and avoid any off-site negative impacts.