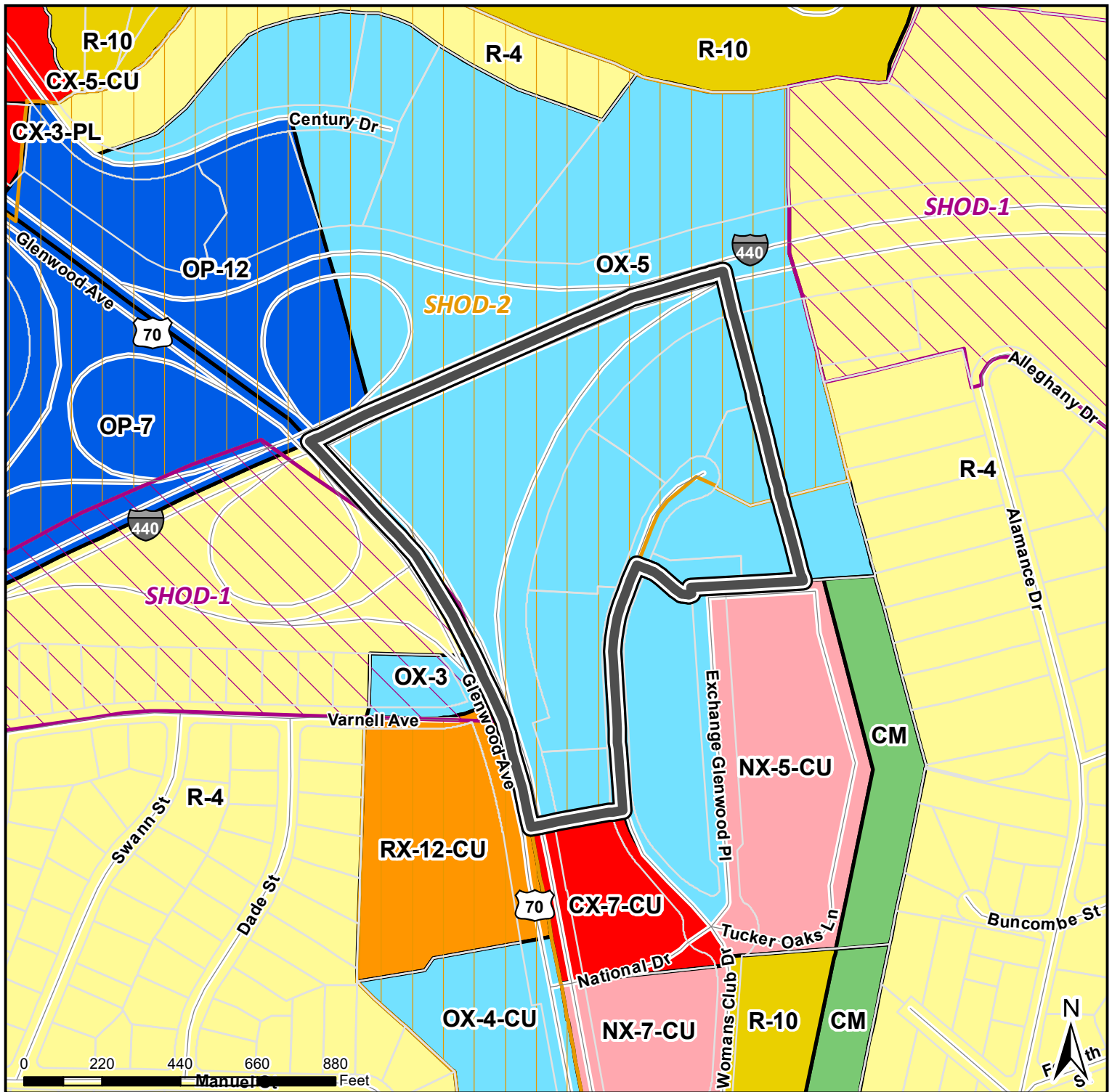


# Existing Zoning

# Z-31-2021



<b>Property</b>	3709, 3717, 3725, 3733, & 0 National Dr; 3724 & 3739 National Dr (portions); 0 Exchange Glenwood Pl
<b>Size</b>	10.8 acres
<b>Existing Zoning</b>	OX-5 w/SHOD-1
<b>Requested Zoning</b>	CX-12-CU & CX-5-CU

**Location**

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	John Anagnost, Senior Planner
Department	Planning and Development
Date	November 23, 2021
Subject	Special Item: December 7, 2021 Meeting Rezoning Z-31-21 National Drive

At its November 16, 2021 meeting, the City Council opened the public hearing for the following item and held the case to its December 7, 2021 meeting:

**Z-31-21 National Drive:** at its north end, being Wake County PINs 795980777, 795887501, 795982876 (portion), 795887960, 795990214, 795993108 (portion), & 795980741.

Approximately 12 acres are requested by Glenwood Place Portfolio I LLC, Glenwood Place Portfolio II LLC, and W & L Properties LLC to be rezoned from Office Mixed Use-5 Stories (OX-5) and Office Mixed Use-5 Stories w/ Special Highway Overlay District-2 (OX-5 w/ SHOD-2) to Commercial Mixed Use-5 Stories-Conditional Use (CX-5-CU) and Commercial Mixed Use-12 Stories-Conditional Use (CX-12-CU). The proposed conditions prohibit certain uses, state that certain uses can only be in a multi-story building, limit hours of operation for the certain uses, prohibit live performances and dance floors in bars, prohibit drive-thrus associated with restaurants, requires outdoor pole lighting to be full cutoff, require landscaping along I-440, and require a multi-use path or wider sidewalk along National

**Current Zoning:** Office Mixed Use-5 Stories (OX-5) and Office Mixed Use-5 Stories w/ Special Highway Overlay District-2 (OX-5 w/ SHOD-2)

**Requested Zoning:** Commercial Mixed Use-5 Stories-Conditional Use (CX-5-CU) and Commercial Mixed Use-12 Stories-Conditional Use (CX-12-CU)

The request is **consistent** with the 2030 Comprehensive Plan.

The request is **consistent** with the Future Land Use Map.

The **Planning Commission** voted 8-0 to recommend approval of the request. At the November 16, 2021 meeting the City Council moved to closed the public hearing and defer the case. Due to an error in the legal notice for the case, the public hearing will continue to the December 7, 2021 meeting. The required notice has been provided for the hearing to continue. The applicant has submitted revised conditions in time for consideration and action at the December 7, 2021 meeting. The revised conditions add requirements for screening of parking structures, require planting areas along I-440 to have a minimum amount of evergreen plants, and restrict building height in portions of the site to less than the UDO height maximums.

Attached are the Planning Commission Certified Recommendation (including the Staff Report), Zoning Conditions, Petition for Rezoning, and Neighborhood Meeting Report.

**Conditional Use District Zoning Conditions**

Zoning case #: <b>Z-31-21</b>	Date submitted: <b>11/27/21</b>	<b>Office Use Only</b> Rezoning case # _____
Existing zoning: OX-5 & OX-5 w/SHOD-2	Proposed zoning: CX-5-CU & CX-12-CU	

**Narrative of Zoning Conditions Offered**

- The following principal uses as listed in UDO section 6.1.4. Allowed Use Table shall be prohibited: dormitory, fraternity, sorority; emergency shelter types A and B; adult establishment; passenger terminal; vehicle fuel sales; vehicle sales/rental; detention center, jail, prison; self-service storage; car wash; vehicle repair (minor); vehicle repair (major).
- The following principal uses must be located in a multi-story building with more than one principal use: personal service; eating establishment; bar, nightclub, tavern, lounge; retail sales.
- The hours of operation for the following principal uses shall be limited to the hours of 6:00 AM to 11:00 PM: personal service; eating establishment; bar, nightclub, tavern, lounge; retail sales.
- The total gross floor area for the following principal uses shall be 30,000 square feet: personal service; eating establishment; bar, nightclub, tavern, lounge; retail sales.
- A principal use "bar, nightclub, tavern, lounge" shall not have live performances or a dance floor.
- No drive-thru window shall be associated with any eating establishment use.
- All outdoor pole-mounted lighting shall be full cutoff.
- The hotel use shall be limited to the CX-12-CU zoning district area.
- For the purpose of obtaining building permits, the total AM peak hour and total PM Peak hour trips generated on the property within the area subject to this rezoning ordinance shall be no more than the trip volume equivalent to 631 dwelling units of Multifamily Housing (Mid-Rise), 172 rooms of Hotel, 530,000 square feet of General Office Building, and 10,000 square feet of Shopping Center, as determined by the ITE Trip Generation Manual, 10th Edition. This condition shall not be construed to prohibit uses that are otherwise allowed by this rezoning ordinance.
- If National Drive does not have a protected bike lane within the travel way, then the developer shall provide, at the developer's sole election, either:
  - a 10' wide multi-use path located generally along National Drive, within the rezoning area and between the boundary line adjacent to 3800 Glenwood Avenue and the boundary line closest to the City greenway on 3739 National Drive. All or a portion of the multi-use path may be within the National Drive public right-of-way or on private property within a public access easement. Or,
  - a streetscape that includes a minimum sidewalk width of (a) at least 8 feet in width when tree grates are provided, or (b) at least 10 feet in width when a tree lawn is provided. All or a portion of the sidewalk may be within the National Drive public right-of-way or on private property within a public access easement.
- This condition shall apply to the portion of the property located within 800 feet of the northern boundary line of 3800 Glenwood Avenue (Lot 2, Book of Maps 2018, Page 2446). Upon development of property within this area, a landscaped area averaging at least 15 feet in width shall be provided adjacent to the right-of-way line of Glenwood Avenue and I-440, and shall include at least 4 shade trees and 15 shrubs per 100 linear feet. At least two-thirds (2/3) of the shade trees required by this condition shall be evergreen. The width of this landscaped area can vary between 7.5 feet and 25 feet, so long as the average width is at least 15 feet. This landscaped area shall not be considered a protective yard. This condition shall apply only to those areas that are not required to be designated tree conservation area.
- This condition shall apply to the portion of the property outside of that area described in Condition 11 of this zoning ordinance. Upon development of property within this area, a landscaped area shall be provided adjacent to the right-of-way line of Glenwood Avenue and I-440. This landscaped area shall average at least 25 feet in width, with a minimum width of 15 feet and a maximum width of 100 feet. This landscaped area shall be planted with the mix and rate of plantings set forth in UDO section 5.3.1.F.1. (SHOD-2 Required Plantings). At the developer's election, existing vegetation may be used to satisfy this requirement in compliance with UDO section 5.3.1.G. This landscaped area shall not be considered a protective yard. This condition shall apply only to those area that are not required to be designated tree conservation area.

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

Property Owner(s) Signature: \_\_\_\_\_

*R. Gordon Grubb*

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Printed Name(s): R. Gordon Grubb

**Conditional Use District Zoning Conditions**

Zoning case #: <b>Z-31-21</b>	Date submitted: <b>11/27/21</b>	<b>Office Use Only</b> Rezoning case # _____
Existing zoning: OX-5 & OX-5 w/SHOD-2	Proposed zoning: CX-5-CU & CX-12-CU	

**Narrative of Zoning Conditions Offered**

13. On all levels where parking is provided adjacent to an exterior wall of a parking structure, all such façades of the parking structure shall have exterior opaque walls a minimum height of 42 inches above any finished grade and any finished floor.

14. Where levels of structured parking are located at the perimeter of a building, any exposed concrete on the exterior of the parking structure shall be painted and scored.

15. Lighting shall be designed to reduce light spillage outside the parking structure according to the following:

- Light fixtures directly visible from the exterior of a parking structure shall be directed internally upward or shall contain shielded fixtures to prevent such visibility.
- Internal illumination shall conform to the standards of UDO Section 7.4.7. Vehicular Canopies
- Rooftop lighting shall be located at an elevation height less than the top of the nearest exterior perimeter rooftop wall; or shall be setback a minimum of 15 feet from the exterior perimeter of the rooftop wall at a maximum mounted height of 15 feet above finished floor with cutoff light fixtures that have a maximum 90 degree illumination.
- Lighting levels measured at the property line of parcels adjacent to the structured parking deck shall not be greater than 0.5 footcandles.

16. That portion of Lot 11 (Book of Maps 1974, Page 052) described in this Condition 16 shall be limited to five (5) stories in height: Beginning at the northeast corner of Lot 11, where it meets with the northwest corner of Lot 10 (Book of Maps 1974, Page 051) and the right-of-way for I-440 (Point A), and going in a westerly direction along the common boundary line of Lot 11 and the I-440 right-of-way for 200 feet (Point B). Beginning at Point A, and going in a southerly direction along the common boundary line of Lot 11 and Lot 10 for 254 feet as shown on the plat recorded in Book of Maps 1974, Page 051 (Point C), and then going in a westerly direction along the common boundary line of Lot 11 and Lot 10 for 76 feet (Point D), and then going in a southwesterly direction along the common boundary line of Lot 11 and Lot 10 for 25 feet (Point E), and going in a northwesterly direction for approximately 258 feet, connecting Point E to Point B. The maximum height for the rest of Lot 11 (BM 1974, PG 052) shall be limited to no more than 10 stories in height. See Exhibit A attached hereto for an illustration of that portion of Lot 11 limited to five (5) stories in height.

17. That portion of Lot 7 (Book of Maps 1974, Page 008) described in this Condition 17 shall be limited to a maximum of ten (10) stories in height: Beginning in the northwest corner of Lot 7, where it meets with the southwest corner of Lot 11 (BM 1974, PG 052) and the right-of-way of I-440 (Point 1), and going in a southerly direction along the common boundary line of Lot 7 and the I-440 right-of-way for 175 feet (Point 2). Beginning at Point 1, and going in a southeasterly direction along the common boundary line of Lot 7 and Lot 11 for approximately 262 feet until it reaches the right-of-way of National Drive (Point 3), and then going in a southerly direction along the right-of-way of National Drive for 150 feet (Point 4), and then going in an westerly direction for approximately 250 feet, connecting Point 4 and Point 2. See Exhibit B attached hereto for an illustration of that portion of Lot 7 limited to ten (10) stories in height.

18. Within the portion of the property zoned CX-12-CU, but outside of those areas described in Condition 16 and Condition 17, there shall be no more than two (2) buildings with height greater than or equal to ten (10) stories. This condition does not limit the total number of buildings within this portion of the property.

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

Property Owner(s) Signature: \_\_\_\_\_

*R. Gordon Grubb*

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R. Gordon Grubb

Printed Name(s): \_\_\_\_\_



**Conditional Use District Zoning Conditions**

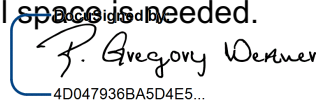
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Property Owner(s) Signature: \_\_\_\_\_

  
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Printed Name(s): R. Gregory Weaver

**Conditional Use District Zoning Conditions**

Zoning case #: <b>Z-31-21</b>	Date submitted: <b>11/27/21</b>	<b>Office Use Only</b> Rezoning case # _____
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Property Owner(s) Signature: \_\_\_\_\_

  
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Printed Name(s): R. Gregory Weaver

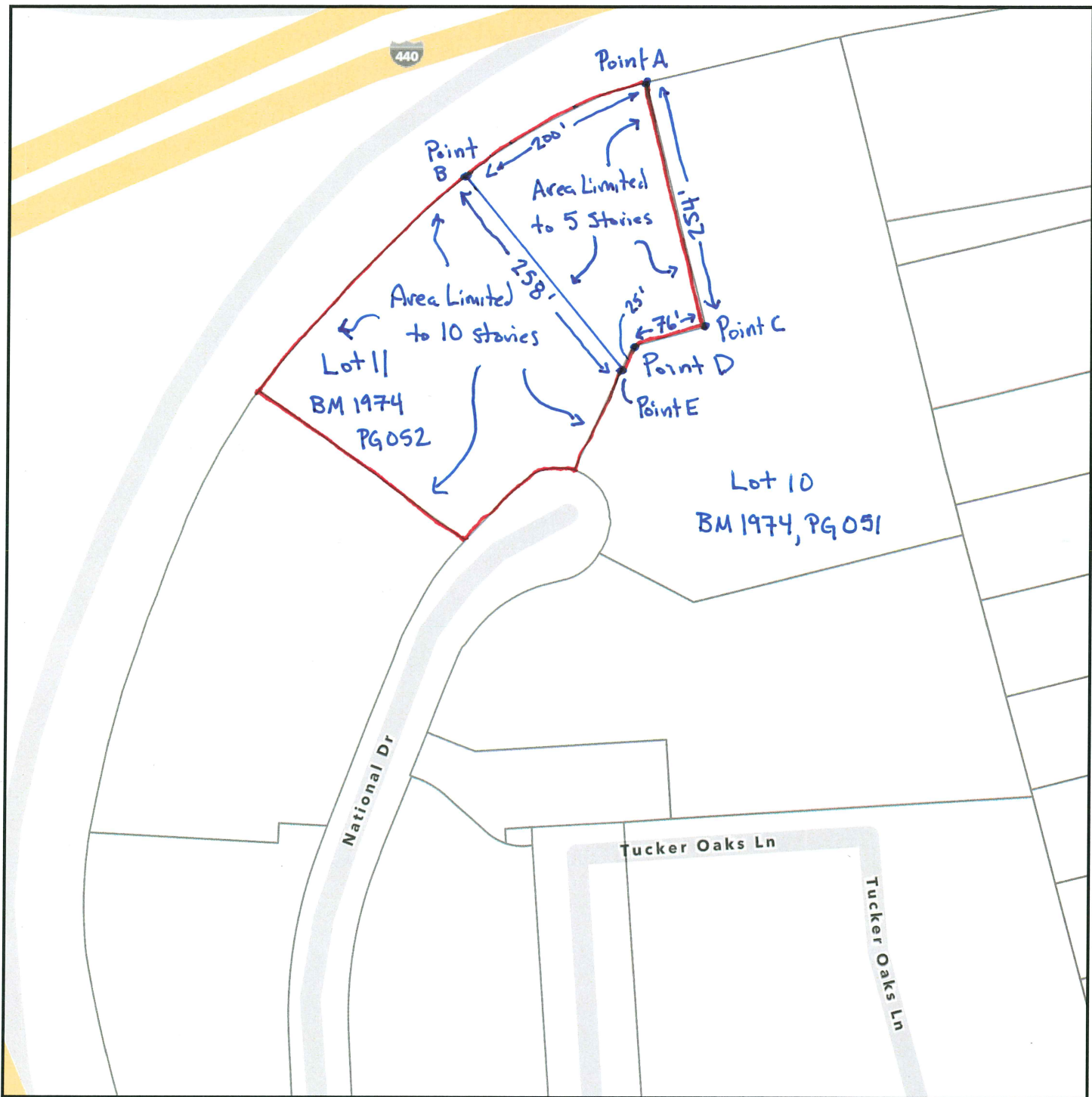
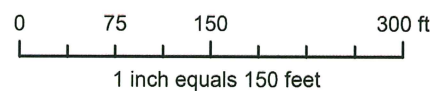


Exhibit A to Z-31-21



**Disclaimer**

iMaps 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 therein, its use, or its interpretation.

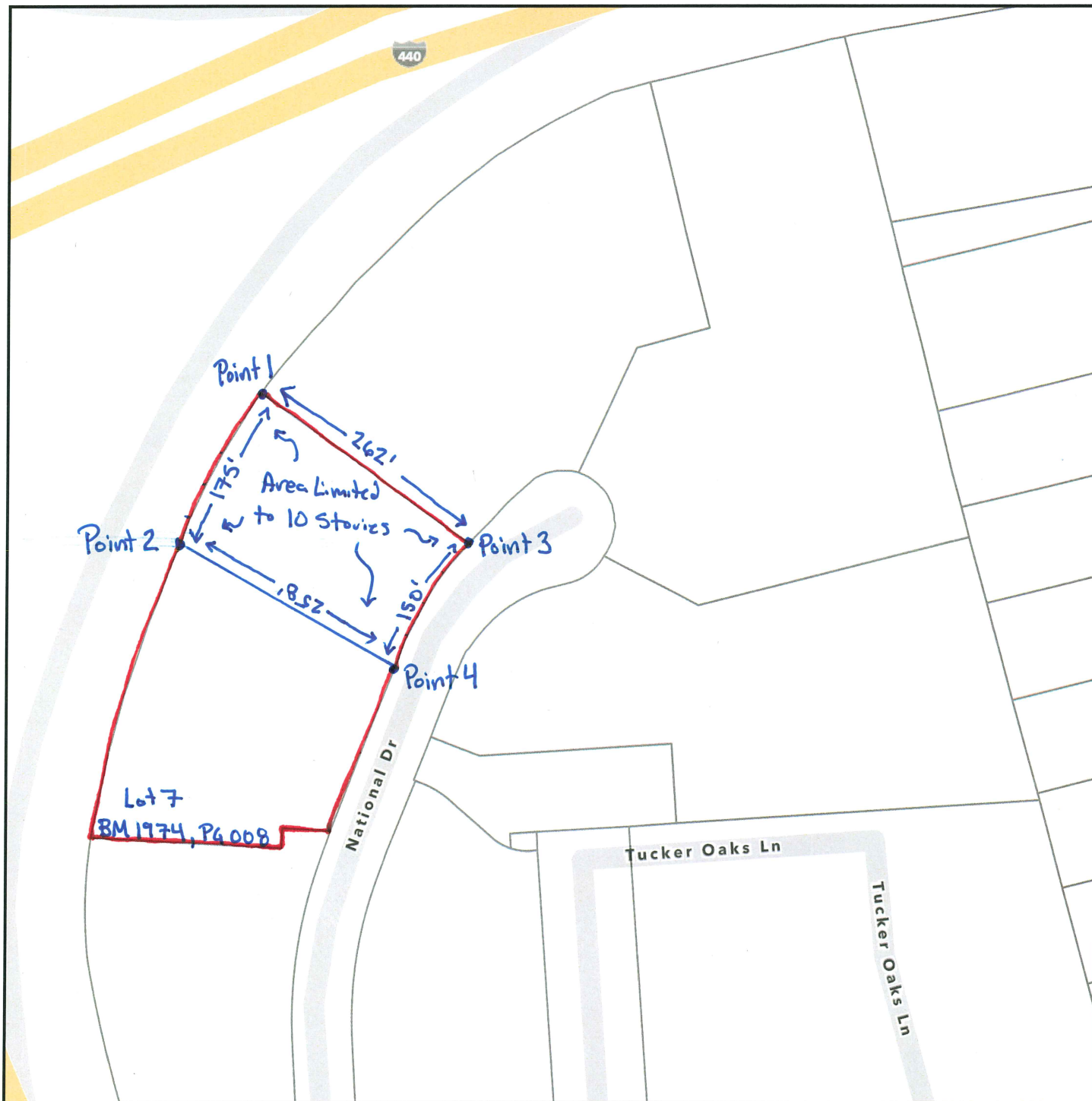
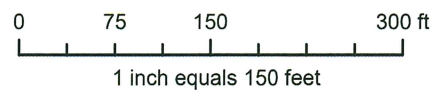


Exhibit B to Z-31-21



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# RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 13066

## CASE INFORMATION: Z-31-21 NATIONAL DRIVE

Location	National Drive, at its northern end  Addresses: 0, 3717, 3724 (portion), 3725, 3733, & 3739 (portion) National Drive and 0 Exchange Glenwood Place  PINs: 795980777, 795887501, 795982876 (portion), 795887960, 795990214, 795993108 (portion), & 795980741  <a href="#">iMaps</a> , <a href="#">Google Maps</a> , <a href="#">Directions from City Hall</a>
Current Zoning	OX-5 and OX-5 w/ SHOD-2
Requested Zoning	CX-5-CU and CX-12-CU
Area of Request	12.04 acres
Corporate Limits	The site is within Raleigh's zoning jurisdiction and corporate limits.
Property Owner	Glenwood Place Portfolio I LLC Glenwood Place Portfolio II LLC 3700 Glenwood Avenue, Suite 430 Raleigh, NC 27612  W & L Properties LLC 2108 Clark Avenue - C/O York Properties Inc. Raleigh, NC 27605
Applicant	Michael Birch, Longleaf Law Partners 4509 Creedmoor Road, Suite 302 Raleigh, NC 27612
Council District	District E
PC Recommendation Deadline	November 13, 2021

## SUMMARY OF PROPOSED CONDITIONS

1. Prohibits certain uses
2. Requires retail, restaurant, bar, and personal service uses to be in a multi-story building.
3. Limits hours of operation for the uses listed in condition 2 to 6:00 AM to 11:00 PM.
4. Limits combined square footage of personal service, restaurants, bars, and retail to 30,000 square feet.
5. Prohibits live performances and dance floors in bars.
6. Prohibits drive-thrus associated with restaurants.
7. Requires outdoor pole lighting to be full cutoff.
8. Limits hotels to the CX-12-CU zoning district.
9. Sets a maximum number of vehicle trips for development on the site.



10. Requires a multi-use path or wider sidewalks along National Drive.
11. Requires a 15-foot wide landscaped area along 800 feet of the western site boundary at the south end of the site.
12. Requires a 25-foot wide landscaped area along the western boundary for the northern portion of the site.

## COMPREHENSIVE PLAN GUIDANCE

<b>Future Land Use</b>	Office & Residential Mixed Use
<b>Urban Form</b>	Parkway Corridor, Transit Emphasis Corridor
<b>Consistent Policies</b>	<ul style="list-style-type: none"> <li>●Policy LU 1.2 – Future Land Use Map and Zoning</li> <li>●Policy LU 1.3 – Conditional Use District Consistency</li> <li>●Policy LU 2.2 – Compact Development</li> <li>●Policy LU 4.10 – Development at Freeway Interchanges</li> <li>●Policy LU 6.2 – Complementary Land Uses and Urban Vitality</li> <li>●Policy LU 7.1 – Encouraging Nodal Development</li> <li>●Policy LU 10.3 – Ancillary Retail Uses</li> <li>Policy EP 5.5 – Forested Buffers</li> <li>●Policy H 1.8 – Zoning for Housing</li> <li>●Policy PR 3.13 – Greenway-oriented Development</li> <li>●Policy UD 1.10 – Frontage</li> </ul>
<b>Inconsistent Policies</b>	<ul style="list-style-type: none"> <li>●Policy UD 7.3 – Design Guidelines</li> </ul>

## FUTURE LAND USE MAP CONSISTENCY

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

## COMPREHENSIVE PLAN CONSISTENCY

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

## PUBLIC MEETINGS

First Neighborhood Meeting	Second Neighborhood Meeting	Planning Commission	City Council
1/12/2021 (15 attendees)	8/30/2021 (7 attendees)	9/14/2021 (consent); 9/28/2021; 10/12/2021	

## PLANNING COMMISSION RECOMMENDATION

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

Reasonableness and Public Interest	The proposal is consistent with the Future Land Use Map and the 2030 Comprehensive Plan because it is compatible with adjacent residential development.
Recommendation	Approval. City Council may now schedule this proposal for a public hearing or refer it to committee for further study and discussion.
Motion and Vote	Motion: Miller Second: O'Haver In Favor: Bennett, Dautel, Elder, Fox, Lampman, Miller, O'Haver, and Rains

## ATTACHMENTS

1. Staff report
2. Rezoning Application
3. Original conditions

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



Ken A. Bowers, AICP  
Planning and Development Deputy Director

Date: 10/12/2021

Staff Coordinator: John Anagnost: (919) 996-2638; [John.Anagnost@raleighnc.gov](mailto:John.Anagnost@raleighnc.gov)



# ZONING STAFF REPORT – CASE Z-31-21

## Conditional Use District

### OVERVIEW

The rezoning case applies to 12 acres located at the southeast quadrant of the interchange of I-440 and US 70 (Glenwood Avenue). There are four complete parcels and portions of two other parcels that form the rezoning area. The parcels form an arc that follows the on-ramp from northbound US 70 to eastbound I-440. The site extends eastward roughly 800 feet from Glenwood Avenue.

The existing zoning is Office Mixed Use-5 Stories (OX-5) with the Special Highway Overlay District-2 (SHOD-2) mapped on the northern and western part of the site. A 200-foot wide area along the eastern boundary of the existing OX zoning has been excluded from the request. The proposed zoning is Commercial Mixed Use-12 Stories. The SHOD-2 overlay would be removed.

The rezoning site is currently developed with five, two-story office buildings and one single-story office building. Most are designed in a modernist style of architecture. The buildings were constructed between 1973 and 1978. Two of the buildings have been surveyed by the North Carolina Historic Preservation Office as examples of New Formalism architecture. No determination has been made as to whether they are eligible for listing on the National register of Historic Places.

The rezoning area is part of a larger development comprising nearly all the parcels fronting on National Drive, Woman's Club Drive, and Exchange Glenwood Place. This development was originally constructed as an office park in the 1960s and 1970s with a Modernist architectural character, surface parking, and somewhat suburban building setbacks.

The Woman's Club of Raleigh is a notable civic component and namesake of the area's southernmost street. Since its inception, a 150-foot-wide vegetated buffer has been present along much of the eastern boundary of the office park. This buffer is significantly narrower where it parallels the rezoning site.

This pattern has been gradually transitioning since 2006 to taller, contemporary-designed buildings with structured parking and minimal building setbacks. Two new buildings have been constructed since 2017. A site plan for a third building is approved, and the building is currently under construction. Redevelopment of the rezoning site would complete the modernization of the development pattern, with the exception of the Woman's Club.

Development of the surrounding area is primarily apartment and office buildings lining Glenwood Avenue with low density neighborhoods immediately behind. Zoning matches the existing development. A variety of mixed-use districts are mapped along Glenwood Avenue. Heights for these districts range from three to twelve stories. The vegetated buffer discussed

above has Conservation Management (CM) zoning. The surrounding neighborhoods are zoned Residential-4. Special Highway Overlay Districts are present along I-440.

The Future Land Use Map on and around the rezoning site closely aligns with the zoning. Office & Residential Mixed Use is the primary designation on the site and along Glenwood Avenue. Community Mixed Use, Neighborhood Mixed Use, and High Density Residential are also applied adjacent to the thoroughfare. Glenwood Avenue is a Transit Emphasis Corridor on the urban Form Map. I-440 is designated as a Parkway Corridor.

Multiple zoning conditions are offered as part of the rezoning request. They generally have the effect of making the proposed CX district more similar to an OX district. This is accomplished with conditions prohibiting certain uses, limiting hours of operation for some commercial uses, and requiring those same uses to be within multi-story buildings. Pole-mounted lighting is also required to be full cutoff by the conditions. The overall result of the rezoning, if approved, would be to increase potential development of the site nearly twofold and to allow additional commercial uses with fewer restrictions.

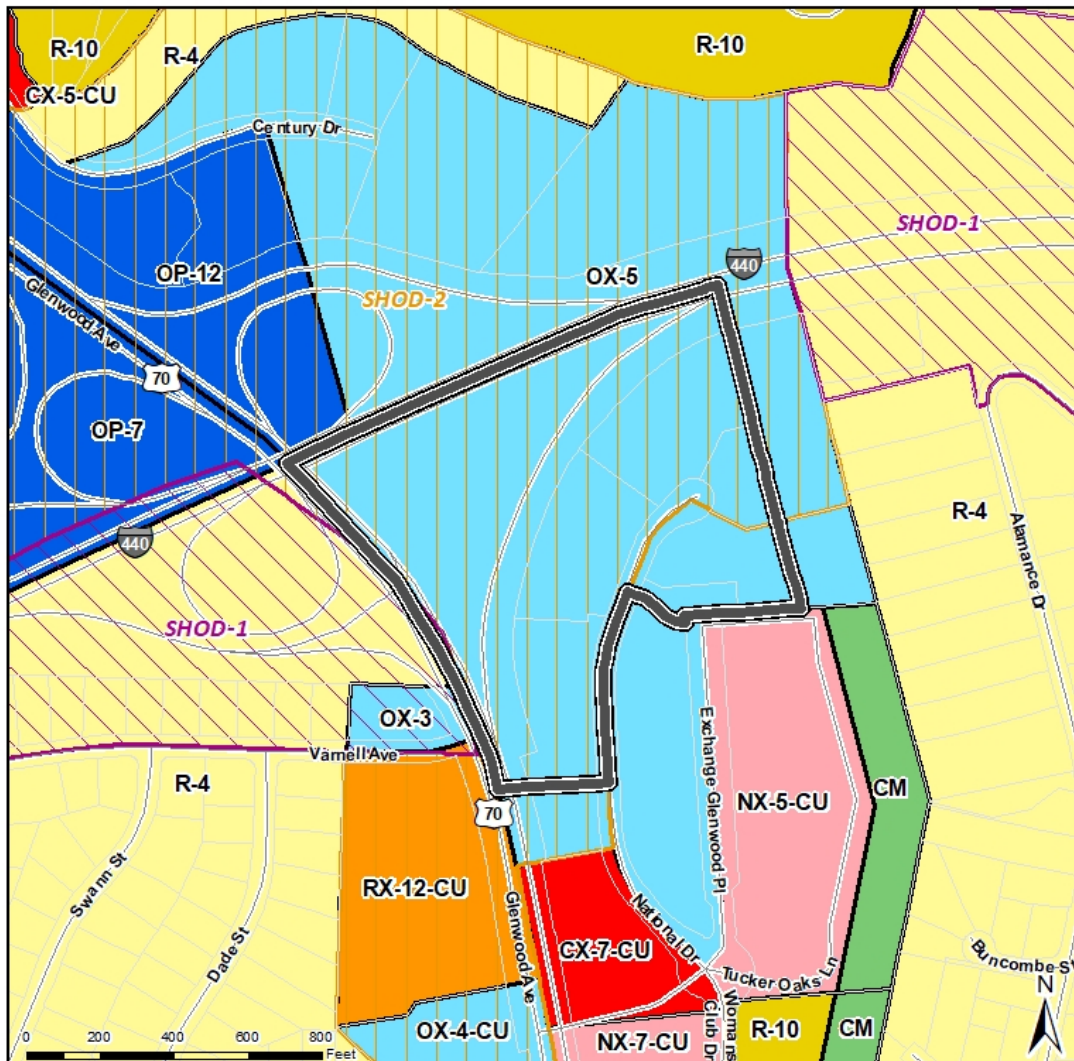
**Update for October 12:** The applicant has submitted revised conditions that require a multi-use path or wider sidewalk along National Drive and require landscaping along Glenwood Avenue and I-440.

## OUTSTANDING ISSUES

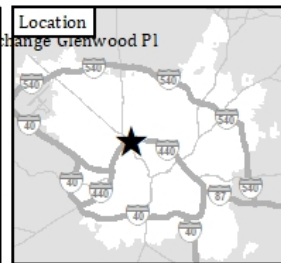
Outstanding Issues	None.	Suggested Mitigation	N/A
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# Existing Zoning

Z-31-2021



<b>Property</b>	3717, 3725, 3733, & 0 National Dr; 3724 & 3739 National Dr (portions of); 0 Exchange Glenwood Pl
<b>Size</b>	10.1 acres
<b>Existing Zoning</b>	OX-5 w/SHOD-1
<b>Requested Zoning</b>	CX-12-CU & CX-5-CU



Map by Raleigh Department of Planning and Development (mansol@): 6/1/2021

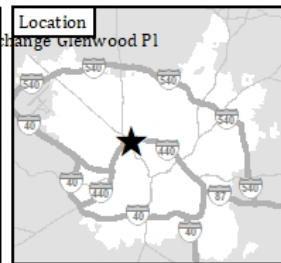


# Future Land Use

Z-31-2021



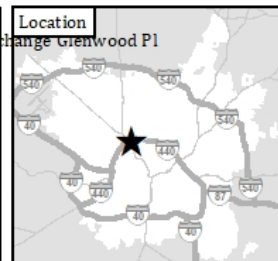
<b>Property</b>	3717, 3725, 3733, & 0 National Dr; 3724 & 3739 National Dr (portions of); 0 Exchange Glenwood Pl
<b>Size</b>	10.1 acres
<b>Existing Zoning</b>	OX-5 w/SHOD-1
<b>Requested Zoning</b>	CX-12-CU & CX-5-CU



Map by Raleigh Department of Planning and Development (mansol@): 6/1/2021



<b>Property</b>	3717, 3725, 3733, & 0 National Dr; 3724 & 3739 National Dr (portions of); 0 Exchange Glenwood Pl
<b>Size</b>	10.1 acres
<b>Existing Zoning</b>	OX-5 w/SHOD-1
<b>Requested Zoning</b>	CX-12-CU & CX-5-CU



Map by Raleigh Department of Planning and Development (mansolf); 6/1/2021

# COMPREHENSIVE PLAN

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

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

The request is consistent with the Expanding Housing Choices, Managing Our Growth, and Coordinating Land Use and Transportation Vision Themes of the 2030 Comprehensive Plan because it would permit more housing units in a mixed-use area where there are employment opportunities and transit service. This style of development supports the desired “integrated land uses” and “successful. . .public transit services” noted in these policies. Consistency could be gained by requiring site design that encourages use of the greenway, encourages an active streetscape, and more fully protects tree cover along I-440.

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

Yes, the request would limit shopping and service uses to the proportion called for by the Future Land Use Map. The site’s Office & Residential Mixed Use designation on the Future Land Use Map suggests that the primary land uses should be residential or office with the potential for retail or personal services at a scale that is oriented to occupants of the same development. Zoning conditions are offered which would limit total square footage of retail, restaurant, and personal service uses and require them to be located in multi-story buildings. The conditions reduce the likelihood of a shopping center being developed and indicate that commercial uses will be scaled to serve residents and office users on within the site.

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

The requested uses are aligned with the Future Land Use Map designation.

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

The results of the traffic impact analysis (TIA) conducted for this proposal show significant increases in vehicle trips at the site if the requested zoning is developed to its full extent. The TIA proposes modifications to nearby intersections to improve traffic conditions in this circumstance. The existing level of service (LOS) around the I-440/Glenwood Avenue interchange is poor. The mitigations suggested in the TIA are projected to produce an acceptable level of service for the nearby area. It should also be noted that NCDOT is developing a plan to improve the I-440/Glenwood Avenue interchange. Overall, traffic improvements required for the development should lead to acceptable level of service around the site. Another, more specific TIA is likely to be required during site plan review. Other City facilities are adequate to serve development under the requested zoning.

## Future Land Use

**Future Land Use designation:** Office & Residential Mixed Use

**The rezoning request is**

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

☐ **Inconsistent**

The requested zoning district of CX permits includes conditions to require commercial uses such as retail to be limited in magnitude and established in multi-story buildings. These conditions promote mixed-use development that includes office or residential uses. The Future Land Use Map designates the site for Office & Residential Mixed Use (ORMU). This category indicates that retail, restaurant, or personal service uses should be established only as part of larger developments that are occupied primarily by offices or residences.

One zoning condition requires commercial uses to be placed in multi-story buildings. Another limits total square footage of many non-office commercial uses to 30,000 square feet. The condition improves consistency with the Future Land Use Map and gives greater assurance that the relative magnitudes of different use types would be aligned with the Future Land Use designation.

The requested height of 12 stories for a portion of the site is greater than the recommended height for ORMU. In the context of this rezoning request, the maximum recommended height is seven stories. The request would be more consistent with the Future Land Use Map if the proposed maximum height was seven stories. A condition has been offered which limits the total amount of development on the site by establishing a trip budget. The amount of development enabled by the trip budget is about 20% less than the total potential development estimated for the request without the trip budget. This suggests that developed heights on the site will not make full use of the maximum requested height of 12 stories, though that height may still be sought in future development plans.

## Urban Form

**Urban Form designation:** Parkway Corridor, Transit Emphasis Corridor

**The rezoning request is**

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

☐ **Inconsistent**

☐ **Other** (no Urban Form designation OR no Urban Form designation, but zoning frontage requested)

There are two Urban Form designations applicable to the site. I-440 is mapped with a Parkway Corridor, and Glenwood Avenue is identified as a Transit Emphasis Corridor. The Parkway category recommends that the portion of the site adjacent to I-440 have sufficient tree coverage to provide an aesthetically pleasing, natural

appearance along the highway. The proposed zoning would remove the SHOD-2 overlay from the site.

This overlay district requires tree conservation area (TCA) or tree planting to be provided along I-440. While trees in this area may qualify as tree conservation area without the SHOD-2, if they don't then they could be removed. Zoning conditions have been offered with a similar effect. Two zoning conditions require landscaped areas along the western and northern site boundaries that would support the Parkway recommendation.

The Transit Emphasis Corridor calls for a frontage to be included in the zoning of the site. A frontage would require buildings to be placed close to the street. This placement would support the use of transit and encourage pedestrian activity on streets abutting the site. Much of the site's eastern street frontage is the on-ramp for I-440 where pedestrian activity and transit access are not desirable.

A zoning condition is offered to make the site frontage on National Drive a more activated and people-oriented streetscape. The condition requires a multi-use path or wide sidewalk that increases consistency with the Transit Emphasis Corridor. The request is still somewhat inconsistent with the Transit Emphasis Corridor policy guidance. Overall, the zoning conditions create enough alignment with the Urban Form recommendations for the proposal to be consistent with the Urban Form Map.

## Compatibility

### **The proposed rezoning is**

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

☐ **Incompatible.**

The proposed zoning would allow residential, office, commercial and mixed-use development with heights of up to five and twelve stories. This style of development is similar to existing and approved development in the National Drive office park. The lack of street connectivity with the neighborhood to the east prevents traffic impacts. The requested heights provide a transition from five stories to twelve stories as the site extends from east to west. This height gradient limits impacts of scale and massing on the adjacent neighborhood. The 200-foot wide strip on the east side of the site assures a transition of allowed uses by retaining the OX zoning directly adjacent to the neighborhood. The potential development enabled by the proposal is compatible with the adjacent development pattern.



## Public Benefits of the Proposed Rezoning

- The request may increase the supply of housing in the area.
- The proposal may enable the creation of employment, service, and shopping options.

## Detriments of the Proposed Rezoning

- The proposed zoning may lead to increased vehicle trips in a location with limited street connectivity.

## Policy Guidance

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

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### ● **Policy LU 1.2 – Future Land Use Map and Zoning**

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

### ● **Policy LU 10.3 – Ancillary Retail Uses**

Ancillary retail uses in residential and office developments located in areas designated High Density Residential, Office and Residential Mixed Use and Office/Research and Development should not be larger in size than appropriate to serve primarily the residents, employees, visitors, and patrons of the primary uses in the area; should preferably be located within a mixed-use building; and should be sited to minimize adverse traffic, noise, and visual impacts on adjoining residential areas.

*The Future Land Use Map designates the rezoning site for Office & Residential Mixed Use. This land use category states that the scale of non-office commercial uses should be ancillary to office and residential uses. The request provides for consistency with that recommendation by zoning conditions limiting total area of these types of uses and specifying that they can only be established in multi-story buildings. This will encourage vertically mixed-use development. The requested 12-story height for the rezoning is taller than the maximum of seven stories called for by the Future Land Use Map. The proposed height is mitigated by an offered zoning condition that limits development through a maximum amount of vehicle trip generation. This condition would reduce total entitlement by about 20%. The request could be more consistent if the proposed CX-12-CU district had a maximum height of seven stories.*

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

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

*The request includes zoning conditions that reduce inconsistency with the Future Land Use Map and other policies from the 2030 Comprehensive Plan. Conditions improve consistency by prohibiting certain uses, requiring some commercial uses to be located in multi-story building, and limiting hours of operation.*

● **Policy LU 2.2 – Compact Development**

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

● **Policy LU 4.10 – Development at Freeway Interchanges**

Development near freeway interchanges should cluster to create a node or nodes located at a nearby intersection of two streets, preferably classified two-lane avenue or higher, and preferably including a vertical and/or horizontal mix of uses. Development should be encouraged to build either frontage or access roads behind businesses to provide visibility to the business from the major street while limiting driveway connections to the major street.

● **Policy LU 6.2 – Complementary Land Uses and Urban Vitality**

A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers to maintain the city's livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistently with this policy.

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

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

*The rezoning request would allow additional density and a wider range of uses in an area with mostly office and residential uses currently. The integration of complementary uses such as food service and retail can reduce demand for vehicular trips on nearby roads and encourage walking, cycling, and transit ridership. The rezoning site is near the interchange of I-440 and Glenwood Avenue and takes access from a nearby intersection.*

● **Policy H 1.8 – Zoning for Housing**

Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well-supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.

*The proposed zoning would allow greater housing supply in an area with existing employment uses, access to transit and a greenway, and in an area where existing residents have substantially higher incomes than the citywide median.*

● **Policy PR 3.13 – Greenway-oriented Development**

Development adjacent to or encompassing a designated greenway corridor or greenway connector should provide links between internal pedestrian infrastructure and the greenway network, where appropriate. The development should pro-actively respond to greenways as

an amenity, incorporating and maintaining greenway viewsheds and aesthetic character, as well as storm water management and flood control benefit.

*An access point for the Crabtree Creek Greenway Trail is present at the northwest end of the larger development that contains the rezoning site. While the site does not touch this access point, the rezoning petition responds to the presence of the greenway by including a multi-use path or higher-quality streetscape through the site. High-quality bicycle circulation will encourage use of the greenway and could mitigate additional vehicle traffic pressure from the development.*

#### **Policy EP 5.5 – Forested Buffers**

Conserve forested buffers along Raleigh’s freeways and expressways through the use of Special Highway Overlay Districts and conditional use zoning.

#### **● Policy UD 1.10 – Frontage**

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

The proposed zoning does not include the SHOD-2 overlay that is currently present on the site. The SHOD-2 overlay would require tree cover along the I-440 on-ramp and Glenwood Avenue. Tree conservation area (TCA) can be used to meet this requirement if existing trees meet the TCA requirements. If existing trees are insufficient, the SHOD-2 requires new trees to be planted to meet the requirements. Without the SHOD-2, Tree conservation area requirements will require preservation of existing trees along I-440 and Glenwood Avenue if they meet requirements such as minimum width of TCA area and standards for the density of tree cover. If the existing trees do not meet these requirements, they can be removed during development. The TCA requirements are less stringent than the SHOD-2 requirements. Removal of the SHOD-2 decreases the certainty that tree cover along I-440 and Glenwood Avenue will be uniformly provided. This uncertainty is reduced by zoning conditions to require landscaping along the site’s western and northern boundaries. The offered conditions are consistent with the recommendations of the Parkway Corridor mapped on I-440. This corridor on the Urban Form map indicates that forested areas should be present long the roadway.

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

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

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

*The rezoning site has a very small amount of frontage along Glenwood Avenue. Glenwood Avenue is identified as a Transit Emphasis Corridor on the Urban Form Map. This designation suggests a zoning frontage should be included in the rezoning. Considering that the site does not take access directly from Glenwood*

*Avenue or the I-440 ramp, the zoning frontage does not have a strong policy basis for activating those roadways. A zoning frontage would have significant benefits for the interior of the site where new development will abut National Drive. An urban frontage would require a higher-quality streetscape and active uses along National Drive. The rezoning request includes conditions to require a multi-use path or wide sidewalk along National Drive. These features will serve as amenities to accommodate additional users of more intense future development enabled by the request. The improved pedestrian experience improves consistency with the design guidelines but does not ensure the full set of design elements that the guidelines call for. It should be noted that the extent of the Transit Emphasis Corridor along the site is very limited, so this policy inconsistency is not substantial.*

### Area Plan Policy Guidance

There is no area plan guidance for the site.

# EQUITY AND CLIMATE CHANGE ANALYSIS

## Transportation Cost and Energy Analysis

	City Average	Site	Notes
Transit Score	30	43	The Transit Score is higher than the city average. Bus service is available on Glenwood Avenue by GoRaleigh Route 6 Crabtree and Route 16 Oberlin. Reaching the inbound stop requires crossing Glenwood Avenue at an unsignalized median break.
Walk Score	30	24	The site is within a development that has no connection to the surrounding street network other than Glenwood Avenue. There are few shopping destinations within National Drive. New development and the rezoning request may create opportunities for walking trips within the National Drive area. The site has a connection with the Crabtree Creek Greenway Trail. Many destinations are a mile or more away.
Bike Score	41	39	The site's only access is Glenwood Avenue which does not have bicycle lanes. Access to the Crabtree Creek Greenway Trail is available from the northeast corner of the site, providing access to Crabtree Valley Mall and destinations around Six Forks Road and Wake Forest Road.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	61	The transportation cost index is somewhat low in comparison to other nearby Census tracts. This is likely due to the low number of destinations accessible by surrounding streets. Greenway access mitigates the site's isolation somewhat.



HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	89	The area containing the site was originally developed as an office park. Several office buildings are present
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Source: [Walk Score](#) is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. HUD index scores are percentiles indicating how well the subject tract performs compared to all other census tracts in the United States. A higher percentile for Low Transportation Cost or Jobs Proximity indicates a lower the cost of transportation and higher access to jobs in the nearby area, respectively.

## Housing Energy Analysis

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

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

## Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Adds	The proposal would enable as many as 635 additional housing units to be constructed on the site.
Is naturally occurring affordable housing present on the site?	Unlikely	Existing uses on the site are offices.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	All residential building types are allowed in the requested zoning.
If not a mixed-use district, does it permit smaller lots than the average? *	N/A	The request is for mixed use districts.
Is it within walking distance of transit?	Yes	Bus service is available on Glenwood Avenue by GoRaleigh Routes 6 and 16. All parcels within the rezoning site are within one-half mile of the transit stop for these routes.

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

## Demographic Indicators from EJSCREEN\*

Indicator	Site Area	Raleigh
Demographic Index** (%)	7	36
People of Color Population (%)	5	46
Low Income Population (%)	8	30
Linguistically Isolated Population (%)	0	3
Population with Less Than High School Education (%)	0	9
Population under Age 5 (%)	7	6
Population over Age 64 (%)	19	11
% change in median rent since 2015	206	20.3

\*Environmental Justice Screening and Mapping Tool from the Environmental Protection Agency (<https://www.epa.gov/ejscreen>)

\*\*The Demographic Index represents the average of the percentage of people who are low income and the percentage of people who are minorities

## Health and Environmental Analysis

What is the life expectancy in this zip code tract? Is it higher or lower than the county average?	84.8	The life expectancy in the area around the rezoning site is significantly higher than the county average of 78.1 years.
Are there known industrial uses or industrial zoning districts within 1,000 feet?	No	None identified
Are there hazardous waste facilities are located within one kilometer?	No	None identified
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	Not likely	Wake County soil data indicate flood-prone soil in the northwestern portion of the site. Floodplain associated with Crabtree Creek reaches to within 200 feet of the site's northeastern corner. The elevation of the site is roughly 40 feet higher than the 100-year flood elevation.
Is this area considered a food desert by the USDA?	No	The site is not considered a food desert by any of the USDA definitions.

## Land Use History

When the property was annexed into the City or originally developed, was government sanctioned racial segregation in housing prevalent?*	Yes	The rezoning property was annexed in 1960. At that time racially discriminatory housing laws, policies, and practices were in use and negatively impacting housing opportunities for Black, Indigenous, and people of color.
Has the area around the site ever been the subject of an urban renewal program?*	No	
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups?*	No	None identified
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires?*	No	None identified

*\*The response to this question is not exhaustive, and additional information may be produced by further research. Absence of information in this report is not conclusive evidence that no such information exists.*

## Analysis Questions

1. Does the rezoning increase the site's potential to provide more equitable access to housing, employment, and transportation options? Does the rezoning retain or increase options for housing and transportation choices that reduce carbon emissions?

*Response: The request would increase the amount of housing that could be developed on the site. This may slow the increase in housing costs in the immediate area and allow additional residents to benefit from the site's access to transit, employment options, and the greenway system. Housing on the site would likely produce lower carbon emission per unit than the average housing unit in Raleigh.*

2. Is the rezoning in an area where existing residents would benefit from access to lower cost housing, greater access to employment opportunities, and/or a wider variety of transportation modes? Do those benefits include reductions in energy costs or carbon emissions?

*Response: No. The existing residents of the area are significantly less likely to be economically and socially disadvantaged than an average Raleigh resident. Poverty is much lower and educational attainment is much higher in this area than for the city in general.*

3. Have housing costs in this area increased in the last few years? If so, are housing costs increasing faster than the city average?

*Response: Yes. The cost to rent a two-bedroom unit has increased 206% since 2015. This suggests that housing supply is not keeping up with demand, new housing units are targeted at higher incomes, or both.*

4. Are there historical incidences of racial or ethnic discrimination specific to this area that have deprived Black, Indigenous, and People of Color (BIPOC) of access to economic opportunity, public services, or housing? If so, does the rezoning request improve any current conditions that were caused, associated with, or exacerbated by historical discrimination?

*Response: No, there are no direct discriminatory practices associated with the site's development and use history. Offices have been the primary use since the 1960s, though housing has been introduced in the National Drive development in recent years. The earliest buildings on the site were constructed near the end of the historical period when racial discrimination was legal.*

5. Do residents of the area have disproportionately low life expectancy, low access to health insurance, low access to healthy lifestyle choices, or high exposure to environmental hazards and/or toxins? If so, does the rezoning create any opportunities to improve these conditions?

*Response: No. Based on Census data, residents of the area tend to have greater economic outcomes and longevity than residents in many other parts of Raleigh.*

# IMPACT ANALYSIS

## Historic Resources

The site is not located within or adjacent to a National Register Historic District or Raleigh Historic Overlay District. It does not include nor is adjacent to any National Register individually-listed properties or Raleigh Historic Landmarks. Two structures on the site have been surveyed and are identified by the SHPO as WA7976 (3725 National - Northampton Building: 1974 2-story parapet roof New Formalism steel frame building w/ brick veneer); and WA7975 (3739 National - Cumberland Building: 1975 2-story parapet roof New Formalist steel frame building w/ brick veneer).

**Impact Identified:**

## Parks and Recreation

1. This site is adjacent to the Crabtree Creek - Country Club Hills Greenway Easement and the Crabtree Creek Greenway Trail. There is also an existing public access easement within the site, included a greenway connection to the Crabtree Creek Greenway Trail.
2. Please consider providing a connection between the internal pedestrian network and the existing greenway trail connector on site (within the terms of the public access easement). Greenway-oriented development is encouraged through the following Comprehensive Plan Policy, "Key Policy PR3.13: Development adjacent to or encompassing a designated greenway corridor or greenway connector should provide links between internal pedestrian infrastructure and the greenway network, where appropriate. The development should pro-actively respond to greenways as an amenity, incorporating and maintaining greenway viewsheds and aesthetic character, as well as storm water management and flood control benefits."
3. Nearest existing park access is provided by Beckana Park (0.5 miles) and Varnell Park (0.7 miles).
4. Nearest existing greenway trail access is provided by the Crabtree Creek Greenway Trail (portion of which currently runs through the site).
5. Current park access level of service in this area is graded a B letter grade.
6. If there is a desire to reconfigure, relocate, or reconstruct the existing greenway trail or public access easement on-site, please contact PRCR (emma.liles@raleighnc.gov) to discuss design details and overall intent, in order to ensure that the existing cross-access is retained.

**Impact Identified:** While not directly adjacent to the Crabtree Creek Greenway Trail, the site is part of a development that abuts an entrance to the trail. The rezoning request could create additional public benefits that may offset transportation demand by including conditions to require a high-quality bicycle facility through the site.

## Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	7,143 gpd	254,250 gpd	372,000 gpd
Waste Water	7,143 gpd	254,250 gpd	372,000 gpd

1. The proposed rezoning would add 364,857 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains located in National Drive adjacent to the proposed rezoning area
2. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy
3. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer

## Stormwater

Floodplain	None
Drainage Basin	Crabtree Creek
Stormwater Management	Subject to stormwater regulations under Article 9 of UDO.
Overlay District	None

**Impact Identified:** None

## Transportation

### **Site Location and Context**

#### *Location*

The Z-31-2021 site is located in northwest Raleigh near Glenwood Avenue on National. This is near the interchange between Glenwood Avenue and I-440.

#### *Area Plans*

The Z-31-2021 site is not located within any existing or active are or corridor plans.

## **Existing and Planned Infrastructure**

### *Streets*

Glenwood Avenue is a 6-lane divided avenue maintained by NCDOT.

National Drive is a local street. It is not currently maintained by the City of Raleigh, but completion of the development and redevelopment will result in city-maintained streets.

In accordance with UDO section 8.3.2, the maximum block perimeter for CX-5 and CX-12 zoning districts is 2,500 feet, and the maximum length for a dead-end street is 300 feet. The current block perimeter for this site is very large, being constrained by I-440 and its interchange with Glenwood Ave as well as the developed single-family neighborhood to the east.

### *Pedestrian Facilities*

Sidewalks are complete on National Drive and Woman's Club Drive. The site frontage on Glenwood Avenue north of National Drive does not have a sidewalk.

### *Bicycle Facilities and Greenways*

There are no existing on-street bikeways near subject property. There is a sidewalk connection to the Crabtree Creek Greenway Trail at the northeast corner of the site. This connection is approximately ¼ mile long. The long-term bikeway plan calls for a separated bikeway on Glenwood Avenue.

### *Transit*

This site is served by GoRaleigh route #6 and #16. Route #6 is planned to have service frequency and span increased in FY22 as directed by the Wake Transit Plan. Taking full advantage of this frequent transit service will need pedestrian enhancements so that northbound and southbound service are fully accessible from the Z-31-2021 site. It is currently 0.3 mile to the nearest signalized crossing of Glenwood Avenue and 0.4 mile to the southbound transit stop from the site. The southbound stop is at National Drive and the northbound stop is between Woman's Club Drive and National Drive.

### *Access*

Access to the subject site is via National Drive.

## **Other Projects in the Area**

NCDOT plans to improve the interchange of Glenwood Avenue with I-440. This project is I-5870 in the State Transportation Improvement Program (STIP) to start in 2029. The scope and limits of the project are not known at this time; work on the project has been paused by NCDOT.

## **Traffic Impact Analysis**

Comprehensive Plan Policy T 1.6 directs staff to identify transportation impacts proactively:

### **Policy T 1.6 Transportation Impacts**

Identify and address transportation impacts before a development is implemented.

### *TIA Determination*

Based on the Envision results, approval of case Z-31-21 would increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from OX-5 to OX-5-CU, CX-5-CU, and CX-12-CU is projected to generate 643 new trips in the AM peak hour and 680 new trips in the PM peak hour. These values do trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual.

Z-31-21 Existing Land Use Office	Daily	AM	PM
	1,960	203	208
Z-31-21 Current Zoning Entitlements Office Mixed Use	Daily	AM	PM
	9,340	782	990
Z-31-21 Proposed Zoning Maximums Office Mixed Use, Commercial Mixed Use	Daily	AM	PM
	16,071	1,424	1,670
Z-31-21 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	<b>6,731</b>	<b>643</b>	<b>680</b>

### *TIA Review*

A TIA was performed by Stantec and reviewed by City staff. The analysis indicates that buildout under the proposed rezoning will have impacts to the surrounding roadway network beyond those of the buildout under the existing zoning. Those impacts can be mitigated in one of two ways with the improvements listed below. Additional coordination with NCDOT staff and City traffic engineering staff will be needed to confirm the appropriateness of a signal at National Drive. That coordination is underway.

- **National Drive Right-In, Right-Out:** This scenario generally keeps the existing traffic patterns and operating practices, but with modifications and additional lanes.
- **National Drive Traffic Signal:** This scenario adds a full-movement traffic signal at the intersection of National Drive and Glenwood Avenue. Other operational changes and additional lanes are proposed as well.

See the attached technical review memo for additional details regarding the TIA.

**Impact Identified:** Development of the site to the maximum extent allowed by the request would require modification to nearby streets or traffic patterns.

### Urban Forestry

Removal of SHOD-2 overlay would remove planting requirements associated with the Major Access Corridor protective yard. Tree cover in that area would be established by TCA requirements which may not guarantee a similar amount of coverage in comparison to the SHOD-2 requirement.

**Impact Identified:** Removal of the SHOD-2 overlay may reduce the required quality of tree cover along the I-440 ramp that forms the northern boundary of the site.



## Impacts Summary

The request is near an access point for the Crabtree Creek Greenway Trail. The request would significantly increase vehicle trips at the site entrances.

## Mitigation of Impacts

The proposal could provide greater public benefit and possibly manage additional density by including transportation facilities and site design that encourages use of the greenway trail. Potential traffic impacts could be reduced by limiting the total amount of potential development through zoning conditions.

## **CONCLUSION**

This rezoning request applies to 11 acres at the north end of National Drive. The existing zoning is OX-5 with the SHOD-2 overlay covering most of the site area. The proposed zoning is CX-5-CU and CX-12-CU with no SHOD-2 overlay. Conditions have been offered to prohibit some uses and limit location and hours of operation for other uses. These conditions make the requested zoning more similar to an OX or NX district, though those districts have additional restrictions. Another condition regulates lighting. Conditions will also set a trip budget, require landscaping along Glenwood Avenue and I-440, and require improved pedestrian facilities along National Drive.

The proposal is consistent with the Office & Residential Mixed Use (ORMU) designation mapped by the Future Land Use Map due to the scale of allowed commercial uses. However, the maximum allowed height in the CX-12-CU district conflicts with the height recommendation of ORMU. The request would slightly weaken tree protections along the I-440 ramp at its northern end because it does not retain the existing SHOD-2 overlay. The zoning conditions to require landscaping resolve this change and, along with the pedestrian improvements condition, provide consistency with the Urban Form Map. Some text policies of the 2030 Comprehensive Plan do not support the rezoning, including one indicating the appropriate amount of retail space in the subject Future Land Use category.

Many other policies are aligned with the proposal. These are generally related to more compact, mixed-use development in urbanized areas with transit service. Consistency is also based on the pedestrian improvements activating the adjacent greenway. In general, the type of development proposed is compatible with existing uses and supported by Vision Themes related to managing growth, integrating land uses, and allowing development in areas with existing infrastructure. The request is consistent with the 2030 Comprehensive Plan.

## CASE TIMELINE

Date	Action	Notes
5/28/2021	Application submitted	
6/29/2021	Staff review complete	TIA and second neighborhood meeting required
7/30/2021	TIA review complete	
8/30/2021	Second neighborhood meeting	
9/14/2021	Case placed on Planning Commission consent agenda and not discussed	
9/28/2021	Case discussed at the Planning Commission	Landscaping along I-440, maximum height, and greenway activation were discussed
10/12/2021	Case placed on the Planning Commission agenda for discussion	Planning Commission recommends approval.

# APPENDIX

## SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	OX-5, OX-5 w/ SHOD-2	OX-5	CX-7-CU, NX-5-CU, CM	OX-5, R-4	OX-3, RX-12-CU, R-4
Additional Overlay	SHOD-2 (partial)	SHOD-2	None	SHOD-1	SHOD-1
Future Land Use	Office & Residential Mixed Use	Office/Research & Development	Community Mixed Use, Neighborhood Mixed Use	Low Density Residential	High Density Residential
Current Land Use	Office	Major Utilities, Open Space	Office, Medium Density Residential	Low Density Residential	High Density Residential, Low Density Residential
Urban Form	Parkway Corridor, Transit Emphasis Corridor	Parkway Corridor	Transit Emphasis Corridor	Parkway Corridor	Transit Emphasis Corridor

## CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	OX-5, OX-5 w/ SHOD-2	CX-5-CU, CX-12-CU
Total Acreage	11	11
Setbacks:		
Front	5'	5'
Side	0' or 6'	0' or 6'
Rear	0' or 6'	0' or 6'
Residential Density:	70.87	128.49
Max. # of Residential Units	781	1,416
Max. Gross Building SF	918,000	1,666,000
Max. Gross Office SF	828,000	1,514,000
Max. Gross Retail SF	128,000	30,000
Max. Gross Industrial SF	Not estimated	Not estimated
Potential F.A.R	1.91	3.47

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



Raleigh

## MEMO

TO: Bynum Walter, AICP, Comprehensive Planning Supervisor

FROM: Eric J. Lamb, PE, Transportation Planning Manager

DATE: July 29, 2021

SUBJECT: Traffic Impact Analysis Review for Z-31-21 – Glenwood Place Phase 3

We have reviewed the Traffic Impact Analysis (TIA) prepared by Stantec for the Glenwood Place Phase 3 Development rezoning, case number Z-31-21. The following memorandum summarizes the most relevant information pertaining to rezoning in the study as well as City Staff's review of the analysis and recommendations. A separate memo will be completed regarding the other content in the TIA to support site plan review.

### Development Details

<i>Site Location:</i>	Northwest Raleigh, the northern end of National Drive on the southeast corner of Glenwood Avenue and I-440
<i>Address:</i>	0, 3717, 3724 (portion), 3725, 3733, & 3739 (portion) National Drive and 0 Exchange Glenwood Place
<i>Property PIN(s):</i>	795980777, 795887501, 795982876 (portion), 795887960, 795990214, 795993108 (portion), & 795980741
<i>Current Zoning:</i>	OX-5 and OX-5 w/ SHOD-2
<i>Proposed Zoning:</i>	CX-5-CU and CX-12-CU
<i>Existing Land Use:</i>	Office
<i>Allowable Land Use:</i>	693,977 SF of Office 122,467 SF of Retail
<i>Maximum Proposed Zoning Land Use:</i>	1,280,171 SF of Office 150,813 SF of Retail
<i>Build-out Year:</i>	2026

Municipal Building  
222 West Hargett Street  
Raleigh, North Carolina 27601

One Exchange Plaza  
1 Exchange Plaza, Suite 1020  
Raleigh, North Carolina 27601

City of Raleigh  
Post Office Box 590 • Raleigh  
North Carolina 27602-0590  
(Mailing Address)

## Site Context

The site is located inside I-440 on the north side of Glenwood Avenue. Transportation access is provided to the site via the following infrastructure:

- **Roadway**
  - Glenwood Avenue - existing and planned 6-Lane Divided Avenue, 30,000 Annual Average Daily Traffic (AADT) as of 2019, 45 mph
  - National Drive - existing and planned 2-lane divided local street, 35 mph
  - Woman's Club Drive - existing and planned 2-lane undivided local street, 35 mph
- **Transit**
  - Route 6: Crabtree, 30-minute peak hour service to downtown
  - Route 16: Oberlin, 30-minute peak hour service to downtown
- **Pedestrian**
  - Sidewalks are in place in the vicinity of the site except for some segments along Glenwood Avenue.
  - Crosswalks are in place at the intersection of Woman's Club Drive and Glenwood Avenue.
- **Bicycle**
  - There are no existing bikeways in the vicinity of the site. Separated bike lanes are proposed along Glenwood Avenue along the site frontage.

## Study Area

The following intersections were studied as part of this TIA:

- US 70/Glenwood Avenue at I-440 WB Off-Ramp to NB Glenwood (Signalized)
- US 70/Glenwood Avenue at I-440 WB Off-Ramp to SB Glenwood (One-way stop-controlled)
- US 70/Glenwood Avenue at I-440 EB Ramps (Signalized)
- US 70/Glenwood Avenue at Varnell Avenue/National Drive (Two-way stop-controlled)
- US 70/Glenwood Avenue at Woman's Club Drive (Signalized)
- US 70/Glenwood Avenue at Glen Eden Drive/Granville Drive (Signalized)
- National Drive at Woman's Club Drive (Roundabout)

## Study Scenarios

The following scenarios were studied as part of this TIA:

- 2021 Existing
- 2026 No-Build
- 2026 Existing Zoning Build
- 2026 Proposed Rezoning Build
- 2026 Proposed Rezoning Build with Improvements – National Right-in/Right-out (RIRO)
- 2026 Proposed Rezoning Build with Improvements – National Signal
- 2026 Proposed Build\*
- 2026 Proposed Build with Improvements – National RIRO\*
- 2026 Proposed Build with Improvements – National Signal\*

\*Staff requested modifications to the analysis that was provided for the Build and Build with Improvements scenarios after initial review. This memo is focused on the zoning scenarios only. Further analysis on the Proposed Build scenarios will be provided in a separate review memo after an additional revised submittal is completed for those scenarios.

## Traffic Volumes and Trip Generation

Stantec made the following assumptions as agreed to by City and NCDOT staff:

- Due to the COVID-19 pandemic, turning movement counts previously collected in 2016 and 2018 were used in the study in lieu of new traffic counts and grown to 2021 using a 1% annual growth rate.
- A 1% growth rate was applied for projected volumes (2026).
- Background developments include Glenwood Place Phase 2.
- City staff provided trip generation scenarios for the current and proposed zoning scenarios based on the City Envision analysis. The results, based on the 10<sup>th</sup> Edition ITE Trip Generation Manual, are summarized in Tables 1 and 2. Staff notes that no reductions for internal capture, pass-by, or multimodal trips were included in the zoning scenarios.

*Table 1: Scenario Density Comparison*

	Current Zoning		Proposed Zoning		Proposed Build
	AM	PM	AM	PM	AM/PM
<b>Residential</b>	-	-	-	-	631 units
<b>Office</b>	844,347 sf	693,977 sf	1,464,811 sf	1,280,171 sf	530,000 sf
<b>Retail</b>	-	122,467 sf	-	150,813 sf	10,000 sf
<b>Hotel</b>	-	-	-	-	172 rooms

*Table 2: Rezoning Trip Generation*

Scenario	Daily Traffic (vpd)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing Zoning	9,489	705	115	820	252	753	1,006
Proposed Zoning	15,712	1,207	196	1,403	375	1,264	1,638

## Site Traffic Distribution

Trips generated by the proposed development were distributed based on a review of surrounding land uses, existing traffic patterns, and engineering judgement.

The following percentages were used in the AM and PM peak hours for traffic:

- 30% heading to and from the north past I-440 on US 70/Glenwood Avenue
- 20% heading to and from the west along I-440 East
- 20% heading to and from the east along I-440 West
- 30% heading to and from the south toward downtown Raleigh on US 70/Glenwood Avenue

## Notes on Assumptions

Staff notes several analysis assumptions that were requested to be updated in the Proposed Build scenarios. These were not expected to have notable impacts on the comparative results between existing and proposed zoning, so the zoning scenarios were reviewed as submitted. The corrections in the Build scenario files will support a staff recommendation on whether or not to allow the proposed signal at National Drive.

- No pedestrian volumes were included at the existing crosswalk of Glenwood Avenue at Woman's Club Drive. Staff recommends 4 pedestrians per hour.
- No pedestrian phase or pedestrian volumes were included in the proposed crosswalk of Glenwood Avenue at National Drive in the scenario with a proposed signal. Staff recommends adding the phase and including 4 pedestrians per hour.
- The scenarios with the proposed signal at National Drive included a northbound permitted left turning movement at Woman's Club Drive that would not be implemented by the City.
- Triple right-turn lanes are proposed at the proposed National Drive signal in conflict with a pedestrian phase. Staff recommends these be restricted when the pedestrian phase is activated.

## Results and Impacts

Table 3: Study Area Levels of Service

LOS/Delay		2021				2026							
Intersection		Existing		No Build		Existing Zoning Build		Proposed Rezoning Build		Proposed Rezoning Build with Improvements - National Signal		Proposed Rezoning Build with Improvements - National R/O	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NB Glenwood Ave & I-440 WB Off-Ramp	Overall	E (72.8)	F (101.6)	F (97.9)	F (113.2)	F (100.3)	F (110.5)	F (102.0)	F (109.1)	F (102.2)	F (116.0)	F (100.0)	F (109.1)
	WB	F (120.5)	F (240.2)	F (170.7)	F (272.3)	F (177.1)	F (272.3)	F (181.8)	F (272.3)	F (181.8)	F (272.3)	F (181.8)	F (272.3)
	NB	C (21.0)	B (17.9)	C (20.5)	B (18.5)	C (20.2)	C (20.4)	B (20.0)	C (22.1)	C (20.2)	C (32.8)	B (15.9)	C (22.2)
SB Glenwood Ave & I-440 WB Off-Ramp	Overall	# (39.5)	# (8.9)	# (82.3)	# (22.2)	# (##)	# (51.0)	# (##)	# (69.6)	# (##)	# (69.6)	# (##)	# (69.6)
	EB	F (##)	F (280.7)	F (##)	F (##)	F (##)	F (##)	F (##)	F (##)	F (##)	F (##)	F (##)	F (##)
	SB	# (0.0)	# (0.0)	# (0.0)	# (0.0)	# (0.0)	# (0.0)	# (0.0)	# (0.0)	# (0.0)	# (0.0)	# (0.0)	# (0.0)
Glenwood Ave & I-440 EB Off-Ramp	Overall	D (43.2)	E (61.8)	E (58.9)	E (75.4)	F (81.5)	E (75.2)	F (100.8)	E (78.6)	D (50.0)	E (75.2)	D (46.4)	E (77.1)
	EB	E (62.2)	E (62.2)	E (73.0)	F (89.8)	E (65.7)	F (93.0)	E (61.4)	F (91.5)	E (58.5)	E (74.3)	E (69.3)	F (96.6)
	NB	A (7.2)	C (23.5)	A (7.5)	C (24.1)	A (7.6)	C (30.2)	A (7.7)	D (44.5)	A (7.5)	D (45.8)	A (5.6)	D (42.9)
Glenwood Ave & Varnell Ave/National Dr	SB	D (47.7)	F (85.3)	E (69.9)	F (101.5)	F (107.6)	F (99.9)	F (139.5)	F (99.5)	E (59.0)	F (98.4)	D (50.1)	F (94.9)
	Overall	# (16.3)	# (1.8)	# (37.5)	# (3.8)	# (117.9)	# (45.2)	# (7.2)	# (114.2)	D (42.5)	C (26.1)		
	EB	F (##)	D (31.5)	F (##)	F (95.4)	F (##)	F (##)	F (##)	F (##)	C (25.6)	C (21.7)		
Glenwood Ave & Woman's Club Dr	WB	B (11.1)	C (19.7)	B (12.2)	D (32.7)	B (13.0)	F (##)	B (14.2)	F (##)	C (22.2)	D (45.6)		
	NB	# (0.6)	# (0.4)	# (0.8)	# (0.5)	# (1.9)	# (0.6)	# (3.3)	# (0.6)	A (6.6)	B (12.0)		
	SB	# (0.0)	# (0.0)	# (0.0)	# (0.0)	# (0.0)	# (0.0)	# (0.0)	# (0.0)	E (58.9)	C (27.8)		
Glenwood Ave & Glen Eden Dr/Granville Dr	Overall	C (20.3)	C (23.6)	C (27.4)	C (28.8)	D (46.0)	E (72.0)	F (103.8)	F (121.3)	C (20.6)	D (35.6)	D (43.7)	D (43.7)
	EB	D (50.1)	E (59.7)	D (45.8)	E (59.2)	D (44.4)	F (124.3)	D (44.1)	F (122.0)	E (56.1)	F (115.8)	F (88.5)	F (97.0)
	WB	D (50.3)	E (75.5)	D (50.4)	E (73.6)	D (52.4)	F (272.6)	E (56.5)	F (##)	E (78.2)	F (86.4)	E (65.4)	E (66.5)
National Dr & Woman's Club Dr	NB	B (15.5)	B (16.7)	C (20.9)	C (21.3)	C (30.1)	C (24.8)	C (31.4)	C (25.2)	C (21.2)	C (34.8)	E (61.9)	C (31.5)
	SB	C (21.5)	B (19.6)	C (29.3)	C (25.0)	D (53.5)	C (31.8)	F (143.6)	D (41.1)	B (16.8)	B (12.1)	C (32.7)	D (42.0)
	Overall	D (35.6)	C (28.9)	D (54.2)	C (33.5)	E (56.3)	D (36.3)	E (57.7)	D (37.7)	E (57.1)	D (37.5)	D (37.6)	D (42.3)
National Dr & Woman's Club Dr	EB	D (49.7)	E (71.6)	D (49.3)	E (73.8)	D (49.3)	E (74.1)	D (49.3)	E (74.1)	D (49.3)	E (74.1)	F (93.9)	E (74.1)
	WB	E (55.7)	E (71.9)	E (55.3)	E (73.6)	E (55.3)	E (73.9)	E (55.3)	E (73.9)	E (55.3)	E (73.9)	F (90.7)	E (73.9)
	NB	B (17.9)	C (24.9)	B (17.9)	C (31.3)	B (18.1)	C (33.8)	B (18.7)	D (35.2)	B (18.7)	D (35.2)	C (23.7)	D (35.2)
National Dr & Woman's Club Dr	SB	D (44.5)	B (18.5)	F (82.0)	C (21.9)	F (89.1)	C (27.3)	F (93.8)	C (30.0)	F (92.5)	C (29.5)	D (36.1)	D (41.5)
	Overall	A (6.4)	A (5.6)	A (8.5)	A (7.3)	F (91.1)	F (87.3)	F (258.6)	F (234.9)	D (34.4)	C (16.7)	C (21.7)	C (16.3)
	EB	A (3.4)	A (4.1)	A (3.9)	A (4.8)	A (5.0)	A (8.7)	A (6.0)	B (13.3)	A (9.2)	A (8.8)	A (5.4)	A (9.9)
National Dr & Woman's Club Dr	WB	A (5.7)	A (3.5)	A (7.2)	A (4.0)	C (18.5)	A (5.4)	E (42.0)	A (6.3)	C (23.0)	A (5.4)	C (23.4)	A (5.3)
	NB	A (7.2)	A (4.0)	A (10.0)	A (4.9)	F (128.5)	A (7.4)	F (##)	A (9.1)	F (104.7)	A (6.1)	D (33.7)	A (5.7)
	SB	A (5.7)	A (3.4)	A (7.8)	A (4.5)	C (23.5)	A (6.2)	F (77.0)	A (7.3)	D (33.2)	A (6.2)	D (33.2)	A (6.2)
National Dr & Woman's Club Dr	SEB	A (3.4)	A (6.8)	A (4.3)	A (9.6)	A (5.4)	F (134.3)	A (6.3)	F (##)	A (4.6)	C (22.9)	A (4.6)	C (22.8)

Table 4: Study Area Maximum Queue Summary

Synchro & SimTraffic Maximum Queue (ft)	Movement	2021 Existing		2026 No Build		2026 Existing Zoning Build (Envision)		2026 Proposed Rezoning Build (Envision)		2026 Proposed Rezoning Build with Improvements - National RIRO (Envision)		2026 Proposed Rezoning Build with Improvements - National Signal (Envision)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NB Glenwood Ave & I-440 WB Off-Ramp	WBR	740+	1003+	792+	1071+	792+	1071+	792+	1071+	792+	1071+	792+	1071+
	NBT	361	608	342	760	336	667	311	521	382	714	346	897
SB Glenwood Ave & I-440 WB Off-Ramp	EBR	302+	278+	300+	274+	298+	275+	299+	277+	299+	278+	293+	293+
Glenwood Ave & I-440 EB Off-Ramp	EBL	446	707	456	762	1014+	762	1013+	863+	565	777	444	975
	EBR	0	117	0	354	650	411	650	531	177	294	458	575
	NBT	238	730	275	758	222	751	213	941	294	931	324	1223
	SBT	786	465	912	540	2476+	630	2462+	2438+	567	372	950	482
	SBR	509	891	618	1049	618	1049	2434+	1049	618	1049	746	1307
Glenwood Ave & Varnell Ave/National Dr	EBLTR	405	87	595+	140	638+	357	636+	611+				
	EBR									581+	69	86	64
	WBLT												
	WBR	0	238	29	449	41	460	88	459	168	457	141	654
	NBL	43	63	52	62	144	130	162	183	104	68	48	72
	NBT											94	228
	NBR											110	118
	SBL											414	209
Glenwood Ave & Woman's Club Dr	SBTR											974	600
	EBL	36	193	34	107	39	137	32	135	31	108	35	119
	EBTR	53	94	48	95	46	107	47	96	53	95	45	109
	WBLT	120	323	163	490	193	1039	230	1406	162	543		
	WBL											132	471
	WBTR											40	39
	WBR	40	98	55	123	59	214	70	297	72	275		
	NBL	138	49	178	44	98	81	133	134	224	82	132	79
	NBTR	373	361	452	457	738	750	1055	2646			717	1031
	NBT									1139	972		
	NBR									525	205		
	SBL	407	230	423	280	694	431	1007	1683	997	402	262	159
	SBT	1021	548	1344	560	1477	980	1177	560	1693	670	200	106
	SBR	65	13	96	8	35	11	24	12	48	10	18	7
Glenwood Ave & Glen Eden Dr/Granville Dr	EBLT	354	415	314	410	348	464	322	444	607	448	309	418
	EBR	267	250	283	250	283	250	283	250	485	249	283	250
	WBL	96	135	87	149	113	150	106	150	152	150	97	150
	WBTR	154	164	156	182	170	157	171	174	226	173	159	175
	NBL	296	250	323	271	323	271	323	271	533	271	323	271
	NBTR	448	995	536	1252	608	1355	730	1503	1123	1473	730	1587
	SBL	82	121	80	122	47	123	19	78	65	116	57	100
National Dr & Woman's Club Dr	SBTR	1453	692	2442	958	1386	953	1376	946	1719	1443	1437	1460
	EB	35	25	47	33	84	81	134	52	250	68	273	168
	WB	40	32	52	30	68	33	63	43	81	47	68	49
	NB	276	99	341	128	744	252	912	281	496	216	346	126
	SB	49	35	67	103	71	118	87	138	139	177	158	82
	SEB	29	74	45	385+	62	442+	76	421+	52	384+	67	368+

"+" = Queue Extends Off SimTraffic Network More Than 5% Of The Time

The summary above elicits the following comments about notable impacts at select intersections.

**Glenwood Avenue and I-440 WB Off-Ramps** – The proposed rezoning scenario is projected to add delay to both the NB and SB I-440 WB off-ramp intersections relative to the existing zoning scenario. The signalized intersection of NB Glenwood Avenue is projected to operate at LOS F during both peak hours under the no-build and both zoning build scenarios. The stop-controlled intersection of SB Glenwood Avenue and the ramp is projected to operate with significant delay (over 1,000 seconds) under the existing scenario and significant increases under the existing and proposed zoning scenarios. The maximum queues projected on this ramp extended off the modeled network. Stantec noted that the Glenwood Avenue intersection with Lead Mine Road, which was not included in the model, meters southbound traffic to allow more gaps for ramp traffic and decreases the true level of delay at the intersection compared to model results.

**Glenwood Avenue and I-440 EB Off-Ramp** – The proposed rezoning is projected to add 19 seconds of delay to the intersection during the AM peak, which operates at LOS F under the existing or



proposed zoning scenario. Both sets of improvements proposed by Stantec bring the intersection to LOS D during the AM peak hour. Extensive southbound queuing is projected under both zoning scenarios but is mitigated by the proposed additional southbound lane that is included in both Rezoning Build with Improvements scenarios.

*Glenwood Avenue and National Drive* – There are long delays projected on the eastbound approach under all scenarios during the AM peak hour and all future scenarios during the PM peak hour. The delay is significantly higher under the proposed zoning scenario relative to the existing zoning scenario on this approach. The proposed signal at National Drive improves the level of service of the eastbound and westbound approaches to D or better during both peak hours but adds delay to the major through movements. The maximum queue on the westbound approach is projected to extend through the roundabout at Woman's Club Drive under all future scenarios.

*Glenwood Avenue and Woman's Club Drive* – Intersection LOS is projected to degrade from LOS D and LOS E during the AM and PM peaks respectively under the existing zoning scenario to LOS F under the proposed zoning scenario. The additional lanes proposed under the two Proposed Zoning with Improvements scenarios bring overall operations to LOS C or better.

Long southbound queues are projected under the existing and proposed zoning scenarios. The queues extending from Woman's Club Drive lead to queueing at the I-440 EB off-ramp that extends past Lead Mine Road. The proposed addition of a southbound through lane on Glenwood Avenue mitigates the queueing through the interchange in both Build scenarios. The remaining queueing is longer in the scenario with the National signal since it adds right-turning traffic to the I-440 EB off-ramp signal. Closer to the site, the proposed signal at National Drive transfers queueing from Woman's Club Drive to National Drive and the combined queues are reduced due to the increased southbound left-turning capacity. Under the RIRO scenario, the proposed southbound left-turning maximum queue is ~1,000 feet and the southbound through maximum queue is projected to extend ~1,700 feet, which is past the I-440 EB off-ramp. The maximum queue with the signal at National drive is projected to extend ~1,000 feet, which does not extend to the ramp.

Long northbound queues are also projected at this intersection under all scenarios. The projected queue increases from ~500 feet in the No-Build scenario to ~750 feet during both peak hours under existing zoning to over 1,000 feet during the AM peak under proposed zoning and over half a mile during the PM peak hour under proposed zoning. The queues are reduced under the proposed zoning with improvements scenarios but both include a maximum queue around 1,000 feet on the northbound approach.

The average and maximum westbound queue is projected to extend through the roundabout at National Drive under both zoning scenarios during the PM peak hour. The proposed signal mitigates this queueing, but it remains in the Build with Improvements – RIRO scenario.

*National Drive at Woman's Club Drive* – The eastbound queueing at this roundabout is projected to be retained within the available distance to Glenwood Avenue under all scenarios.

## **Study Recommendations**

The analysis performed by Stantec indicates that buildout under the proposed rezoning will have impacts to the surrounding roadway network beyond those of the buildout under the existing zoning. Those impacts can be mitigated in one of two ways with the improvements listed below. Additional coordination with NCDOT staff and City traffic engineering staff will be needed to confirm the appropriateness of a signal at National Drive. That coordination is underway.

#### *Proposed Rezoning Scenario – National RIRO*

- *Glenwood Ave*
  - The splits at the Glenwood Ave & Woman's Club Dr intersection were optimized in the AM and PM peak hours with no changes to the cycle lengths at any intersections.
- *Glenwood Ave & Varnell Ave/National Dr*
  - Left turns were restricted for the eastbound approach of Varnell Ave
- *Glenwood Ave & Woman's Club Dr*
  - The westbound approach was restriped from through-left/right/right lanes to left/left/through-right lanes (providing dual lefts onto southbound Glenwood Ave)
  - The existing inside southbound left-turn lane was extended to 150 feet north of the Glenwood Ave & Varnell Ave/National Dr intersection
  - The Woman's Club Dr cross-section between Glenwood Ave and approximately 260 feet south of the National Dr roundabout was converted to 3 lanes (2 inbound, 1 outbound)

#### *Proposed Rezoning Scenario – National Signal*

- *Glenwood Ave*
  - The splits at the Glenwood Ave intersections with I-440 EB Off-Ramp, Varnell Ave/National Dr, and Woman's Club Dr were optimized in both the AM and PM peaks. The cycle length of the Glenwood Ave & I-440 EB Off-Ramp was changed to match that of the Glenwood Avenue intersections to the south in both peak hours (120 seconds in the AM and 160 seconds in the PM)
  - It was assumed that all of the Glenwood Place trips (all phases) from eastbound 440 and 25% of other southbound trips would utilize the southbound left turn at Woman's Club Dr. All other southbound inbound trips would utilize the new signal at Varnell Ave/National Dr.
- *Glenwood Ave & I-440 EB Off-Ramp*
  - The free flow eastbound right turn lane from the I-440 EB Off-Ramp was removed and replaced with dual right-turn lanes at the signal with 450 feet of storage each
- *Glenwood Ave & Varnell Ave/National Dr*
  - This intersection was converted to a full movement signalized intersection
  - A 600-foot southbound left-turn lane was provided
  - Retain outside southbound lane 550' upstream of the intersection
  - A westbound through-left turn lane with full storage was provided, along with dual westbound right-turn lanes, each with 325-foot storage.
- *Glenwood Ave & Woman's Club Dr*
  - Extend the second receiving lane on eastbound/northbound Woman's Club Dr by 275 feet

#### **Conclusions**

City Staff agrees with the overall rezoning analysis performed in the TIA for Glenwood Place Phase 3 and makes no further recommendations at this time.

EJL/ac



# Rezoning Application and Checklist

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

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

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
			<b>OFFICE USE ONLY</b> Rezoning case # _____
Existing zoning base district:	Height:	Frontage:	Overlay(s):
Proposed zoning base district:	Height:	Frontage:	Overlay(s):
<b>Helpful Tip:</b> <a href="#">View the Zoning Map</a> to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			

General Information		
Date: 5/25/21	Date amended (1): 6/1/21	Date amended (2):
Property address: See attached.		
Property PIN: See attached.		
Deed reference (book/page): See attached.		
Nearest intersection: Glenwood Avenue & National Drive		Property size (acres): See attached.
For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A
Property owner name and address: See attached.		
Property owner email:		
Property owner phone:		
Applicant name and address: Michael Birch, Longleaf Law Partners		
Applicant email: <a href="mailto:mbirch@longleaflp.com">mbirch@longleaflp.com</a>		
Applicant phone: 919.645.4317		
Applicant signature(s): <i>Dr. R. Gregory Weaver</i> <small>4D047936BA5D4E5...</small>		
Additional email(s):		

# Rezoning Application and Checklist

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



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

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
Existing zoning base district:			Overlay(s):
Proposed zoning base district:			Overlay(s):
<b>Height:</b> <b>Frontage:</b>			
<b>Height:</b> <b>Frontage:</b>			
<b>Helpful Tip:</b> View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: See attached.		
Property PIN: See attached.		
Deed reference (book/page): See attached.		
Nearest intersection: Glenwood Avenue & National Drive		Property size (acres): See attached.
For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A
Property owner name and address: See attached.		
Property owner email:		
Property owner phone:		
Applicant name and address: Michael Birch, Longleaf Law Partners		
Applicant email: <a href="mailto:mbirch@longleaflp.com">mbirch@longleaflp.com</a>		
Applicant phone: 919.645.4317		
Applicant signature(s): <i>R. Birch</i> <i>M. Birch</i>		
Additional email(s):		

**Conditional Use District Zoning Conditions**

Zoning case #: <b>Z-31-21</b>	Date submitted: <b>11/27/21</b>	<b>Office Use Only</b> Rezoning case # _____
Existing zoning: OX-5 & OX-5 w/SHOD-2	Proposed zoning: CX-5-CU & CX-12-CU	

**Narrative of Zoning Conditions Offered**

- The following principal uses as listed in UDO section 6.1.4. Allowed Use Table shall be prohibited: dormitory, fraternity, sorority; emergency shelter types A and B; adult establishment; passenger terminal; vehicle fuel sales; vehicle sales/rental; detention center, jail, prison; self-service storage; car wash; vehicle repair (minor); vehicle repair (major).
- The following principal uses must be located in a multi-story building with more than one principal use: personal service; eating establishment; bar, nightclub, tavern, lounge; retail sales.
- The hours of operation for the following principal uses shall be limited to the hours of 6:00 AM to 11:00 PM: personal service; eating establishment; bar, nightclub, tavern, lounge; retail sales.
- The total gross floor area for the following principal uses shall be 30,000 square feet: personal service; eating establishment; bar, nightclub, tavern, lounge; retail sales.
- A principal use "bar, nightclub, tavern, lounge" shall not have live performances or a dance floor.
- No drive-thru window shall be associated with any eating establishment use.
- All outdoor pole-mounted lighting shall be full cutoff.
- The hotel use shall be limited to the CX-12-CU zoning district area.
- For the purpose of obtaining building permits, the total AM peak hour and total PM Peak hour trips generated on the property within the area subject to this rezoning ordinance shall be no more than the trip volume equivalent to 631 dwelling units of Multifamily Housing (Mid-Rise), 172 rooms of Hotel, 530,000 square feet of General Office Building, and 10,000 square feet of Shopping Center, as determined by the ITE Trip Generation Manual, 10th Edition. This condition shall not be construed to prohibit uses that are otherwise allowed by this rezoning ordinance.
- If National Drive does not have a protected bike lane within the travel way, then the developer shall provide, at the developer's sole election, either:
  - a 10' wide multi-use path located generally along National Drive, within the rezoning area and between the boundary line adjacent to 3800 Glenwood Avenue and the boundary line closest to the City greenway on 3739 National Drive. All or a portion of the multi-use path may be within the National Drive public right-of-way or on private property within a public access easement. Or,
  - a streetscape that includes a minimum sidewalk width of (a) at least 8 feet in width when tree grates are provided, or (b) at least 10 feet in width when a tree lawn is provided. All or a portion of the sidewalk may be within the National Drive public right-of-way or on private property within a public access easement.
- This condition shall apply to the portion of the property located within 800 feet of the northern boundary line of 3800 Glenwood Avenue (Lot 2, Book of Maps 2018, Page 2446). Upon development of property within this area, a landscaped area averaging at least 15 feet in width shall be provided adjacent to the right-of-way line of Glenwood Avenue and I-440, and shall include at least 4 shade trees and 15 shrubs per 100 linear feet. At least two-thirds (2/3) of the shade trees required by this condition shall be evergreen. The width of this landscaped area can vary between 7.5 feet and 25 feet, so long as the average width is at least 15 feet. This landscaped area shall not be considered a protective yard. This condition shall apply only to those areas that are not required to be designated tree conservation area.
- This condition shall apply to the portion of the property outside of that area described in Condition 11 of this zoning ordinance. Upon development of property within this area, a landscaped area shall be provided adjacent to the right-of-way line of Glenwood Avenue and I-440. This landscaped area shall average at least 25 feet in width, with a minimum width of 15 feet and a maximum width of 100 feet. This landscaped area shall be planted with the mix and rate of plantings set forth in UDO section 5.3.1.F.1. (SHOD-2 Required Plantings). At the developer's election, existing vegetation may be used to satisfy this requirement in compliance with UDO section 5.3.1.G. This landscaped area shall not be considered a protective yard. This condition shall apply only to those area that are not required to be designated tree conservation area.

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

Property Owner(s) Signature: \_\_\_\_\_

*R. Gordon Grubb*

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Printed Name(s): R. Gordon Grubb



**Conditional Use District Zoning Conditions**

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Existing zoning: OX-5 & OX-5 w/SHOD-2	Proposed zoning: CX-5-CU & CX-12-CU	

**Narrative of Zoning Conditions Offered**

13. On all levels where parking is provided adjacent to an exterior wall of a parking structure, all such façades of the parking structure shall have exterior opaque walls a minimum height of 42 inches above any finished grade and any finished floor.

14. Where levels of structured parking are located at the perimeter of a building, any exposed concrete on the exterior of the parking structure shall be painted and scored.

15. Lighting shall be designed to reduce light spillage outside the parking structure according to the following:

- Light fixtures directly visible from the exterior of a parking structure shall be directed internally upward or shall contain shielded fixtures to prevent such visibility.
- Internal illumination shall conform to the standards of UDO Section 7.4.7. Vehicular Canopies
- Rooftop lighting shall be located at an elevation height less than the top of the nearest exterior perimeter rooftop wall; or shall be setback a minimum of 15 feet from the exterior perimeter of the rooftop wall at a maximum mounted height of 15 feet above finished floor with cutoff light fixtures that have a maximum 90 degree illumination.
- Lighting levels measured at the property line of parcels adjacent to the structured parking deck shall not be greater than 0.5 footcandles.

16. That portion of Lot 11 (Book of Maps 1974, Page 052) described in this Condition 16 shall be limited to five (5) stories in height: Beginning at the northeast corner of Lot 11, where it meets with the northwest corner of Lot 10 (Book of Maps 1974, Page 051) and the right-of-way for I-440 (Point A), and going in a westerly direction along the common boundary line of Lot 11 and the I-440 right-of-way for 200 feet (Point B). Beginning at Point A, and going in a southerly direction along the common boundary line of Lot 11 and Lot 10 for 254 feet as shown on the plat recorded in Book of Maps 1974, Page 051 (Point C), and then going in a westerly direction along the common boundary line of Lot 11 and Lot 10 for 76 feet (Point D), and then going in a southwesterly direction along the common boundary line of Lot 11 and Lot 10 for 25 feet (Point E), and going in a northwesterly direction for approximately 258 feet, connecting Point E to Point B. The maximum height for the rest of Lot 11 (BM 1974, PG 052) shall be limited to no more than 10 stories in height. See Exhibit A attached hereto for an illustration of that portion of Lot 11 limited to five (5) stories in height.

17. That portion of Lot 7 (Book of Maps 1974, Page 008) described in this Condition 17 shall be limited to a maximum of ten (10) stories in height: Beginning in the northwest corner of Lot 7, where it meets with the southwest corner of Lot 11 (BM 1974, PG 052) and the right-of-way of I-440 (Point 1), and going in a southerly direction along the common boundary line of Lot 7 and the I-440 right-of-way for 175 feet (Point 2). Beginning at Point 1, and going in a southeasterly direction along the common boundary line of Lot 7 and Lot 11 for approximately 262 feet until it reaches the right-of-way of National Drive (Point 3), and then going in a southerly direction along the right-of-way of National Drive for 150 feet (Point 4), and then going in an westerly direction for approximately 250 feet, connecting Point 4 and Point 2. See Exhibit B attached hereto for an illustration of that portion of Lot 7 limited to ten (10) stories in height.

18. Within the portion of the property zoned CX-12-CU, but outside of those areas described in Condition 16 and Condition 17, there shall be no more than two (2) buildings with height greater than or equal to ten (10) stories. This condition does not limit the total number of buildings within this portion of the property.

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

Property Owner(s) Signature: \_\_\_\_\_

*R. Gordon Grubb*

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R. Gordon Grubb

Printed Name(s): \_\_\_\_\_

**Conditional Use District Zoning Conditions**

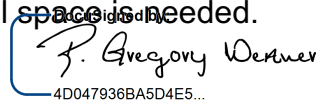
Zoning case #: <b>Z-31-21</b>	Date submitted: <b>11/27/21</b>	<b>Office Use Only</b> Rezoning case # _____
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- No drive-thru window shall be associated with any eating establishment use.
- All outdoor pole-mounted lighting shall be full cutoff.
- The hotel use shall be limited to the CX-12-CU zoning district area.
- For the purpose of obtaining building permits, the total AM peak hour and total PM Peak hour trips generated on the property within the area subject to this rezoning ordinance shall be no more than the trip volume equivalent to 631 dwelling units of Multifamily Housing (Mid-Rise), 172 rooms of Hotel, 530,000 square feet of General Office Building, and 10,000 square feet of Shopping Center, as determined by the ITE Trip Generation Manual, 10th Edition. This condition shall not be construed to prohibit uses that are otherwise allowed by this rezoning ordinance.
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Property Owner(s) Signature: \_\_\_\_\_

  
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Printed Name(s): R. Gregory Weaver



**Conditional Use District Zoning Conditions**

Zoning case #: <b>Z-31-21</b>	Date submitted: <b>11/27/21</b>	<b>Office Use Only</b> Rezoning case # _____
Existing zoning: OX-5 & OX-5 w/SHOD-2	Proposed zoning: CX-5-CU & CX-12-CU	

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17. That portion of Lot 7 (Book of Maps 1974, Page 008) described in this Condition 17 shall be limited to a maximum of ten (10) stories in height: Beginning in the northwest corner of Lot 7, where it meets with the southwest corner of Lot 11 (BM 1974, PG 052) and the right-of-way of I-440 (Point 1), and going in a southerly direction along the common boundary line of Lot 7 and the I-440 right-of-way for 175 feet (Point 2). Beginning at Point 1, and going in a southeasterly direction along the common boundary line of Lot 7 and Lot 11 for approximately 262 feet until it reaches the right-of-way of National Drive (Point 3), and then going in a southerly direction along the right-of-way of National Drive for 150 feet (Point 4), and then going in a westerly direction for approximately 250 feet, connecting Point 4 and Point 2. See Exhibit B attached hereto for an illustration of that portion of Lot 7 limited to ten (10) stories in height.

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

Property Owner(s) Signature: \_\_\_\_\_

  
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Printed Name(s): R. Gregory Weaver

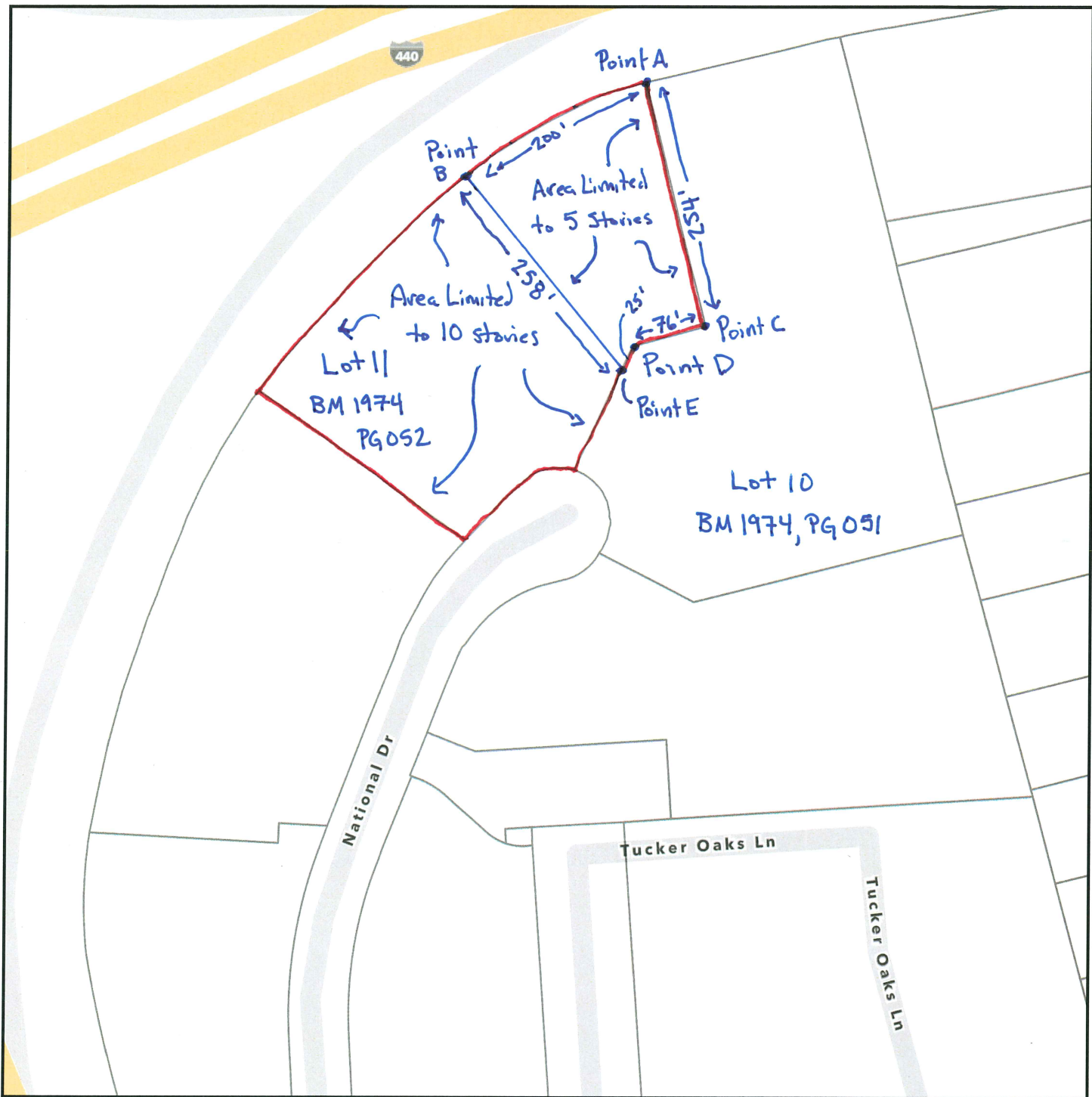
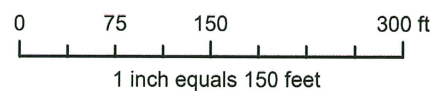


Exhibit A to Z-31-21



**Disclaimer**

iMaps 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 therein, its use, or its interpretation.

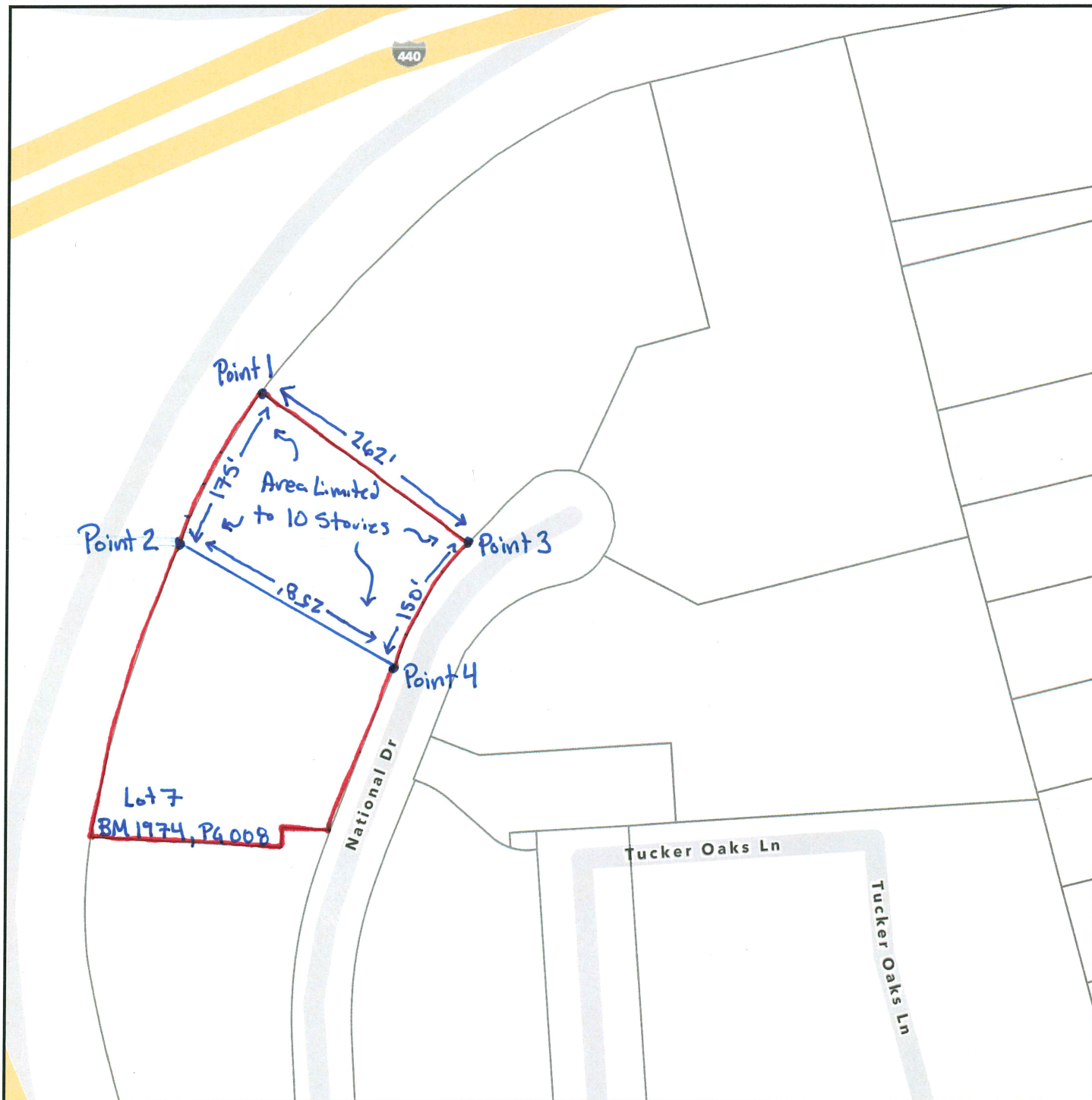
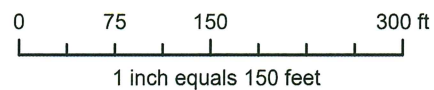


Exhibit B to Z-31-21



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**Certificate Of Completion**

Envelope Id: 81A4ECC428EF42629ADB22FFF885FBF0

Status: Completed

Subject: Please DocuSign: Revised Conditions - 11-27-21 - page 2.pdf, Revised Conditions - 11-27-21 - pa...

Source Envelope:

Document Pages: 2

Signatures: 2

Envelope Originator:

Certificate Pages: 5

Initials: 0

Kaline Shelton

AutoNav: Enabled

4509 Creedmoor Road

Envelopeld Stamping: Enabled

Suite 302

Time Zone: (UTC-05:00) Eastern Time (US &amp; Canada)

Raleigh, NC 27612

kshelton@longleaflp.com

IP Address: 173.95.226.178

**Record Tracking**

Status: Original

Holder: Kaline Shelton

Location: DocuSign

11/27/2021 5:50:28 PM

kshelton@longleaflp.com

**Signer Events****Signature****Timestamp**

R. Gordon Grubb

ggrubb@grubbventures.com

Security Level: Email, Account Authentication  
(None)

DocuSigned by:



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Sent: 11/27/2021 5:54:19 PM

Viewed: 11/27/2021 6:00:33 PM

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Signature Adoption: Pre-selected Style

Using IP Address: 174.99.7.63

**Electronic Record and Signature Disclosure:**

Accepted: 11/27/2021 6:00:33 PM

ID: 08ff06a1-ffaa-4ce5-9483-ae69bdd60edf

Company Name: McCaskill Law Group PLLC dba Longleaf Law Partners

**In Person Signer Events****Signature****Timestamp****Editor Delivery Events****Status****Timestamp****Agent Delivery Events****Status****Timestamp****Intermediary Delivery Events****Status****Timestamp****Certified Delivery Events****Status****Timestamp****Carbon Copy Events****Status****Timestamp**

Michael Birch

mbirch@longleaflp.com

Security Level: Email, Account Authentication  
(None)**COPIED**

Sent: 11/27/2021 5:54:19 PM

Viewed: 11/27/2021 5:56:05 PM

**Electronic Record and Signature Disclosure:**

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**Witness Events****Signature****Timestamp****Notary Events****Signature****Timestamp****Envelope Summary Events****Status****Timestamps**

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11/27/2021 5:54:19 PM

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11/27/2021 6:00:33 PM

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**Certificate Of Completion**

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Subject: Please DocuSign: Revised Conditions - 11-27-21 - page 2.pdf, Revised Conditions - 11-27-21 - pa...

Source Envelope:

Document Pages: 2

Signatures: 2

Envelope Originator:

Certificate Pages: 5

Initials: 0

Kaline Shelton

AutoNav: Enabled

4509 Creedmoor Road

Envelopeld Stamping: Enabled

Suite 302

Time Zone: (UTC-05:00) Eastern Time (US &amp; Canada)

Raleigh, NC 27612

kshelton@longleaflp.com

IP Address: 173.95.226.178

**Record Tracking**

Status: Original

Holder: Kaline Shelton

Location: DocuSign

11/27/2021 5:54:24 PM

kshelton@longleaflp.com

**Signer Events**

R. Gregory Weaver

weaverdds@gmail.com

owner

Security Level: Email, Account Authentication  
(None)**Signature**

DocuSigned by:



4D047936BA5D4E5...

Signature Adoption: Pre-selected Style  
Using IP Address: 107.13.229.179**Timestamp**

Sent: 11/27/2021 5:57:12 PM

Viewed: 11/27/2021 6:17:19 PM

Signed: 11/27/2021 6:39:48 PM

**Electronic Record and Signature Disclosure:**

Accepted: 11/27/2021 6:17:19 PM

ID: 57444030-3c93-496c-8fc8-99616a62018d

Company Name: McCaskill Law Group PLLC dba Longleaf Law Partners

**In Person Signer Events****Signature****Timestamp****Editor Delivery Events****Status****Timestamp****Agent Delivery Events****Status****Timestamp****Intermediary Delivery Events****Status****Timestamp****Certified Delivery Events****Status****Timestamp****Carbon Copy Events****Status****Timestamp**

Michael Birch

mbirch@longleaflp.com

Security Level: Email, Account Authentication  
(None)**COPIED**

Sent: 11/27/2021 5:57:12 PM

**Electronic Record and Signature Disclosure:**

Not Offered via DocuSign

**Witness Events****Signature****Timestamp****Notary Events****Signature****Timestamp****Envelope Summary Events****Status****Timestamps**

Envelope Sent

Hashed/Encrypted

11/27/2021 5:57:12 PM

Certified Delivered

Security Checked

11/27/2021 6:17:19 PM

Signing Complete

Security Checked

11/27/2021 6:39:48 PM

Completed

Security Checked

11/27/2021 6:39:48 PM

**List of Subject Properties**

PIN	Owner	Mail Address 1	Mail Address 2	Deed Reference	Deed Acres	Site Address
795887501	GLENWOOD PLACE PORTFOLIO II LLC	3700 GLENWOOD AVE STE 430	RALEIGH NC 27612-5530	13198_1777	2.06	3717 NATIONAL DR
795887960	GLENWOOD PLACE PORTFOLIO II LLC	3700 GLENWOOD AVE STE 430	RALEIGH NC 27612-5530	13198_1777	2.38	3725 NATIONAL DR
795980741	GLENWOOD PLACE PORTFOLIO I LLC	3700 GLENWOOD AVE STE 430	RALEIGH NC 27612-5529	N/A	0.01	0 EXCHANGE GLENWOOD PL
795980777	GLENWOOD PLACE PORTFOLIO I LLC	3700 GLENWOOD AVE STE 430	RALEIGH NC 27612-5530	17456_1186	0.46	0 NATIONAL DR
795982876	GLENWOOD PLACE PORTFOLIO I LLC	3700 GLENWOOD AVE STE 430	RALEIGH NC 27612-5530	13198_1773	2.9	3724 NATIONAL DR (portion of)
795990214	GLENWOOD PLACE PORTFOLIO I LLC	3700 GLENWOOD AVE STE 430	RALEIGH NC 27612-5530	13198_1773	2.62	3733 NATIONAL DR
795993108	GLENWOOD PLACE PORTFOLIO I LLC	3700 GLENWOOD AVE STE 430	RALEIGH NC 27612-5530	13198_1773	3.3	3739 NATIONAL DR (portion)
795887136	W & L PROPERTIES LLC	2108 CLARK AVE - C/O YORK PROPERTIES INC.	RALEIGH NC 27605-1606	07360_0089	0.73	3709 NATIONAL DR

The rezoning area does not include the portions of 3724 National Drive and 3739 National Drive that are located within 200 feet of the adjacent R-4 lots, which are to remain OX-5 w/SHOD-2

### List of Subject Properties

PIN	Site Address	Current Zoning	Proposed Zoning
795887501	3717 NATIONAL DR	OX-5 w/ SHOD-2	CX-12-CU
795887960	3725 NATIONAL DR	OX-5 w/ SHOD-2	CX-12-CU
795980741	0 EXCHANGE GLENWOOD PL	OX-5	CX-5-CU
795980777	0 NATIONAL DR	OX-5	CX-5-CU
795982876	3724 NATIONAL DR (portion of)	OX-5	CX-5-CU
795990214	3733 NATIONAL DR	OX-5 w/ SHOD-2	CX-12-CU
795993108	3739 NATIONAL DR (portion)	OX-5 w/ SHOD-2	CX-5-CU
795887136	3709 NATIONAL DR	OX-5 w/ SHOD-2	CX-12-CU

The rezoning area does not include the portions of 3724 National Drive and 3739 National Drive that are located within 200 feet of the adjacent R-4 lots, which are to remain OX-5 w/SHOD-2



Rezoning Application Addendum #1	
Comprehensive Plan Analysis	<b>OFFICE USE ONLY</b> Rezoning case # _____
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	
<b>Statement of Consistency</b>	
Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.	
<p>1. The properties are designated Office &amp; Residential Mixed Use, which encourages a mix of residential and office uses with ground-level, ancillary retail uses. The rezoning request, as conditioned, is consistent with this guidance. The CX district permits office and residential uses, and the proposed conditions limit uses allowed in CX but not OX, require the retail/restaurant uses to be on the ground floor of a mixed use building, and limit hours of operation and other operational characteristics of the retail/restaurant uses. These limitations ensure consistency with the vision for ground-level, ancillary retail uses.</p> <p>2. The properties are located along Glenwood Avenue, which is designated a Transit Emphasis Corridor on the Urban Form Map and is programmed for frequent bus service. There is an existing transit shelter within walking distance, and pedestrian connectivity between the development and the transit shelter. Based on this, much of the property is within a Core/Transit Area. The Core/Transit area description notes that taller buildings can be accommodated on large sites with adequate buffers to low-scale areas. The ORMU description notes additional height is appropriate on larger sites along major corridors where adjacent uses would not be impacted. The rezoning request is consistent with this Urban Form Map and height guidance based on the location of the 12-story height allowance, which transitions down to 5 stories within the rezoning area, and then the existing five-story district area measuring 210 feet in width between the rezoning area and adjoining low density residential.</p> <p>3. The rezoning request is consistent with the following Comprehensive Plan policies: LU 1.2, LU 1.3, LU 2.2, LU 4.4., LU 4.5, LU 4.9, LU 4.10, LU 6.1, LU 6.2, LU 7.1, LU 7.4, LU 7.6, LU 10.3.</p>	
<b>Public Benefits</b>	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	
<p>1. The rezoning request is reasonable and in the public interest because it locates the taller buildings along Interstate-440 and Glenwood Avenue, providing an appropriate transition between the taller buildings and low density residential.</p> <p>2. The rezoning request is reasonable and in the public interest because it provides for a mix of uses (office, residential, ground-level retail) internal to the development, which reduces the need for vehicle trips on Glenwood Avenue.</p> <p>3. The rezoning request is reasonable and in the public interest because it provides an employment and housing area in proximity to major transportation corridors, in proximity to a regional retail center, and along a corridor programmed for higher levels of bus transit, connecting this site to the bus transit hubs at Crabtree Valley Mall and Moore Square.</p>	



Rezoning Application Addendum #2	
Impact on Historic Resources	<b>OFFICE USE ONLY</b> Rezoning case # _____
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	
Inventory of Historic Resources	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
There are no historic resources located on the property.	
Proposed Mitigation	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
Not applicable.	

## Urban Design Guidelines

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

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", OR;
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban form designation:

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

**1**

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.

**Response:**

The rezoning proposes a mix of uses, all within walking distance to one another.

**2**

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.

**Response:**

The rezoning does not include property located within 200 feet of adjacent residential properties.

**3**

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.

**Response:**

The area subject of the rezoning will utilize existing transportation infrastructure, with connections to Glenwood Avenue and other buildings within the mixed use area, but will not directly connect to any neighborhood streets.

**4**

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.

**Response:**

The rezoning area will utilize existing street infrastructure, which connects with adjoining development.

**5**

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.

**Response:**

The rezoning area will utilize existing public and private street infrastructure.

**6**

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.

**Response:**

It is anticipated that future development in the rezoning area will be generally consistent with this guideline.

7	<p>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high-volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</p> <p><b>Response:</b></p> <p>It is anticipated that future development in the rezoning area will be generally consistent with this guideline.</p>
8	<p>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</p> <p><b>Response:</b></p> <p>This guideline is not applicable because the rezoning area is not located at an 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><b>Response:</b></p> <p>Outdoor amenity area will be provided in accordance with the UDO.</p>
10	<p>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</p> <p><b>Response:</b></p> <p>Outdoor amenity area will be provided in accordance with the UDO.</p>
11	<p>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</p> <p><b>Response:</b></p> <p>Outdoor amenity area and public sidewalks will be provided in accordance with the UDO.</p>
12	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p><b>Response:</b></p> <p>Outdoor amenity area will be provided in accordance with the UDO.</p>
13	<p>New public spaces should provide seating opportunities.</p> <p><b>Response:</b></p> <p>Outdoor amenity area will be provided in accordance with the UDO.</p>

<b>14</b>	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p><b>Response:</b></p> <p>It is anticipated that future development in the rezoning area will be generally consistent with this guideline.</p>
<b>15</b>	<p>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</p> <p><b>Response:</b></p> <p>It is anticipated that future development in the rezoning area will be generally consistent with this guideline.</p>
<b>16</b>	<p>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</p> <p><b>Response:</b></p> <p>It is anticipated that future development in the rezoning area will be generally consistent with this guideline.</p>
<b>17</b>	<p>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</p> <p><b>Response:</b></p> <p>The higher densities and more intensive land uses are located within walking distance to existing transit stops along Glenwood Avenue.</p>
<b>18</b>	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p><b>Response:</b></p> <p>Pedestrian access between the building and the public sidewalk will be provided in accordance with the UDO, and the public sidewalk provides connection to the transit stop.</p>
<b>19</b>	<p>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</p> <p><b>Response:</b></p> <p>There are no known sensitive natural resources on the property.</p>
<b>20</b>	<p>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</p> <p><b>Response:</b></p> <p>Sidewalks and driveways will be provided in accordance with the UDO.</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><b>Response:</b></p> <p>Sidewalks will be provided in accordance with the UDO.</p>
22	<p>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</p> <p><b>Response:</b></p> <p>Street trees will be provided in accordance with the UDO.</p>
23	<p>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</p> <p><b>Response:</b></p> <p>It is anticipated that future development in the rezoning area will be generally consistent with this guideline.</p>
24	<p>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</p> <p><b>Response:</b></p> <p>It is anticipated that future development in the rezoning area will be generally consistent with this guideline.</p>
25	<p>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</p> <p><b>Response:</b></p> <p>It is anticipated that future development in the rezoning area will be generally consistent with this guideline.</p>
26	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p><b>Response:</b></p> <p>It is anticipated that future development in the rezoning area will be generally consistent with this guideline.</p>

REZONING OF PROPERTY CONSISTING OF +/- 11.25 ACRES,  
LOCATED IN THE SOUTHEAST QUADRANT OF THE GLENWOOD AVENUE AND  
INTERSTATE 440 INTERSECTION, IN THE CITY OF RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS ON  
JANUARY 12, 2021

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Tuesday, January 12, at 5:00 p.m. The property considered for this potential rezoning totals approximately 11.25 acres, and is located in the southeast quadrant of the Glenwood Avenue and Interstate 440 intersection, in the City of Raleigh, having Wake County Parcel Identification Numbers 0795-88-7501, 0795-88-7960, 0795-98-0777, 0795-98-2876, 0795-99-0214, and 0795-99-3108. This meeting was held virtually on Zoom with an option to call in by telephone. All owners of property within 500 feet of the subject property were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.

## EXHIBIT A – NEIGHBORHOOD MEETING NOTICE



To: Neighboring Property Owner  
From: Michael Birch, Longleaf Law Partners  
Date: December 31, 2020  
Re: Neighborhood Meeting for Rezoning of Glenwood Place Properties

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You are invited to attend a neighborhood meeting on Tuesday, January 12, 2021 from 5:00 PM to 7:00 PM. The purpose of the meeting is to discuss the proposed rezoning of properties located off National Drive in the Glenwood Place development. During this meeting, we will provide details about the rezoning request and receive questions and comments.

The proposed rezoning concerns those properties listed below. The properties are currently zoned OX-5 and OX-5 with Special Highway Overlay District-2. The proposed zoning for the properties is CX-5-CU and CX-12-CU. The portions of 3724 and 3739 National Drive that are within 210 feet from the properties along Alamance Drive are not within the scope of the rezoning and will remain zoned OX-5. The property subject to the proposed rezoning is approximately 11.25 acres. The enclosed map highlights the properties and proposed districts of the rezoning request.

<u>PIN</u>	<u>Site Address</u>	<u>Current Zoning</u>	<u>Proposed Zoning</u>
795887501	3717 NATIONAL DR	OX-5 w/SHOD-2	CX-12-CU
795887960	3725 NATIONAL DR	OX-5 w/SHOD-2	CX-12-CU
795980777	0 NATIONAL DR	OX-5	CX-5-CU
795982876	3724 NATIONAL DR (portion)	OX-5	CX-5-CU
795990214	3733 NATIONAL DR	OX-5 w/SHOD-2	CX-12-CU
795993108	3739 NATIONAL DR (portion)	OX-5 w/SHOD-2	CX-5-CU

Due to the COVID-19 Pandemic, this neighborhood meeting will be held virtually. You can participate online via Zoom or by telephone by using these directions:

**To Join with Video:**

<https://zoom.us/join>  
**Meeting ID: 878 6878 8659**  
**Password: 415483**

**To Join by Telephone:**

**+1 646 558 8656**  
**Meeting ID: 878 6878 8659**  
**Password: 415483**

The City of Raleigh requires a neighborhood meeting involving the owners of property within 500 feet of the properties prior to filing a rezoning application. After the meeting, we will prepare a report for the Planning Department regarding the items discussed at the meeting.

Please do not hesitate to contact me directly if you have any questions or wish to discuss any issues. I can be reached at 919.645.4317 and [mbirch@longleaflp.com](mailto:mbirch@longleaflp.com). Also, for more information about rezoning, you may visit [www.raleighnc.gov](http://www.raleighnc.gov) or contact the Raleigh City Planning Department at 919.996.2682 or [JP.Mansolf@raleighnc.gov](mailto:JP.Mansolf@raleighnc.gov).

Attached to this invitation are the following materials:

1. Subject Property Current Aerial Exhibit
2. Subject Property Current Zoning Exhibit
3. Draft Proposed Rezoning Application, including proposed zoning conditions

CURRENT PROPERTY MAP



CURRENT ZONING MAP





# Rezoning Application



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

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan Existing Zoning Base District <b>OX</b> Height <b>5</b> Frontage <b></b> Overlay(s) <b>SHOD-2</b> Proposed Zoning Base District <b>CX</b> Height <b>12</b> Frontage <b></b> Overlay(s) <b></b> Click <a href="#">here</a> to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			<b>OFFICE USE ONLY</b>  Rezoning Case #
If the property has been previously rezoned, provide the rezoning case number:			
GENERAL INFORMATION			
Date	Date Amended (1)	Date Amended (2)	
Property Address <b>0, 3717, 3724 (portion), 3725, 3733, 3739 (portion) National Drive</b>			
Property PIN <b>0795-99-01777, 0795-99-7501, 0795-99-2676, 0795-99-7960, 0795-99-0214 &amp; 0795-99-3108</b>		Deed Reference (book/page) <b>13198/1773, 13198/1777, 17456/1186</b>	
Nearest Intersection <b>National Drive and Woman's Club Drive</b>			
Property Size (acres) <b>13.72</b>	For Planned Development Applications Only:	Total Units <b></b>	Total Square Footage <b></b>
		Total Parcels <b></b>	Total Buildings <b></b>
Property Owner Name/Address Glenwood Place Portfolio I LLC Glenwood Place Portfolio II LLC 3700 Glenwood Avenue, Suite 430 Raleigh, NC 27612		Phone <b></b>	Fax <b></b>
		Email <b></b>	
Applicant Name/Address Michael Birch, Longleaf Law Partners 4509 Creedmoor Road, Suite 302 Raleigh, NC 27612		Phone <b>919.645.4317</b>	Fax <b></b>
		Email <b>mbirch@longleaflp.com</b>	
Applicant* Signature(s)		Email <b></b>	

CONDITIONAL USE DISTRICT ZONING CONDITIONS			
Zoning Case Number			OFFICE USE ONLY  Rezoning Case #
Date Submitted			
Existing Zoning	OX-5 & OX-5-SHOD-2	Proposed Zoning	
Narrative of Zoning Conditions Offered			
<p>1. The following principal uses as listed in UDO section 6.1.4. Allowed Use Table shall be prohibited: dormitory, fraternity, sorority; emergency shelter types A and B; adult establishment; passenger terminal; vehicle fuel sales; vehicle sales/rental; detention center, jail, prison; self-service storage; car wash; vehicle repair (minor); vehicle repair (major).</p> <p>2. The following principal uses must be located in a multi-story building with more than one principal use: personal service; eating establishment; bar, nightclub, tavern, lounge; retail sales.</p> <p>3. The hours of operation for the following principal uses shall be limited to the hours of 6:00 AM to 11:00 PM: personal service; eating establishment; bar, nightclub, tavern, lounge; retail sales.</p> <p>4. A principal use "bar, nightclub, tavern, lounge" shall not have live performances or a dance floor.</p> <p>5. No drive-thru window shall be associated with any eating establishment use.</p> <p>6. All outdoor pole-mounted lighting shall be full cutoff.</p>			

## EXHIBIT B – NOTICE LIST

795873928 DOBS INC MARVIN F POER & COMP 3520 PIEDMONT RD NE STE 410 ATLANTA GA 30305-1512	795873928 GLENWOOD RALEIGH APARTMENTS LLC MARVIN F POER & COMP 3520 PIEDMONT RD NE STE 410 ATLANTA GA 30305-1512	795879708 3800 GLENWOOD OWNER LLC 1401 17TH ST FL 12 DENVER CO 80202-1268
795880138 ELLIASON LLC 4513 WOODBURY DR RALEIGH NC 27612-3919	795880247 YARBOROUGH, ADAM HEATH YARBOROUGH, ELIZABETH 1811 VARNELL AVE RALEIGH NC 27612-4617	795881406 PENDLETON, KEITH F PENDLETON, ROBIN K 1810 VARNELL AVE RALEIGH NC 27612-4617
795882475 DOBS INC MARVIN F POER & COMP 3520 PIEDMONT RD NE STE 410 ATLANTA GA 30305-1512	795887136 W & L PROPERTIES LLC C/O YORK PROPERTIES INC 2108 CLARK AVE RALEIGH NC 27605-1606	795887501 GLENWOOD PLACE PORTFOLIO II LLC 3700 GLENWOOD AVE STE 430 RALEIGH NC 27612-5530
795887960 GLENWOOD PLACE PORTFOLIO II LLC 3700 GLENWOOD AVE STE 430 RALEIGH NC 27612-5530	795889381 THE RESIDENCES AT GLENWOOD PLACE HOLDINGS LLC 1401 17TH ST FL 12 DENVER CO 80202-1268	795899856 JT HOBBY & SON INC PO BOX 18506 RALEIGH NC 27619-8506
795980741 GLENWOOD PLACE PORTFOLIO I LLC 3700 GLENWOOD AVE # ATE330 RALEIGH NC 27612-5529	795980777 GLENWOOD PLACE PORTFOLIO I LLC 3700 GLENWOOD AVE STE 430 RALEIGH NC 27612-5530	795982876 GLENWOOD PLACE PORTFOLIO I LLC 3700 GLENWOOD AVE STE 430 RALEIGH NC 27612-5530
795984223 SOJOURN HOLDINGS LLC PATRICIA L NOBLE 1401 17TH ST FL 12 DENVER CO 80202-1268	795987787 COWAN, SARAH L 3617 ALAMANCE DR RALEIGH NC 27609-6305	795987866 GILL, SEAN 3621 ALAMANCE DR RALEIGH NC 27609-6305
795987946 VANN, JAMES R VANN, LAURA K 3625 ALAMANCE DR RALEIGH NC 27609-6305	795988354 MCLAIN, L WILLIAM JR 3601 ALAMANCE DR RALEIGH NC 27609-6305	795988447 BASON, DORIS P 3607 ALAMANCE DR RALEIGH NC 27609-6305
795988527 IRBY, JOHN P IV IRBY, AMIE D 3611 ALAMANCE DR RALEIGH NC 27609-6305	795988617 VITEK, MARK E VITEK, ELLEN L MARK VITEK CPA 212 W MILLBROOK RD RALEIGH NC 27609-4304	795990214 GLENWOOD PLACE PORTFOLIO I LLC 3700 GLENWOOD AVE STE 430 RALEIGH NC 27612-5530
795993108 GLENWOOD PLACE PORTFOLIO I LLC 3700 GLENWOOD AVE STE 430 RALEIGH NC 27612-5530	795995448 GLENWOOD PLACE VENTURES LLC 3700 GLENWOOD AVE STE 430 RALEIGH NC 27612-5530	795996175 JONES, LAMAR JR JONES, MARY HANNAH W 3629 ALAMANCE DR RALEIGH NC 27609-6305
795996247 GORRELL, ROBERT G PO BOX 33395 RALEIGH NC 27636-3395	795997025 WALKER, NATHANIEL H WALKER, CURRY R 3627 ALAMANCE DR RALEIGH NC 27609-6305	1705080966 THOMPSON, MARK B JR THOMPSON, LESLIE L 3620 ALAMANCE DR RALEIGH NC 27609-6306

1705081699 HAZOURI, MITCHELL 2714 VANDERBILT AVE RALEIGH NC 27607-7112	1705081823 OVERCASH, HAROLD P OVERCASH, LADONNA P 3616 ALAMANCE DR RALEIGH NC 27609-6306	1705087835 RALEIGH CITY OF PARKS & RECREATION PO BOX 590 RALEIGH NC 27602-0590
1705090166 PROCTOR, RUTH E 3637 ALLEGHANY DR RALEIGH NC 27609-6309	795880138 CURRENT RESIDENT 3716 DADE ST RALEIGH NC 27612	795882475 CURRENT RESIDENT 0 GLENWOOD AVE RALEIGH NC 27612
795899856 CURRENT RESIDENT 1800 CENTURY DR RALEIGH NC 27612	795980741 CURRENT RESIDENT 0 EXCHANGE GLENWOOD PL RALEIGH NC 27612	795980777 CURRENT RESIDENT 0 NATIONAL DR RALEIGH NC 27612
795984223 CURRENT RESIDENT 3710 EXCHANGE GLENWOOD PL RALEIGH NC 27612	795988617 CURRENT RESIDENT 3613 ALAMANCE DR RALEIGH NC 27612	795995448 CURRENT RESIDENT 3639 ALAMANCE DR RALEIGH NC 27612
795996247 CURRENT RESIDENT 3631 ALAMANCE DR RALEIGH NC 27612	1705081699 CURRENT RESIDENT 3608 ALAMANCE DR RALEIGH NC 27612	

## **EXHIBIT C – ITEMS DISCUSSED**

- 1.** Development of other parcels near the site and the overall plan for the area
- 2.** Review artist renderings of proposed development
- 3.** Greenway improvements and connection
- 4.** Open space
- 5.** The rezoning process, generally
- 6.** Traffic and congestion that could result from the development
- 7.** Changes to the I-440 interchange and ramps, and the effects posed to nearby neighborhoods
- 8.** Scope of the TIA's studied intersections
- 9.** Speeding in the Beckana subdivision
- 10.** Lighting and effects on adjacent homes

## **EXHIBIT D – MEETING ATTENDEES**

1. Michael Birch
2. Worth Mills
3. Christa Greene
4. Gordon Grubb
5. Anthony Smithson
6. Elizabeth Yarborough
7. Jeff W
8. Anne Stoddard
9. Tammie Rhodes
10. Neil Gray
11. Keith Pendleton
12. Mark Vitek
13. James Toups
14. Sara Ellis
15. Anna Perkinson
16. Mitch Hazouri
17. Greg Weaver
18. Askew
19. Trent
20. Ladonna Overcash
21. Jamie Davis

REZONING OF PROPERTY CONSISTING OF +/- 11.25 ACRES,  
LOCATED IN THE SOUTHEAST QUADRANT OF THE GLENWOOD AVENUE AND  
INTERSTATE 440 INTERSECTION, IN THE CITY OF RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS ON  
AUGUST 30, 2021

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Monday, August 30, at 6:00 p.m. The property considered for this potential rezoning totals approximately 11.25 acres, and is located in the southeast quadrant of the Glenwood Avenue and Interstate 440 intersection, in the City of Raleigh, having Wake County Parcel Identification Numbers 0795-88-7501, 0795-88-7960, 0795-98-0777, 0795-98-2876, 0795-99-0214, and 0795-99-3108. This meeting was held in the Meeting Room of the Laurel Hills Community Center located at 3808 Edwards Mills Road, Raleigh, NC 27612. All owners of property within 1000 feet of the subject property were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.

## EXHIBIT A – NEIGHBORHOOD MEETING NOTICE



To: Neighboring Property Owner and Tenants  
From: Jennifer Ashton  
Date: August 16, 2021  
Re: Neighborhood Meeting for Rezoning of Glenwood Place Properties (Zoning Case No. REZN-0031-2021)

You are invited to attend an informational meeting to discuss the proposed rezoning of multiple Glenwood Place properties as listed below. The meeting will be held on **Monday, August 30, 2021 from 6:00 PM until 7:00 PM**, at the following location:

**Laurel Hills Community Center  
CC Meeting Room  
3808 Edwards Mill Rd  
Raleigh, NC 27612**

The subject property is approximately 14.46 acres. The properties and proposed districts of the rezoning request are listed below:

#### List of Subject Properties

PIN	Site Address	Current Zoning	Proposed Zoning
795887501	3717 NATIONAL DR	OX-5 w/ SHOD-2	CX-12-CU
795887960	3725 NATIONAL DR	OX-5 w/ SHOD-2	CX-12-CU
795980741	0 EXCHANGE GLENWOOD PL	OX-5	CX-5-CU
795980777	0 NATIONAL DR	OX-5	CX-5-CU
795982876	3724 NATIONAL DR (portion of)	OX-5	CX-5-CU
795990214	3733 NATIONAL DR	OX-5 w/ SHOD-2	CX-12-CU
795993108	3739 NATIONAL DR (portion)	OX-5 w/ SHOD-2	CX-5-CU
795887136	3709 NATIONAL DR	OX-5 w/ SHOD-2	CX-12-CU

The rezoning area does not include the portions of 3724 National Drive and 3739 National Drive that are located within 200 feet of the adjacent R-4 lots, which are to remain OX-5 w/SHOD-2

The City of Raleigh requires a neighborhood meeting involving the owners and tenants of property within 1000 feet of the property after filing the rezoning application. After the meeting, we will prepare a report for the Planning Department regarding the items discussed at the meeting.

Please do not hesitate to contact me directly if you have any questions or wish to discuss any issues. I can be reached at 919-780-5433 and [jashton@longleaflp.com](mailto:jashton@longleaflp.com). Also, for more information about the rezoning, you may visit [www.raleighnc.gov](http://www.raleighnc.gov) or contact John Anagnost at the Raleigh City Planning Department at 919-996-2638 or [john.anagnost@raleighnc.gov](mailto:john.anagnost@raleighnc.gov).

Attached to this invitation are the following materials:

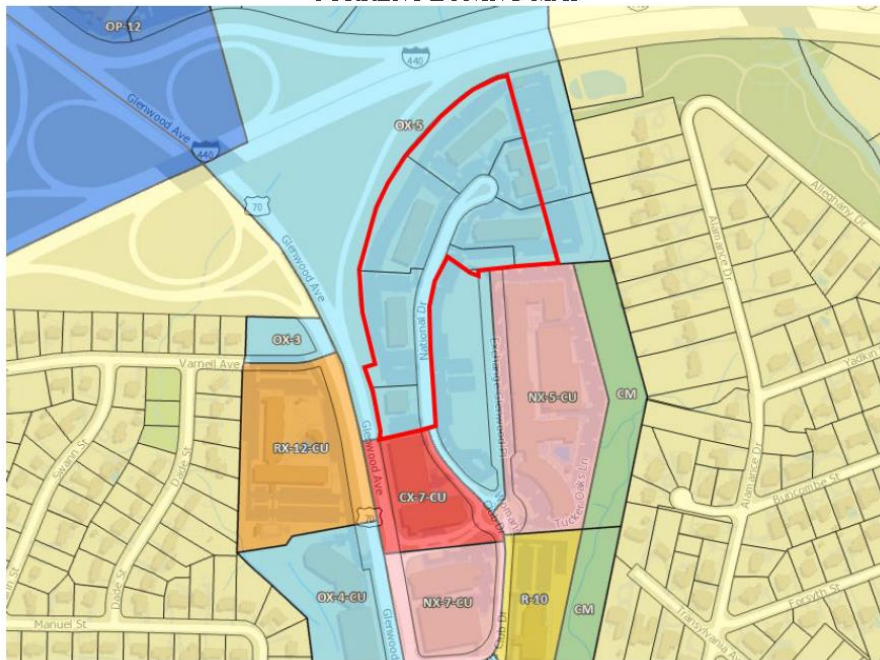
1. Subject Property Current Aerial Exhibit
2. Subject Property Current Zoning Exhibit



CURRENT PROPERTY MAP



CURRENT ZONING MAP



## EXHIBIT B – NOTICE LIST

3700 GLENWOOD OWNER LLC  
1401 17TH ST FL 12  
DENVER CO 80202-1268

3800 GLENWOOD OWNER LLC  
1401 17TH ST FL 12  
DENVER CO 80202-1268

ALAMANCE DREAM LOT LLC  
PO BOX 12197  
RALEIGH NC 27605-2197

ALIDADE GLENWOOD LLC  
40900 WOODWARD AVE STE 250  
BLOOMFIELD HILLS MI 48304-5119

ALSPAUGH, MICHAEL LEE ALSPAUGH, SHERRI  
ROYALL  
200 BUNCOMBE ST  
RALEIGH NC 27609-6300

ANDERSON, WILLIAM H W JR ANDERSON, MARY  
PICKENS  
1436 KERSHAW DR  
RALEIGH NC 27609-6324

ASKEW, CHARLES HOLLAND II ASKEW, LAUREN  
MICHELE  
3617 DADE ST  
RALEIGH NC 27612-4605

BASON, DORIS P  
3607 ALAMANCE DR  
RALEIGH NC 27609-6305

BEANEY, JAMES D JR  
3616 DADE ST  
RALEIGH NC 27612-4606

BEHRENS, JESSE R BEHRENS, LINDSAY W  
3612 DADE ST  
RALEIGH NC 27612-4606

BLOOM, ALLAN A BLOOM, ANNE H  
201 TRANSYLVANIA AVE  
RALEIGH NC 27609-6317

BRAY, C DOUGLAS BRAY, GAY  
3625 ALLEGHANY DR  
RALEIGH NC 27609-6309

BUSH, AMY S BUSH, LEONARD  
1801 MANUEL ST  
RALEIGH NC 27612-5548

CARLOUGH, MATTHEW BLANE CARLOUGH,  
KATHERINE BLAND  
1744 MANUEL ST  
RALEIGH NC 27612-5501

CATANIA, JOSEPH J CATANIA, MILDRED L  
1807 MANUEL ST  
RALEIGH NC 27612-5548

CAYTON, V ELLIS JR CAYTON, ALISON R  
310 YADKIN DR  
RALEIGH NC 27609-6363

CHI - CRABTREE H2 LLC  
6110 FALCONBRIDGE RD STE 200  
CHAPEL HILL NC 27517-7875

COWAN, SARAH L  
3617 ALAMANCE DR  
RALEIGH NC 27609-6305

DADE LLC  
2901 RIDGE RD  
RALEIGH NC 27612-4609

DAVIS, BRADLEE WILSON  
727 STALEY CT  
RALEIGH NC 27609-6361

DAVIS, JEFFREY T DAVIS, JOYCE E  
315 YADKIN DR  
RALEIGH NC 27609-6362

DEIFER, BRADLEY D DEIFER, MICHELLE D  
1808 MANUEL ST  
RALEIGH NC 27612-5510

DOBS INC  
3939 GLENWOOD AVE STE 166  
RALEIGH NC 27612-4739

DOBS INC  
C/O HIGHWOODS REALITY  
3100 SMOKETREE CT  
RALEIGH NC 27604-1086

DOBS INC  
MARVIN F POER & COMP  
3520 PIEDMONT RD NE STE 410  
ATLANTA GA 30305-1512

DRYFUSS, CHRISTOPHER J BODDEN, CHRISTINE  
307 BUNCOMBE ST  
RALEIGH NC 27609-6311

ELLIASON LLC  
4513 WOODBURY DR  
RALEIGH NC 27612-3919

EVANS, HENRY LEE JR EVANS, REBECCA UTTER  
3513 ALAMANCE DR  
RALEIGH NC 27609-6303

GILL, SEAN GILL, MELANIE  
3621 ALAMANCE DR  
RALEIGH NC 27609-6305

GLENWOOD PLACE PORTFOLIO I LLC  
3700 GLENWOOD AVE # ATE330  
RALEIGH NC 27612-5529

OVERCASH, HAROLD P OVERCASH, LADONNA P  
3616 ALAMANCE DR  
RALEIGH NC 27609-6306

PAGANUCCI, CASEY PAGANUCCI, COREY  
3704 SWANN ST  
RALEIGH NC 27612-4616

PEARCE, CHARLES P PEARCE, PATRICIA M  
3708 SWANN ST  
RALEIGH NC 27612-4616

PENDLETON, KEITH F PENDLETON, ROBIN K  
1810 VARNELL AVE  
RALEIGH NC 27612-4617

PERKINSON, PHILLIP  
1900 VARNELL AVE  
RALEIGH NC 27612-4619

POSTAL CUSTOMER  
1734 MANUEL ST  
RALEIGH NC 27612

POSTAL CUSTOMER  
1908 VARNELL AVE  
RALEIGH NC 27612

POSTAL CUSTOMER  
205 TRANSYLVANIA AVE  
RALEIGH NC 27612

POSTAL CUSTOMER  
3301 WOMANS CLUB DR UNIT 106  
RALEIGH NC 27612

POSTAL CUSTOMER  
3301 WOMANS CLUB DR UNIT 112  
RALEIGH NC 27612

POSTAL CUSTOMER  
3301 WOMANS CLUB DR UNIT 116  
RALEIGH NC 27612

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3301 WOMANS CLUB DR UNIT 146  
RALEIGH NC 27612

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3301 WOMANS CLUB DR UNIT 3301  
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3600 GLENWOOD AVE UNIT 100  
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3600 GLENWOOD AVE UNIT 350  
RALEIGH NC 27612

POSTAL CUSTOMER  
3605 GLENWOOD AVE UNIT 100  
RALEIGH NC 27612

POSTAL CUSTOMER  
3605 GLENWOOD AVE UNIT 130  
RALEIGH NC 27612

GLENWOOD PLACE PORTFOLIO I LLC 3700 GLENWOOD AVE STE 430 RALEIGH NC 27612-5530	GLENWOOD PLACE PORTFOLIO II LLC 3700 GLENWOOD AVE STE 430 RALEIGH NC 27612-5530	GLENWOOD PLACE VENTURES LLC 3700 GLENWOOD AVE STE 430 RALEIGH NC 27612-5530
GLENWOOD RALEIGH APARTMENTS LLC MARVIN F POER & COMP 3520 PIEDMONT RD NE STE 410 ATLANTA GA 30305-1512	GOOD, JUSTIN M GOOD, JILLIAN S 323 YADKIN DR RALEIGH NC 27609-6362	GORRELL, ROBERT G 544 PYLON DR RALEIGH NC 27606-1415
GST INVESTMENTS LLC HIGHWOODS PROPERTIES 3100 SMOKETREE CT STE 600 RALEIGH NC 27604-1050	GST INVESTMENTS LLC ATTN: MARIE BASTON PO BOX 847 CARLSBAD CA 92018-0847	HAGEN, COLBY HAGEN, NOELLE DEAN 204 BUNCOMBE ST RALEIGH NC 27609-6300
HAZOURI, MITCHELL 2714 VANDERBILT AVE RALEIGH NC 27607-7112	HIGHWOODS REALTY LTD PRNTSH 3100 SMOKETREE CT RALEIGH NC 27604-1086	HOFSTADTER, KATHLEEN M 3606 ALAMANCE DR RALEIGH NC 27609-6306
HOFT, WILLIAM R HOFT, CATHRINE J 209 BUNCOMBE ST RALEIGH NC 27609-6369	IRBY, JOHN P IV IRBY, AMIE D 3611 ALAMANCE DR RALEIGH NC 27609-6305	J T HOBBY & SON INC PO BOX 18506 RALEIGH NC 27619-8506
JAMES, FORREST M JAMES, BARBARA W 314 YADKIN DR RALEIGH NC 27609-6363	JOHANSON, ERIC W 1804 MANUEL ST RALEIGH NC 27612-5510	JOHNSON, EVELYN L 3714 SWANN ST RALEIGH NC 27612-4616
JONES, H REID JR TRUSTEE JONES, M COLEMAN TRUSTEE 3509 ALAMANCE DR RALEIGH NC 27609-6303	JONES, LAMAR JR JONES, MARY HANNAH W 3629 ALAMANCE DR RALEIGH NC 27609-6305	JT HOBBY & SON INC PO BOX 18506 RALEIGH NC 27619-8506
KREPS, NICHOLAS R KREPS, KENDALL F 1814 VARNELL AVE RALEIGH NC 27612-4617	LUTCavage, SUSAN S LUTCavage, MARC B 3607 ALLEGHANY DR RALEIGH NC 27609-6309	MAYNARD, GERALD P MAYNARD, ELLAN J 3615 ALLEGHANY DR RALEIGH NC 27609-6309
MCLAIN, JOSEPH FRANKLIN MCLAIN, CYNTHIA B 205 BUNCOMBE ST RALEIGH NC 27609-6369	MCLAIN, L WILLIAM JR 3601 ALAMANCE DR RALEIGH NC 27609-6305	MOHR, FREDERICK M JR MOHR, BETSY C 2000 VARNELL AVE RALEIGH NC 27612-4621
MORAN, JAMES COLIN MORAN, JENNIFER SMITH 1432 KERSHAW DR RALEIGH NC 27609-6324	MORRIS, PARKE MORRIS, WHITLEY 1403 GOODBAR AVE MEMPHIS TN 38104-4801	NAYLOR, JOHN THOMAS NAYLOR, JOANNA M 903 WALKING STICK TRL CLINTON NC 28328-2150

POSTAL CUSTOMER  
3700 GLENWOOD AVE UNIT 360  
RALEIGH NC 27612

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3700 GLENWOOD AVE UNIT 400  
RALEIGH NC 27612

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3605 GLENWOOD AVE UNIT 450  
RALEIGH NC 27612

POSTAL CUSTOMER  
3608 ALAMANCE DR  
RALEIGH NC 27609

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3613 ALAMANCE DR  
RALEIGH NC 27609

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3631 ALAMANCE DR  
RALEIGH NC 27609

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RALEIGH NC 27612

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3800 GLENWOOD AVE UNIT 300  
RALEIGH NC 27612

POSTAL CUSTOMER  
3800 GLENWOOD AVE UNIT 400  
RALEIGH NC 27612

POSTED NOTICE REQUIRED (2 SIGNS, one per  
entrance including Varnell Ave)  
3939 GLENWOOD AVE  
RALEIGH NC 27612

POSTED NOTICE REQUIRED (2 SIGNS, one per  
entrance onto Women's Club Dr)  
3710 EXCHANGE GLENWOOD PL  
RALEIGH NC 27612

POSTED NOTICE REQUIRED (5 SIGNS, one per  
entrance on North Hills Dr)  
1803 HILLOCK DR  
RALEIGH NC 27612

PROCTOR, RUTH E  
3637 ALLEGHANY DR  
RALEIGH NC 27609-6309

PUCILLO, MARCELLA HIGGINS  
301 YADKIN DR  
RALEIGH NC 27609-6362

RALEIGH CITY OF  
PARKS & RECREATION  
PO BOX 590  
RALEIGH NC 27602-0590

RALEIGH CITY OF  
PO BOX 590  
RALEIGH NC 27602-0590

ROBINSON, LARRY JR ROBINSON, AMY  
1648 STANDARD TRL  
RALEIGH NC 27612

RUFTY, ANDREW RUFTY, ANNE  
3516 ALAMANCE DR  
RALEIGH NC 27609-6304

RUSSELL, RICHARD A RUSSELL, ABIGAIL J C  
3631 ALLEGHANY DR  
RALEIGH NC 27609-6309

RYAN, CHRISTOPHER ROSES-RYAN, JOANNA KAREN  
3611 ALLEGHANY DR  
RALEIGH NC 27609-6309

SHWEDO, BLAIR DONALD  
1910 PINWOOD CIR  
CHARLOTTE NC 28211-1633

SIMPSON, DANA E SIMPSON, STEPHANIE M  
200 TRANSYLVANIA AVE  
RALEIGH NC 27609-6318

SMITH, JAMES A SMITH, ELIZABETH M  
1816 MANUEL ST  
RALEIGH NC 27612-5510

SMYTH, THEODORE B SMYTH, MELISSA P  
3517 ALAMANCE DR  
RALEIGH NC 27609-6303

SOJOURN HOLDINGS LLC  
PATRICIA L NOBLE  
1401 17TH ST FL 12  
DENVER CO 80202-1268

STUBER, CHARLES WILLIAM  
1800 MANUEL ST  
RALEIGH NC 27612-5510

TEAGUE, GEORGE M TEAGUE, NANCY C  
3619 ALLEGHANY DR  
RALEIGH NC 27609-6309

THE CLAY STEVENS DELK REVOCABLE TRUST THE  
ERIN KATHRYN DELK REVOCABLE TRUST  
1812 MANUEL ST  
RALEIGH NC 27612-5510

THE RESIDENCES AT GLENWOOD PLACE HOLDINGS  
LLC  
3700 GLENWOOD AVE STE 430  
RALEIGH NC 27612-5530

THOMPSON, MARK B JR THOMPSON, LESLIE L  
3620 ALAMANCE DR  
RALEIGH NC 27609-6306

TOLLISON, MICHAEL S TOLLISON, JENNIFER S  
201 BUNCOMBE ST  
RALEIGH NC 27609-6369

TRAILS OF NORTH HILLS LLC  
4445 WILLARD AVE STE 900  
CHEVY CHASE MD 20815-3788

TUPPER, JAMES ELIHU KELLY, BETH DANIELLE  
1904 VARNELL AVE  
RALEIGH NC 27612-4619

UPPER BUNCOMBE HOMEOWNERS ASSOC INC  
ATTN: CATHERINE HOFT  
209 BUNCOMBE ST  
RALEIGH NC 27609-6369

VANN, JAMES R VANN, LAURA K  
3625 ALAMANCE DR  
RALEIGH NC 27609-6305

VITEK, MARK E VITEK, ELLEN L  
MARK VITEK CPA  
212 W MILLBROOK RD  
RALEIGH NC 27609-4304

W & L PROPERTIES LLC  
C/O YORK PROPERTIES INC  
2108 CLARK AVE  
RALEIGH NC 27605-1606

WALKER, NATHANIEL H WALKER, CURRY R  
3627 ALAMANCE DR  
RALEIGH NC 27609-6305

WALLWORK, JUSTIN A WALLWORK, ANNE H  
3608 DADE ST  
RALEIGH NC 27612-4606

WARD, DAVID D WARD, ELIZABETH B  
327 YADKIN DR  
RALEIGH NC 27609-6362

WARREN, WILEY PAUL WARREN, KATHLEEN  
ANDREWS  
724 STALEY CT  
RALEIGH NC 27609-6361

WILLIS, GEOFFREY RYAN WILLIS, ROBIN HENRY  
3621 DADE ST  
RALEIGH NC 27612-4605

WILSON, CLAUDE ROBERSON III WILSON, HEATHER  
M  
3701 DADE ST  
RALEIGH NC 27612-4607

WOMANS CLUB OF RALEIGH INC  
ATTN: TREASURER  
3300 WOMANS CLUB DR  
RALEIGH NC 27612-4825

YAHYAPOUR, MICHAEL PECKHAM, SAMANTHA  
319 YADKIN DR  
RALEIGH NC 27609-6362

YARBOROUGH, ADAM HEATH YARBOROUGH,  
ELIZABETH  
1811 VARNELL AVE  
RALEIGH NC 27612-4617



## **EXHIBIT C – ITEMS DISCUSSED**

- 1. Introduction of Ownership/Development Team**
- 2. Overview of the Rezoning Process**
- 3. Update on Development within Glenwood Place**
- 4. Overview of the Rezoning Request**
- 5. Review of Zoning Conditions Filed with Application**
- 6. Description of New Zoning Conditions**
- 7. Zoning within 200 feet of Residential Not Changing**
- 8. Location of 12-Story Height Allowance**
- 9. Whether 12 Stories would be Visible from Neighborhood**
- 10. Impact of Height on Adjacent Neighborhood**
- 11. Results of the Traffic Impact Analysis**
- 12. Proposed Improvements to I-440/Glenwood Avenue**
- 13. Proposed Improvements at Glenwood Avenue/National Drive**
- 14. Proposed Improvements to Woman's Club Drive**
- 15. Impact on Traffic at the I-440/Glenwood Interchange**
- 16. Existing Connection to the Greenway**
- 17. Impact of Proposed Development Across Glenwood Avenue**

## **EXHIBIT D – MEETING ATTENDEES**

### **Public:**

1. Todd Spratt
2. Kathy Spratt
3. Dana Simpson
4. Marvis Veney
5. Erin Delk
6. Susan Tenney
7. Nat Walker

### **City Staff:**

1. John Anagnost

### **Applicant Team:**

1. Michael Birch
2. Gordon Grubb
3. Anne Stoddard
4. Anthony Smithson
5. Jeff Weller