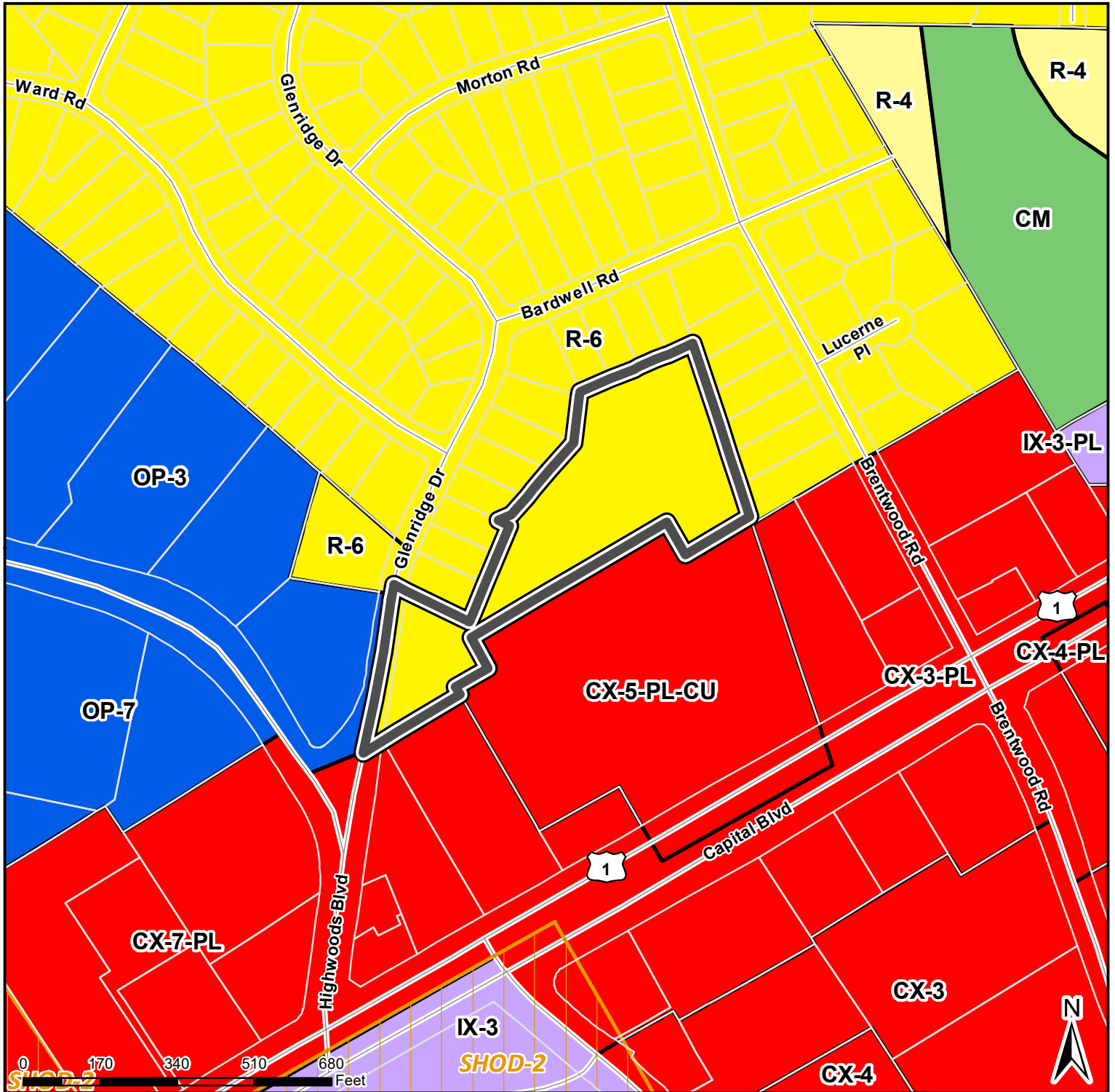
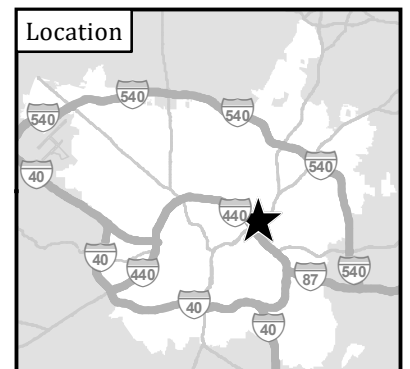


Existing Zoning

Z-34-2019



Property	2920 Glenridge Dr
Size	4.96 acres
Existing Zoning	R-6
Requested Zoning	RX-4-CU





RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 11967

CASE INFORMATION: Z-34-19 2920 GLENRIDGE DR

Location	Glenridge Dr., on its east side, approximately 600 feet north of Capital Blvd. Address: 2920 Glenridge Dr. PINs: 1715839651 iMaps , Google Maps , Directions from City Hall
Current Zoning	R-6
Requested Zoning	RX-4-CU
Area of Request	4.96 acres
Corporate Limits	The site is within Raleigh's corporate limits.
Property Owner	Eagle Rock 50, LLC 2912 Highwoods Blvd. Raleigh, NC 27604
Applicant	Molly M. Stuart, Morningstar Law Group 421 Fayetteville St., Suite 530 Raleigh, NC 27601
Citizens Advisory Council (CAC)	Atlantic CAC Kate Jetton, Chair ktjetton@gmail.com
PC Recommendation Deadline	February 10, 2020

SUMMARY OF PROPOSED CONDITIONS

1. Prohibits certain uses.
2. Requires a fence along most of the rear property line.
3. Requires a wall along the boundary with an adjacent parcel on Glenridge Dr.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Office & Residential Mixed Use (ORMU)
Urban Form	None
Consistent Policies	Policy LU 1.2—Future Land Use Map and Zoning Consistency Policy LU 1.3—Conditional Use District Consistency Policy LU 2.2—Compact Development Policy LU 4.9—Corridor Development Policy LU 5.4—Density Transitions Policy LU 5.5—Transitional and Buffer Zone Districts Policy LU 7.4—Scale and Design of New Commercial Uses

	Policy LU 8.10—Infill Development Policy LU 8.11—Development of Vacant Sites Policy ED 5.2—Creating Investment Opportunities Policy H 1.1—Mixed-Income Neighborhoods Policy H 1.8—Zoning for Housing
Inconsistent Policies	Policy LU 5.1—Reinforcing the Urban Pattern Policy LU 8.12—Infill Compatibility Policy UD 5.1—Contextual Design

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

Neighborhood Meeting	CAC	Planning Commission	City Council
9/17/2019 (11 attendees)	9/19/2019; 11/21/2019 (20-2 in favor)	11/12/2019; 11/26/2019; 12/10/2019	1/7/2019

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 request is consistent with the Future Land Use Map and the Comprehensive Plan. It would allow for additional housing in an area served by transit.
Recommendation	Approve. 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: Tomasulo Second: Winters In Favor: Geary, Hicks, Jeffreys, Mann, Tomasulo and Winters
Reason for Opposed	N/A

Vote(s)

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.

Plan. Director Bowers

Date

Plan. Comm. Chair Jeffreys

Date

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



ZONING STAFF REPORT – CASE Z-34-19

Conditional Use District

OVERVIEW

The rezoning site is 4.96 acres of undeveloped and almost entirely wooded land located on the west side of Capital Boulevard between Glenridge Drive and Brentwood Road. A steep bank with slopes as high as 25% and falling generally from north to south crosses the east-west length of the site. The site is an irregular shape, with its widest portion at the eastern edge being around 400-feet. The site tapers towards the west, reaching a minimum width of 35 feet before widening toward its 335-foot frontage on Glenridge Drive.

The request is to change the zoning from Residential-6 (R-6) to Residential Mixed Use-4 Stories-Conditional Use (RX-4-CU). The western boundary of the site is accessible from Glenridge Drive just east of its intersection with Highwoods Boulevard. The northern and western sides of the subject parcel are bounded by the rear yards of single-family homes in the Brentwood neighborhood which front on Glenridge Drive, Bardwell Road, and Brentwood Road.

To the south of the rezoning property is a vacant hotel complex which most recently operated under the name Capital Plaza. A separate zoning case has been filed for the remainder of the hotel site. This case has number Z-35-19. The two parcels have different owners. However, the applicants in the cases have indicated that their intent is to combine the parcels into a single development plan if both rezoning requests are approved.

The rezoning site forms a transition area between the commercial uses on Capital Boulevard and the uniformly low-density Brentwood neighborhood. Brentwood is approximately 400 acres composed of about 1,100 homes, an elementary school and a City park. It is roughly defined as the single-family development bounded by Highwoods Boulevard to the south, Capital Boulevard to the east, New Hope Church Road to the north, and Atlantic Avenue to the west.

Of the 1,100 homes in the neighborhood, more than 800 were constructed between 1957 and 1969. The character of the neighborhood is primarily split level and ranch style homes constructed of brick and often accented with wood siding. Most homes in Brentwood are detached houses. Attached houses are present along Atlantic Ave, New Hope Church Rd, and a portion of Crandon Ln.

In 2017, the NC Historic Preservation Office (HPO) evaluated a portion of the neighborhood containing roughly 240 homes and determined that area to be eligible for nomination to the National Register of Historic Places. The NC HPO report notes, “Similar housing types and designs, uniform setbacks, and mature trees give the community visual cohesion”. The area evaluated by the NC HPO is adjacent to the rezoning site.

Development along Capital Boulevard near the site is retail and light industrial. Highwoods Boulevard is the location of the Highwoods office park, which extends from Glenridge Drive

to Atlantic Avenue. The interchange of Capital Boulevard with I-440 is located approximately one-half mile southwest. Marsh Creek passes the site 1,000 feet to the east.

The rezoning site is zoned R-6, which allows detached and attached residential buildings as well as civic uses. Brentwood is zoned R-6. Properties fronting on Capital Boulevard near the site are zoned Commercial Mixed Use with allowed heights of 5- and 7-stories. The Highwoods office park is zoned Office Park-7 Stories. A Special Highway Overlay District-2 is present along I-440 but does not reach the rezoning site.

The Future Land Use Map designation of Office & Residential Mixed Use makes the rezoning property a transition area between Capital Boulevard and the neighborhood behind. Brentwood is mapped with the Low Density Residential designation. Business & Commercial Services is mapped along Capital Boulevard. This designation recommends intense commercial and light industrial uses such as Vehicle Sales and Warehouse/Distribution, respectively. Highwoods has been designated for Office/Research & Development.

The rezoning request includes a condition that prohibits certain uses such as Telecommunications Towers and Outdoor Sports and Entertainment Facilities. The proposed zoning of RX-4-CU allows the Townhouse and Apartment building types in addition to the Detached and Attached building types which are also allowed by R-6. The potential residential density of the site would be increased by the proposal from about 6 dwelling units per acre to 32 units per acre.

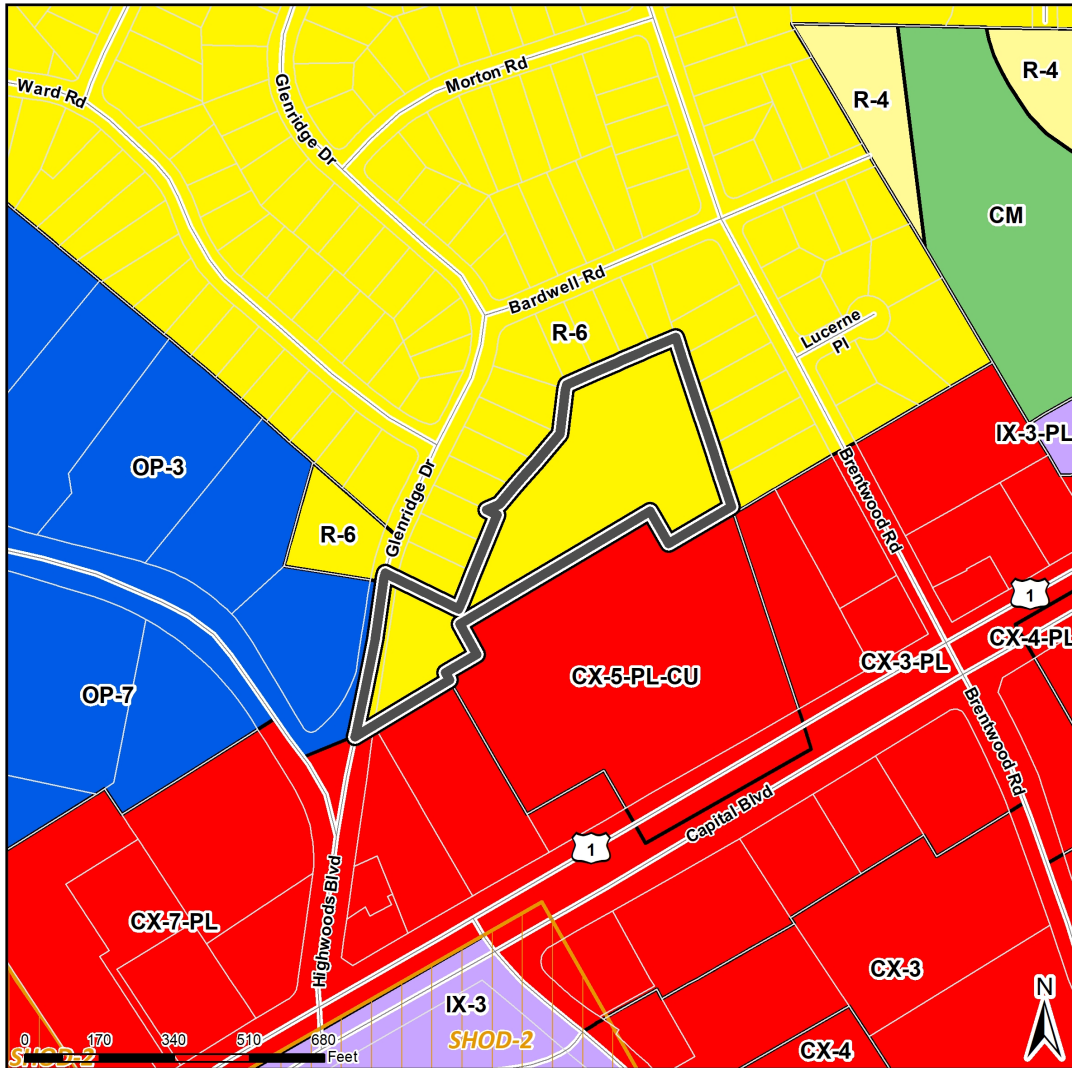
The zoning request would allow around 4,000 square feet of non-residential development, such as retail or office. However, non-residential uses would only be allowed at the intersection of two public streets. It is uncertain whether that standard would be met by a future development plan. Development of the site is likely to require dedication of at least one new public street, but the alignment of any new streets may differ depending on whether the parcel to the south is part of a future development plan.

OUTSTANDING ISSUES

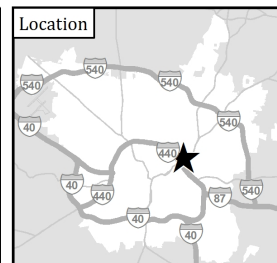
Outstanding Issues		Suggested Mitigation	
	1. None.		1. N/A

Existing Zoning

Z-34-2019



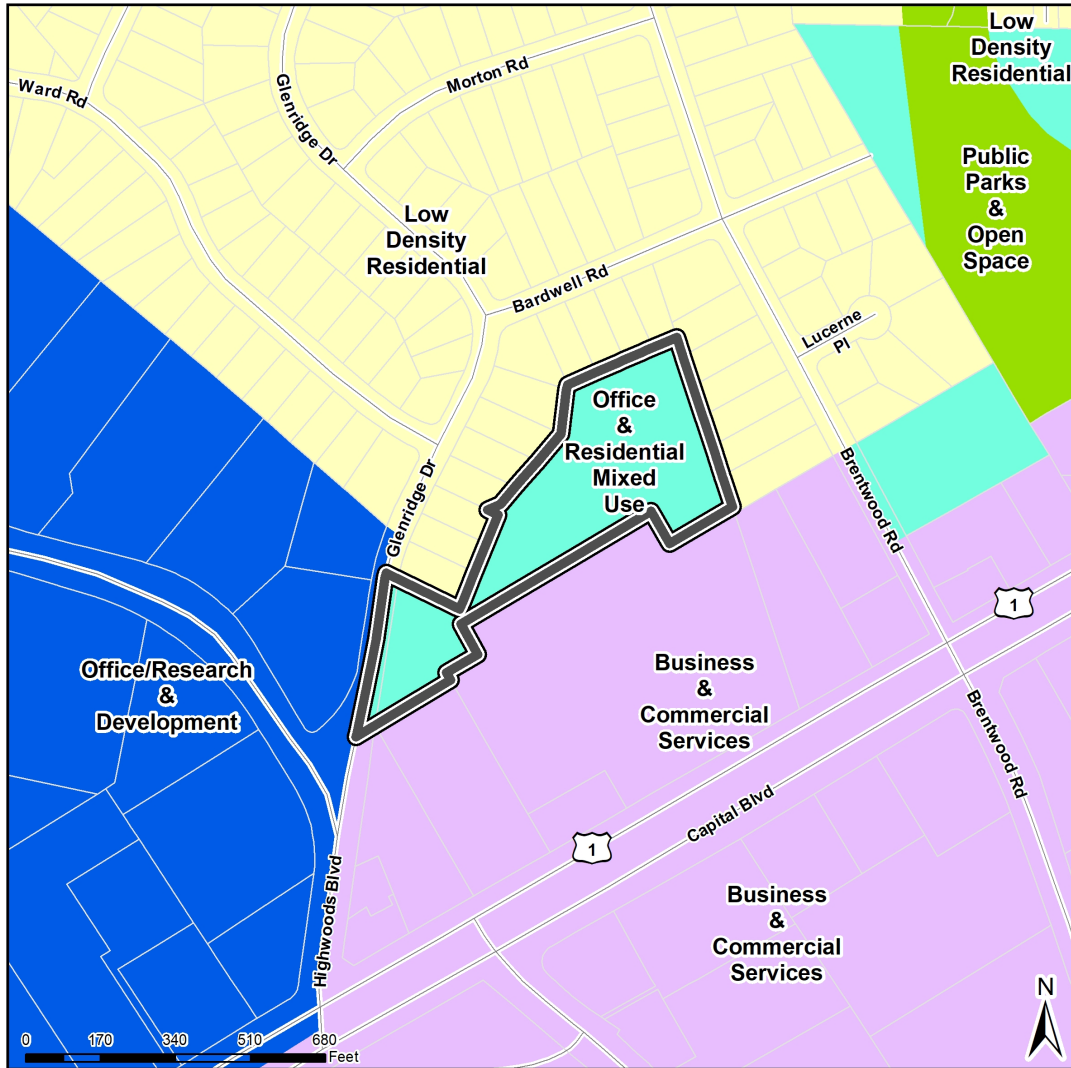
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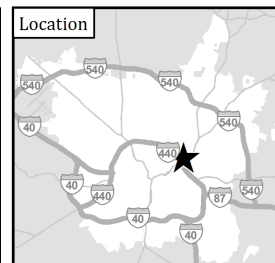
Map by Raleigh Department of City Planning (mansolf); 9/20/2019

Future Land Use

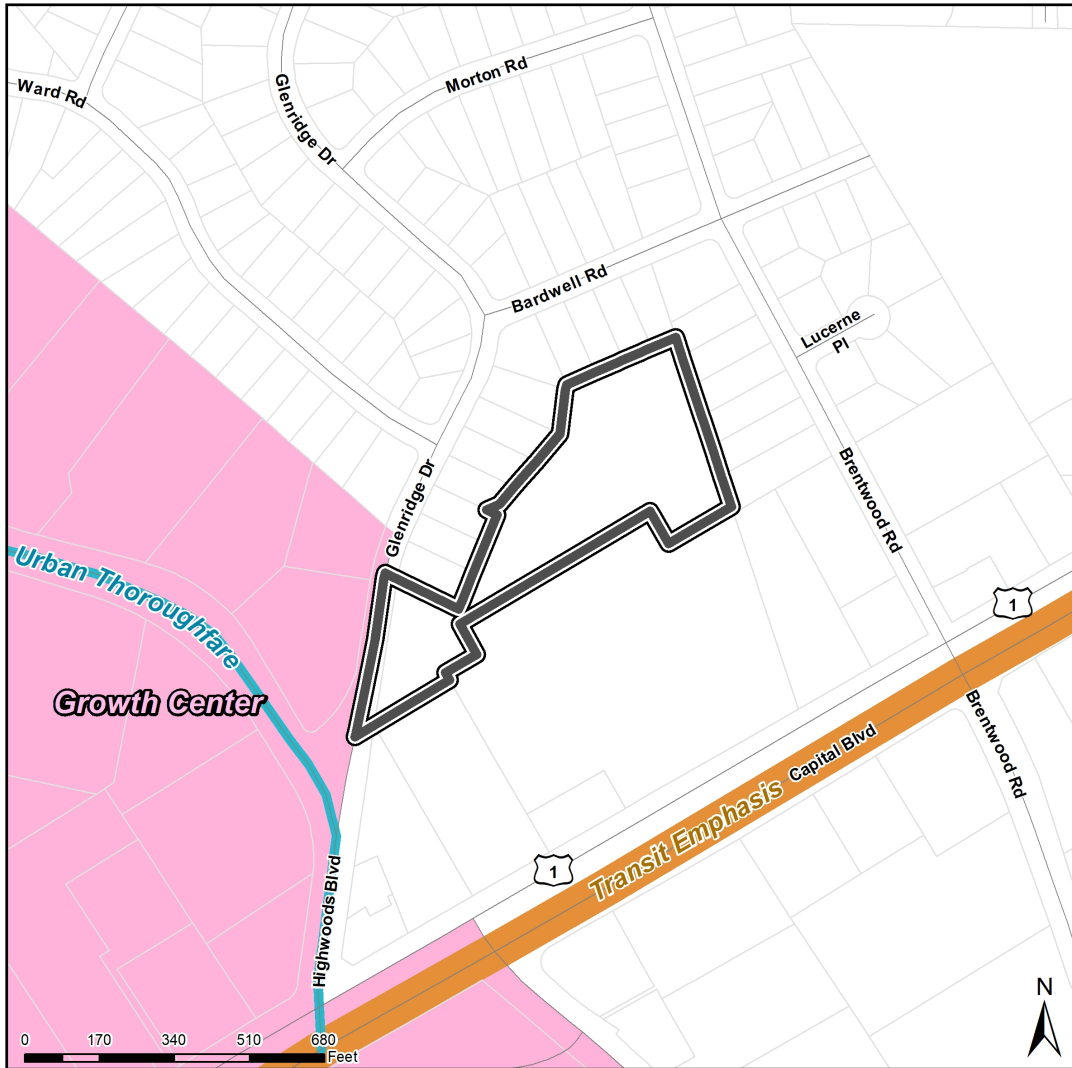
Z-34-2019



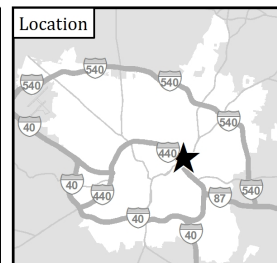
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Map by Raleigh Department of City Planning (mansolf); 9/20/2019

COMPREHENSIVE PLAN

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

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

Yes, the requested zoning is consistent with the Vision Theme of Expanding Housing Choices because it would allow more housing units and a wider variety of housing types than are allowed by the existing zoning. The proposal is also consistent with the Managing Our Growth Vision Theme because it proposes additional density in an area that is urbanized and well-served by existing infrastructure. The Coordinating Land Use and Transportation Vision Theme supports the rezoning request because the site is in area that has very good transit service and a number of shopping and employment destinations nearby.

The request is not consistent with the Growing Successful Neighborhoods and Communities Vision Theme because it does not include zoning conditions that would require new development to complement the existing character of the Brentwood neighborhood. The character displayed by the neighborhood is historic, homogeneous, and well-preserved. The proposal could be more consistent with this vision theme by offering conditions that limit massing and height to reflect the character of Brentwood as well as matching the architectural features and materials present in the neighborhood.

The proposed zoning is generally consistent with the 2030 Comprehensive Plan. The advancement of policies relating to transit supportive density and infill of existing urbanized areas by the requested zoning is more substantial than the detriment to policies supporting adherence to the character of the Brentwood neighborhood.

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

Yes, the Future Land Use Map designation on the rezoning site is Office & Residential Mixed Use, which calls for a mix of residential and office use with ancillary retail. The proposed zoning would allow a mix of office and residential uses with ancillary retail, with the bulk of the allowed development being residential. The proposed height is also consistent with this designation's recommendation of "four stories when near neighborhoods".

- 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?

Not applicable. The proposed uses are specifically designated on the Future Land Use Map.

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

Yes, the site is in an urbanized area that is served by existing City infrastructure. Construction of a new street within the site is likely to be required as part of a development plan.

Future Land Use

Future Land Use designation: Office & Residential Mixed Use

The rezoning request is

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

☐ **Inconsistent**

The Office & Residential Mixed Use designation suggests development composed of office and residential uses with the possibility of retail when it is of a scale meant to serve office or residential uses on the same site. The proposed RX zoning allows primarily residential uses with non-residential uses permitted when they are part of an apartment building. The square footage of non-residential uses that may be established in this district is determined based on the size of residential development, such that any non-residential uses could be considered ancillary. Table LU-2 supports height of up to 4 stories for the rezoning site.

Urban Form

Urban Form designation: None

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)

Analysis: Not applicable.

Compatibility

The proposed rezoning is

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

☐ **Incompatible.**

The proposed uses and height area compatible with the surrounding developments to the east, west, and south. There may be some impacts on the single family lots to

the north from the potential height and mass of development enabled by the proposal. Neighborhood Transition requirements would apply to development of a Residential Mixed Use zoned property adjacent to a Residential-6 properties and would provide for a minimum 50-foot building setback and controls on height in proximity to the shared property lines. The proposal improves compatibility with the CX zoning to the south because medium density residential uses are more compatible with mixed use and commercial developments than the detached and attached house development that is permitted under the existing zoning. Overall, the request is compatible, but compatibility could be increased through conditions requiring some fragmentation of the massing of future development and introduction of congruous design elements close to the Brentwood home lots.

Public Benefits of the Proposed Rezoning

- The request would allow for an increase in the supply and variety of housing in the area.
- The request would reduce the likelihood of detached and attached houses being constructed adjacent to high-intensity commercial uses that may potentially be constructed in the parcel to the south.

Detriments of the Proposed Rezoning

- The request may increase the amount of vehicle trips on nearby roads.

Policy Guidance

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

Policy LU 1.2 Future Land Use Map and Zoning Consistency

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

The proposal would allow multi-family residential development and a small amount of ancillary commercial floor space. This combination of uses is recommended by the Future Land Use Map designation of Office & Residential Mixed Use.

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 offered zoning condition prohibits some of the more intense uses allowed in the proposed zoning district. Removal of these uses makes the request more consistent with the Comprehensive Plan policies in support of compatibility between adjacent uses and protection of neighborhoods, such as Brentwood, from impacts of nearby development.

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.

Development enabled by the request could be denser than what is allowed by the existing zoning. The rezoning site is in an urbanized area that is served by existing City infrastructure.

Policy LU 4.9 Corridor Development

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

Capital Boulevard is mapped as a Multi-Modal Corridor on the Growth Framework Map and has a high-frequency bus route that passes the rezoning site. The request would allow for multi-family development with a transit-supportive level of density within walking distance of the existing transit service.

Policy LU 5.4 Density Transitions

Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.

The rezoning request is for a district that allows residential densities that fit the description low- to medium-density. The maximum density allowed by the proposal is estimated to be around thirty dwelling units per acre, which is considered medium density. Neighborhood transition requirements would apply to development under the proposed zoning and would require a transition area along the property boundary that abuts lots in the Brentwood neighborhood.

Policy LU 5.5 Transitional and Buffer Zone Districts

Maintain and enhance zoning districts which serve as transitional or buffer areas between residential and commercial districts and which also may contain institutional, non-profit, and office-type uses. Zoning regulations and conditions for these areas should ensure that development achieves appropriate height and density transitions, and protects neighborhood character

The requested Residential Mixed Use district fits the description of a transitional district found in this policy. The proposed district would provide a buffer of residential use with a small amount of commercial use between the commercial uses that are allowed in the Commercial Mixed Use district fronting on Capital Boulevard and the low density residential neighborhood to the north. Consistency with this policy can be improved through zoning conditions requiring new development to display massing and architectural styles on the north side of the property that resemble the forms present in Brentwood.

Policy LU 7.4 Scale and Design of New Commercial Uses

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

The limited use standards for commercial uses within the requested Residential Mixed Use district require any commercial use to be located at the corner of two public streets and be limited to 4,000 square feet or less. These standards help to ensure that any commercial development under the proposal would be of appropriately small scale to be compatible with existing residential development in the area.

Policy LU 8.10 Infill Development

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

An unused hotel has been present on the rezoning site for several years and has been the subject of numerous complaints from area residents that it is detrimental to public health and safety. Approval of the rezoning would encourage redevelopment of the site by removing zoning conditions that are undesirable for future development.

Policy LU 8.11 Development of Vacant Sites

Facilitate the development of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures that would address these.

The rezoning property has not been redeveloped despite being unused for around a decade. Rezoning to the requested district would enable the site to be consolidated with the property to the south to form a single development plan on the hotel site.

Policy ED 5.2 Creating Investment Opportunities

In areas needing reinvestment and revitalization, create investment opportunities for new housing and employment through land assemblage incentives, site preparation, and public infrastructure improvements.

The proposed zoning would enable assemblage of the subject property with the property to the south to create a single development site from the site of the vacant hotel. The potential for a combined development site would encourage reinvestment and revitalization of the currently blighted hotel site.

Policy H 1.1 Mixed-Income Neighborhoods

Promote mixed-income neighborhoods throughout the City, particularly within high density development at employment centers, downtown, and along transit corridors.

The request would allow for a variety of residential housing types, which may be targeted to either higher or lower income households than are currently present in the area.

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.

The proposal would potentially allow for more than 100 additional housing units on the site.

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

Policy LU 5.1 Reinforcing the Urban Pattern

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

Policy LU 8.12 Infill Compatibility

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

Policy UD 5.1 Contextual Design

Proposed development within established neighborhoods should create or enhance a distinctive character that relates well to the surrounding area.

The Brentwood neighborhood begins directly behind the rezoning site. Brentwood is eligible for nomination to the National Register of Historic Places and displays significant homogeneity of character in terms of setting and architectural design. The rezoning proposal does not include conditions to require new development to reflect the historic character of Brentwood. Additionally, no conditions have been offered to ensure that the mass and scale of development in proximity to the neighborhood would be compatible with the two-story, detached building types in Brentwood.

Area Plan Policy Guidance

There is no area plan guidance for the rezoning site.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	41	Better than city average
Walk Score	30	43	Better than city average

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

Summary: The WalkScore and TransitScore are both somewhat better than the average for all of Raleigh. Capital Boulevard has many destinations for shopping and employment as well as very good transit service. However, the pedestrian experience is reduced on Capital Boulevard by the large width of the road and fairly high vehicle speeds and on side streets by inconsistency of sidewalks.

Carbon/Energy Footprint: Housing

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

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

Summary: The proposed zoning allows all residential building types, whereas the existing zoning allows Detached and Attached house building types. The request would allow additional housing types that are likely to produce fewer carbon emissions per dwelling unit.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds	As many as 130 additional housing units could be built under the proposed zoning.
Does it include any subsidized units?	No	No subsidized units are required by the zoning request.
Does it permit a variety of housing types?	Yes	All residential building types are allowed by the proposed zoning.
If not a mixed-use district, does it permit smaller lots than the average?*	N/A	Not applicable. The proposed zoning is a mixed-use district.
Is it within walking distance of transit?	Yes	There is a bus stop for Route 1 – Capital located less than one-half mile away.

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

Summary: The proposed rezoning would allow more dwelling units and a greater variety of housing types in an area that is well-served by transit.

IMPACT ANALYSIS

Historic Resources

1. 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.

Impact Identified: None.

Parks and Recreation

1. This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.
2. Nearest existing park access is provided by Hill St. Park (1.4 miles) and Brentwood Park (0.8 miles).
3. Nearest existing greenway trail access is provided by Crabtree Creek Greenway Trail (1 mile).
4. Current park access level of service (LOS) grade in this area is a B.

Impact Identified: None.

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	0	7,250	39,750
Waste Water	0	7,250	39,750

Impact Identified:

1. The proposed rezoning would add approximately 39,750 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area
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 Developed

Stormwater

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

Impact Identified: None.

Transit

1. No comments.

Impact Identified: None.

Transportation

Site Location and Context

Location

The Z-34-19 site is near Capital Boulevard and the Brentwood neighborhood.

Area Plans

The Z-34-19 site located within study area of the Capital Boulevard North Corridor Study, which is active at this moment. This plan is expected to recommend changes to the transportation, land use, and urban form guidance of the Comprehensive Plan.

Other Projects in the Area

The City of Raleigh is designing sidewalks to complete gaps between the I-440 interchange and existing sidewalk near Brentwood Road. This project is planned to be completed in early 2021.

The North Carolina Department of Transportation (NCDOT) began planning for project I-5790, which will expand the interchange of I-440 with US-1 and US-401. Preliminary concepts from NCDOT have included changes to Capital Boulevard as far north as Brentwood Road. Likely changes include grade separation of through lanes on Capital Boulevard from cross streets as well as additional street connections following a square loop configuration to support connectivity in the corridor. A similar square loop was recently implemented at Peace Street and southbound Capital Boulevard. Realignment of Highwoods Boulevard with Westinghouse Boulevard is also being considered; this change is consistent with Raleigh's Comprehensive Plan (Map T-1).

Existing and Planned Infrastructure

Streets

The site has existing frontage on Glenridge Drive, which is designated as a neighborhood street on Map T-1 of the comprehensive plan; it is maintained by the City of Raleigh. Nearby Capital Boulevard is designated as a six-lane divided avenue in the comprehensive plan; it is maintained by NCDOT.

In accordance with UDO section 8.3.2, the maximum block perimeter for an RX-4 zoning district is 3,000 feet. The existing block perimeter is approximately 4,550 feet, following Glenridge Drive, Bardwell Road, Brentwood Road, Capital Boulevard, and Highwoods Boulevard. The realignment of Highwoods Boulevard with Westinghouse Boulevard would reduce the block perimeter to approximately 4,100 feet. The creation of a local street parallel to Capital Boulevard near the southeastern property line would result in a block complying with the applicable standards for the resulting block: 3,000 feet for R-6 and the proposed RX-4 zoning.

Pedestrian Facilities

There are no sidewalks currently along the site's frontage on Glenridge Drive. Subdivision or site plan approval for this property will require sidewalk improvements on public street frontages. There are no current sidewalks on the portions of capital closest to the subject property. The City of Raleigh has this sidewalk currently in design; construction is planned to be completed in early 2021.

Bicycle Facilities

There are no existing bikeways serving the subject property. Highwoods Boulevard is designated for a bicycle lane and Capital Boulevard is designated for a separated bikeway in the long-term bike plan.

Transit

GoRaleigh Route 1 serves Capital Boulevard every 15 minutes. The Wake Transit Plan includes another frequent service that will traverse the area parallel to I-440. It is likely to operate on Highwoods Boulevard, approximately 200 feet from the subject property.

Access

Access to the subject property may be via Glenridge Drive or a new street constructed through the adjacent Z-35-19 site connecting the subject property to Capital Boulevard.

TIA Determination

Approval of case Z-34-19 may increase trip generation by 52 vehicles in the AM peak hour and 61 vehicles in the PM peak hour. Trips generated may increase by 873 vehicles per day. These increases are below thresholds for daily and total peak hour trips in the Raleigh Street Design Manual for requiring a Traffic Impact Analysis.

Z-34-2019 Existing Land Use Vacant	Daily	AM	PM
	0	0	0
Z-34-2019 Current Zoning Entitlements Residential	Daily	AM	PM
	260	20	27
Z-34-2019 Proposed Zoning Maximums Residential Mixed Use	Daily	AM	PM
	1,133	72	89
Z-34-2019 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	873	52	61

Impact Identified: Development of the site under the proposed zoning may marginally increase the number of vehicle trips on nearby streets. A Traffic Impact analysis is not required.

Urban Forestry

1. The proposed rezoning does not affect how UDO 9.1 (Tree Conservation) would be applied to a development plan.

Impact Identified: None.

Impacts Summary

The request is not expected to have any significant impacts on City infrastructure or service provision. The rezoning site is in an urbanized area with adequate existing City facilities. Infrastructure improvements to serve development on the site will be required as part of a development plan approval.

Mitigation of Impacts

No mitigation is recommended.

CONCLUSION

This case is a request to change the zoning of approximately 5 acres on the north side of Capital Boulevard from R-6 to RX-4-CU. The offered zoning condition prohibits a small number of uses. The site lies between property fronting on Capital Boulevard and the Brentwood neighborhood. Uses along Capital Boulevard in the area are highway-style commercial and light industrial. The request would increase the allowed density on the site from about 30 residential units to about 160. The proposed zoning would allow almost 4,000 square feet of commercial space if future development leads to the site having frontage at the intersection of two public streets.

The rezoning request is consistent with the Future Land Use Map designation of Office & Residential Mixed Use in terms of allowed uses and height. It is also consistent with the 2030 Comprehensive Plan. Some policies that call for new development to match existing character would not support the request, as it would allow buildings in close proximity to home lots in Brentwood that may contrast with the scale and design of houses there.

CASE TIMELINE

Date	Action	Notes
9/19/2019	Presented at Atlantic CAC	
9/23/2019	Application submitted	
10/14/2019	Application complete	
11/12/2019	Placed on Planning Commission agenda; deferred to 11/26 without presentation	
11/21/2019	Atlantic CAC voted to recommend approval of the request if a fence and 50-foot undisturbed buffer are provided along the northern boundary	
11/26/2019	Presented to Planning Commission; deferred to allow for revision of conditions	
12/10/2019	Planning Commission recommends approval	

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	R-6	R-6	CX-5-PL-CU	R-6	OP-7, R-6
Additional Overlay	None	None	None	None	None
Future Land Use	Office & Residential Mixed Use	Low Density Residential	Business & Commercial Services	Low Density Residential	Office/Research & Development
Current Land Use	Undeveloped	Low Density Residential	Hotel/Vacant	Low Density Residential	Office, Low Density Residential
Urban Form	None	None	Transit Emphasis Corridor	None	City Growth Center

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	R-6	RX-4-CU
Total Acreage	4.96	4.96
Setbacks:		
Front	10'	5'
Side	5'	0' or 6'
Rear	20'	0' or 6'
Residential Density:	5.85	32
Max. # of Residential Units	29	159
Max. Gross Building SF	N/A	187,000
Max. Gross Office SF	Not permitted	3,900
Max. Gross Retail SF	Not permitted	3,900
Max. Gross Industrial SF	Not permitted	Not permitted
Potential F.A.R	N/A	0.87

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

AGENDA ITEM (D) 4: Z-34-19 – 2920 Glenridge Drive

The site is located on its east side, north of Highwoods Blvd.

This is a request to be rezoned from Residential-4 (R-4) to Residential Mixed Use-4 Stories-Conditional Use (RX-4-CU). Conditions prohibit certain uses.

Planner Anagnost gave a brief overview of the case regarding the CAC requesting an Opaque Fence and stated that was something that could be enforced.

Mr. Geary made a motion to allow the public 2 additional minutes to speak. Ms. Hicks seconded the motions. The vote was unanimous 6-0.

Robert Maulder 3116 Warrick Road representing the neighborhood spoke regarding requesting 50 ft undisturbed buffer and would then be in favor.

Molly Stuart 421 Fayetteville Street represents the applicants spoke regarding the request of the 50 ft undisturbed buffer and stating it is incompatible.

There was discussion regarding limiting the amount of parking lot in that buffer area and protecting the area for wildlife

Mr. Tomasulo made a motion to approve the case. Ms. Winters seconded the motion. The vote was unanimous 6-0.

From: [Jason Dilday](#)
To: [Anagnost, John](#)
Subject: Rezoning of Z-34-19: 2920 Glenridge Drive
Date: Wednesday, November 6, 2019 12:01:28 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Mr. Anagnost:

I am writing concerning the proposed rezoning of Z-34-19: 2920 Glenridge Drive. I am concerned with the proposed access this property will use if it is rezoned to allow for proposed apartments. With the adjoining property (Old Capital Plaza hotel) planning for approximately 250 apartments, the additional proposed apartments at 2920 Glenridge Drive will significantly increase traffic on Glenridge Drive. I would assume the adjoining property would have a connection to 2920 Glenridge to allow access to Glenridge Drive as well.

The Capital Plaza property appears that it would be built with access to Capital Boulevard, in a right in/right out scenario, with traffic having to go south on Capital Boulevard upon exiting. Individuals wishing to go to other locations would probably use the access to Glenridge Drive to go north on Capital Boulevard or other points to the west (ie. Midtown). This access on Glenridge Drive would lead either to Highwoods Boulevard or into the Brentwood neighborhood. Highwoods Boulevard during peak traffic times functions at a Low Level of Service, with significant backups in traffic. Access out onto Highwoods Boulevard from Glenridge Drive is an extremely difficult traffic operation during these times. Increased traffic volumes originating from Glenridge Drive would only exacerbate this existing situation. This would cause much of this traffic to route through the Brentwood neighborhood to other access points.

Glenridge Drive currently does not have pedestrian accommodations such as sidewalks. I believe that if the rezoning of the subject property occurs and access to Glenridge Drive is granted, the city should consider upgrading the pedestrian accommodations along Glenridge Drive to offset the increase in traffic.

The City of Raleigh Fire Station 11 is nearly across the street from the proposed access for the subject property. I believe it would be extremely prudent to elicit comment from the Raleigh Fire Department to make sure this access will not negatively impact their services and response times.

I am not against the proposed rezoning and development of these properties, but I would ask that the access of these properties onto Glenridge Drive and the Brentwood neighborhood be looked at carefully to avoid conflicts with the neighboring fire station and the residents in the community. There is the potential for alternative access. One that has been mentioned was the adjoining property, 2925 Brentwood Road. This is a vacant lot adjacent to the Davis Square shopping center that would allow direct access to Brentwood Road near the Capital Boulevard interchange. I believe this access would make for a simpler traffic movement for future residents of the proposed apartments.

The City of Raleigh as well as the Department of Transportation have initiated multiple projects looking into improving the traffic situation along Capital Boulevard, especially in the area between Westinghouse Boulevard and the I-440 interchange. It would be prudent to check with the proposed improvements, especially in regard to their interactions with Highwoods Boulevard to try to avoid worsening an already non-ideal situation.

If you would like more information concerning any of the items I have mentioned, please let me know.

Thank you for your time,
Jason L. Dilday
3001 Glenridge Drive

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



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

REZONING REQUEST

☐ General Use ☒ Conditional Use ☐ Master Plan

Existing Zoning Base District **R-6** Height Frontage Overlay(s) _____

Proposed Zoning Base District **RX** Height **4** Frontage Overlay(s)

Click [here](#) to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.

**OFFICE
USE ONLY**

Transaction #

Rezoning Case #

If the property has been previously rezoned, provide the rezoning case number:

Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:

GENERAL INFORMATION

Date Date Amended (1) Date Amended (2)

Property Address **2920 Glenridge Drive**

Property PIN **1715839651**

Deed Reference (book/page) **17451/1192**

Nearest Intersection **Glenridge Drive and Highwoods Blvd**

Property Size (acres)

4.96

For Planned
Development
Applications Only:

Total Units

Total Square Footage

Total Parcels

Total Buildings

Property Owner/Address

**Eagle Rock 50, LLC
2912 Highwoods Blvd.
Raleigh, NC 27604**

Phone
N/A

Fax
N/A

Email
N/A

Project Contact Person/Address

**Molly M. Stuart
Morningstar Law Group
421 Fayetteville St, Suite 530
Raleigh, NC 27601**

Phone
919-890-3318

Fax

Email
mstuart@morningstarlawgroup.com

Owner/Registered Agent Signature

Email

N/A

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

CONDITIONAL USE DISTRICT ZONING CONDITIONS**OFFICE USE ONLY**

Transaction #

Rezoning Case #

Zoning Case Number

Date Submitted September 18, 2019Existing Zoning R-6 Proposed Zoning RX- 4-CU**Narrative of Zoning Conditions Offered**

1. The following uses shall be prohibited: Type B emergency shelter shelters; telecommunications towers; cemeteries; and outdoor

2. sports or entertainment facilities.

3.

4.

5.

6.

7.

8.

9.

10.

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

Owner/Registered Agent Signature



Print Name

C. Dean Debnan

Attachment A

2. Along the common boundary between the property and the adjacent lots most recently transferred by deeds recorded in the Wake County registry at the books and pages of listed below, an opaque fence at least 6 feet high shall be installed and maintained within five feet of such common boundary except where either (i) a more restrictive standard applies under the Unified Development Ordinance, or (ii) such area is part of a recorded Tree Conservation Area pursuant to Article 9.1 of the Unified Development Ordinance or within any easement required by any governmental authority, in which case no fence shall be required along such common boundary pursuant to this condition.

Adjacent Lots:

	Book	Page
1	013475	00210
2	012062	01343
3	015929	01585
4	8192	1506
5	017610	01271
6	015569	02563
7	003066	00347
8	016344	00298
9	017190	00856
10	017164	00992
11	017620	00790
12	013699	00777
13	002074	00134
14	014210	00083
15	008573	01904
16	016226	02056
17	008420	02192
18	012189	01727

3. Regardless type of Zone A protective yard to be applied along the boundary between the property and the adjacent R-6 zoning district, a protective yard meeting the requirements of the Type 1 Zone A protective yard shall be provided along the two sides of that certain parcel most recently transferred by deed recorded in Book 013923, Page 777 of the Wake County Registry that are adjacent to the property.

Submittal Date: _____, 2019
Case Number: Z-34-19

Owner Signature: _____ Date: _____

REZONING APPLICATION ADDENDUM #1	
Comprehensive Plan Analysis	OFFICE USE ONLY Transaction # Rezoning Case #
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.</p>	
STATEMENT OF CONSISTENCY	
<p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p>	
<p>The proposed RX-3-CU zoning is consistent with the Office & Residential Mixed Use designation by permitting</p> <ol style="list-style-type: none"> the mixed uses contemplated while limiting retail uses to those ancillary to residential use; by prohibiting higher impact uses; and by limiting the height lower than the maximum contemplated adjacent to neighborhoods. 	
<ol style="list-style-type: none"> The property is not located within any of the Urban Form Map designations. 	
<p>The proposed rezoning is consistent with several Comprehensive Plan policies, including LU 4.8 (Station Area</p> <ol style="list-style-type: none"> Land Uses); LU 5.4 (Density Transitions); LU 8.1 (Housing Variety); ED 1.1 (Corridor Revitalization); H 1.1 (Mixed-Income Neighborhoods); H 1.8 (Zoning for Housing). 	
<ol style="list-style-type: none"> 	
PUBLIC BENEFITS	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>The proposed rezoning will allow for a transitional buffer between the single-family residential neighborhood</p> <ol style="list-style-type: none"> to the north and west and the higher density and commercial uses along Capital Boulevard. 	
<p>Significant additional housing will be permitted in an area of high demand in the city, providing</p> <ol style="list-style-type: none"> greater options for housing and transit and employment access for residents. 	
<ol style="list-style-type: none"> 	
<ol style="list-style-type: none"> 	

REZONING APPLICATION ADDENDUM #2	
<p align="center">Impact on Historic Resources</p> <p>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.</p>	<p align="center">OFFICE USE ONLY</p> <p align="center">Transaction #</p> <p align="center">Rezoning Case #</p>
INVENTORY OF HISTORIC RESOURCES	
<p>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.</p>	
<div style="height: 150px;"></div>	
PROPOSED MITIGATION	
<p>Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.</p>	
<div style="height: 200px;"></div>	

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 N/A

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

1.	<p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>Response:</p>
2.	<p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p>Response:</p>
3.	<p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>Response:</p>
4.	<p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p>Response:</p>
5.	<p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>Response:</p>
6.	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p>Response:</p>

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")

TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Rezoning application review fee (see Fee Schedule for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
3. Completed application; Include electronic version via cd or flash drive	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
4. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties within 500 feet of area to be rezoned (all applications)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
5. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
6. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
7. Trip Generation Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
8. Traffic Impact Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
9. Completed and signed zoning conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
10. Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
11. Completed Response to the Urban Design Guidelines	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
12. For applications filed by a third party, proof of actual notice to the property owner	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
13. Master Plan (for properties requesting Planned Development or Campus District)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
14. Copy of ballot and mailing list (for properties requesting Accessory Dwelling Unit Overlay)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

SUMMARY OF ISSUES

A neighborhood meeting was held on September 17, 2019 (date) to discuss a potential rezoning located at 2920 Glenridge Drive (property address).
The neighborhood meeting was held at 3315 Vinson Court (location).
There were approximately 13 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Concerns were expressed regarding existing and new traffic on Glenridge Drive, particularly during the morning commute.

A neighbor suggested she would prefer the forested site were kept in its current state.

A neighbor noted that any new traffic from this site will be "a drop in the bucket" and that better transportation is planned for Capital Boulevard.

A neighbor expressed a preference for greater height and rear transition zone over a lower height with less transition zone.

It was noted that the 50-foot buffer behind the adjacent office buildings has grown to form an effective barrier.

[illegible]

ATTENDANCE ROSTER

[illegible]