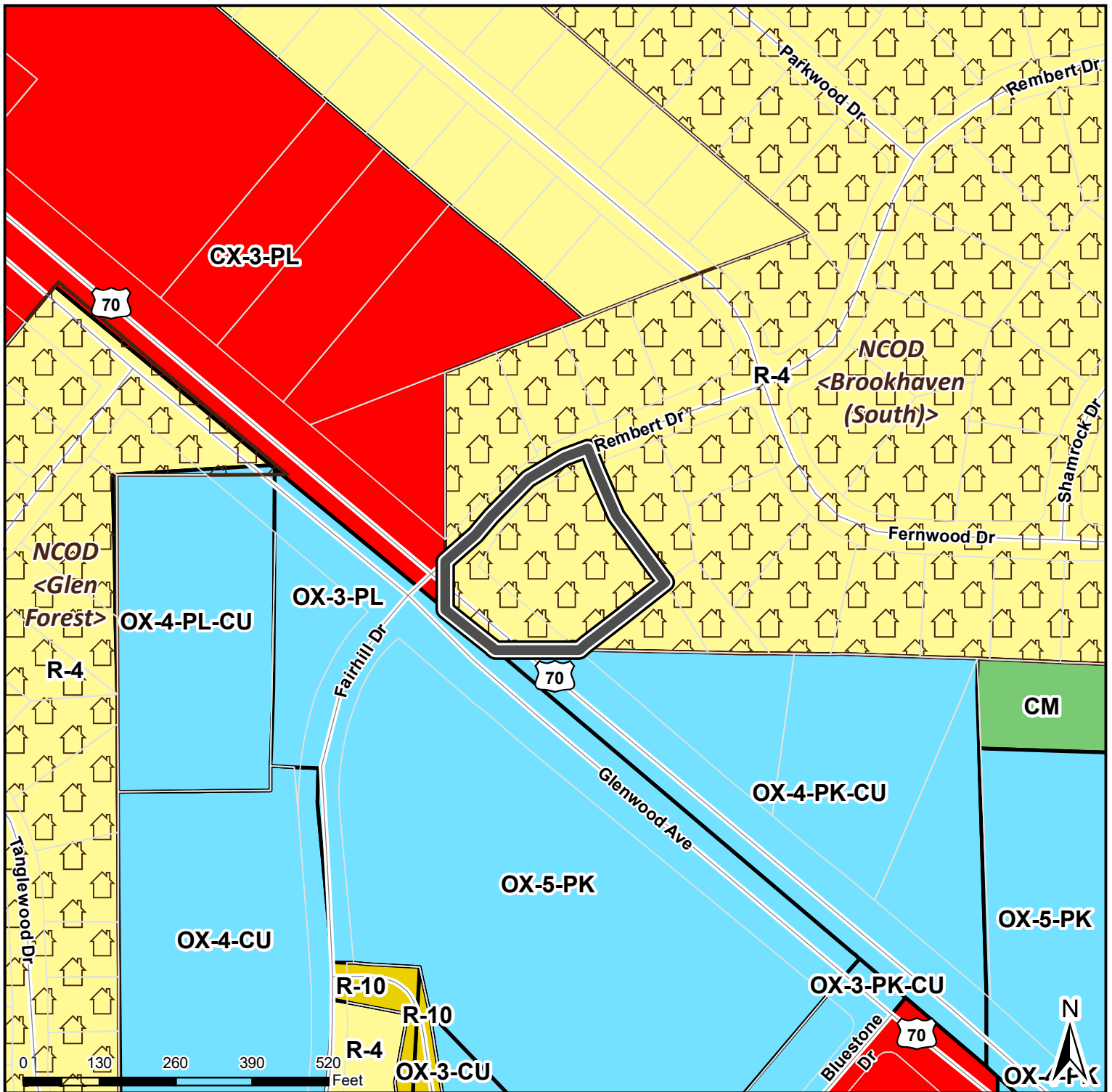
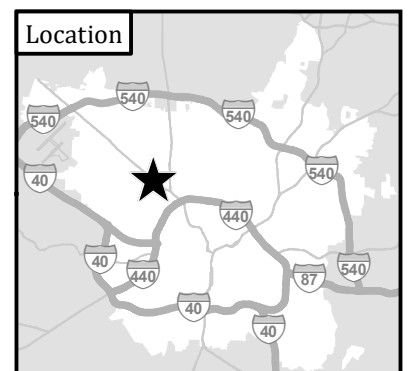


Existing Zoning

Z-57-2020



Property	5710 Glenwood Ave
Size	1.25 acres
Existing Zoning	R-4 w/NCOD
Requested Zoning	OX-3-PL-CU w/o NCOD



To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Hannah Reckhow, AICP, Senior Planner
Department	Planning and Development
Date	May 17, 2021
Subject	City Council agenda item for June 1, 2021 – Z-57-20

On April 20, 2021, City Council authorized the public hearing for the following item:

Z-57-20 Glenwood Avenue, approximately 1.25 acres located at 5710 Glenwood Avenue.

Signed zoning conditions provided on April 14, 2021 limit permitted uses, limit residential density to 2 dwelling units per acre, limit building height to two and a half stories or 40 feet, require the owner to widen Rembert Drive and install a 200-foot turn lane, and identify trees along the Glenwood Avenue and Rembert Drive frontages to preserve.

Current zoning: Residential-4 (R-4) with Neighborhood Conservation Overlay District (NCOD)

Requested zoning: Office Mixed Use – 3 stories – Parking Limited – Conditional Use (OX-3-PL-CU)

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

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

The request is **consistent** with the Urban Form Map.

The Planning Commission recommends approval of the request (5 - 3).

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



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 13003

CASE INFORMATION: Z-57-20 GLENWOOD AVE

Location	East of the intersection of Glenwood Drive and Rembert Drive Address: 5710 Glenwood Avenue PINs: 0796051272 iMaps , Google Maps , Directions from City Hall
Current Zoning	R-4 with NCOD
Requested Zoning	OX-3-PL-CU
Area of Request	1.25 acres
Corporate Limits	The site is inside corporate limits.
Property Owner	Poplar Guy, LLC
Applicant	Jeen and Dominic Wong, represented by Isabel Mattox
Council District	District D
PC Recommendation Deadline	April 26, 2021

SUMMARY OF PROPOSED CONDITIONS

1. Principal uses shall be limited to the following: Single-unit living; two-unit living; civic, except college, community college, and university; Parks, open space, and greenways; Daycare center; Dance, martial arts, music studio or classroom; Office; and Medical.
2. Residential density shall be limited to 2 units per acre.
3. Building height shall not exceed either two and half stories or 40 feet.
4. Building size shall not exceed 12,500 square feet.
5. As required and directed by the City of Raleigh and/or NCDOT, the property owner will (a) widen Rembert Drive and dedicate right-of-way as needed into the site to provide adequate space for a 200-foot turn lane on the westbound approach to Glenwood Avenue and b) install the 200-foot turn lane.
6. Seven (7) existing trees along Glenwood Avenue, 5, #6, #8, #14, #66, #67 and #68 on Exhibit A, shall be preserved. If they are removed, they shall be replaced elsewhere on the site with trees of equal or greater cumulative caliper. Minimum size of any replacement tree is 3 inches in caliper measured at 4 ½ feet above ground.
7. Except where land disturbance is required for widening or other improvements to Rembert Drive, eleven (11) existing trees along Rembert Drive, #40, #48, #49, #50, #51, #61, #62, #69, #70, #71 and #72 on Exhibit A, shall be preserved. If they are removed, they shall be replaced elsewhere on the site with trees of equal or greater

cumulative caliper. Minimum size of any replacement tree is 3 inches in caliper measured at 4 ½ feet above ground.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Low Density Residential
Urban Form	Transit Emphasis Corridor
Consistent Policies	Policy LU 2.2 Compact Development Policy LU 2.6 Zoning and Infrastructure Impacts Policy LU 5.1 Reinforcing the Urban Pattern Policy LU 5.2 Managing Commercial Development Impacts Policy LU 5.4 Density Transitions Policy LU 7.4 Scale and Design of New Commercial Uses Policy LU 8.12 Infill Compatibility
Inconsistent Policies	Policy LU 1.2 Future Land Use Map and Zoning Consistency Policy LU 1.3 Conditional Use District Consistency Policy LU 8.5 Conservation of Single-family Neighborhoods

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
10/27/20; 70 attendees	1/20/21; 75 attendees	1/26/21; 3/9/21; 3/30/21; 4/13/21	4/20/21

PLANNING COMMISSION RECOMMENDATION

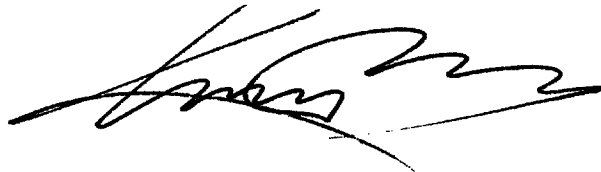
The rezoning case is **Inconsistent** with the Future Land Use Map and **Consistent** with the relevant policies in the Comprehensive Plan, furthermore **Approval** is reasonable and in the public interest because:

Reasonableness and Public Interest	The request is compatible with surrounding development and consistent with Comprehensive Plan policies on compact development, managing commercial impacts, infill compatibility, and density transitions.
Change(s) in Circumstances	
Amendments to the Comprehensive Plan	If approved, the Future Land Use Map will be amended as to the subject parcel only from Low Density Residential to Office & Residential Mixed Use.
Recommendation	The Planning Commission recommends approval of Z-57-20.
Motion and Vote	Motion: O'Haver Second: Rains In Favor: Fox, Lampman, Miller, O'Haver and Rains Opposed: Bennett, McIntosh and Winters
Reason for Opposed Vote(s)	Commissioners expressed concern about compatibility of request with adjacent residential neighborhood.

ATTACHMENTS

1. Staff report
2. Rezoning Application
3. Comprehensive Plan Amendment Analysis

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: April 13, 2021

Staff Coordinator: Hannah Reckhow: (919) 996-2622; Hannah.Reckhow@raleighnc.gov



ZONING STAFF REPORT – CASE Z-57-20

Conditional Use District

OVERVIEW

The request is to rezone approximately 1.25 acres from Residential-4 (R-4) with the Brookhaven (south) Neighborhood Conservation Overlay District (NCOD) to Office Mixed Use – 3 stories – Parking Limited – Conditional Use (OX-3-PL-CU). Proposed conditions would limit permitted uses, limit residential development to two units per acre, limit building height to either two and half stories or 40 feet, and limit total building size to 12,500 square feet. Proposed conditions also identify seven trees along Glenwood Ave and 11 trees along Rembert Drive to be preserved, so long as land disturbance is not needed for improvements to Rembert Drive.

The rezoning site is one parcel – 5710 Glenwood Avenue – located east of the intersection of Glenwood Avenue and Rembert Drive. To the north and east of the site is the Brookhaven neighborhood, which is zoned R-4 with a NCOD. Properties to the northwest along Glenwood Avenue are largely retail and zoned CX-3-PL. Properties across Glenwood Avenue and southeast are zoned OX- with a three-, four-, for five-story height limit. Properties closest to the rezoning site along Glenwood Avenue include an apartment building and vacant properties.

The requested district, per the proposed conditions, would limit residential density so that it would not change, only allowing two units on the site, but would permit an attached house in addition to detached house. The request would also permit several commercial uses, including daycare; dance, martial arts, or music studio; office; and medical. All development would be capped at 12,500 square feet.

Daycare is a use that the applicant has expressed interest in and is currently permitted on the site as a limited use. Limited use standards in a residential district require 1,040 square feet of lot area per enrollee, as well as transitional protective yards be established along adjacent residential uses and street frontage. Enrollment under the current zoning would be capped at 52 students. Under the proposed district, daycare would be permitted with no minimum lot size per enrollee, and neighborhood transition yards would be required where the requested mixed-use district abuts a residential district. As with other uses, a day care use would be limited to 12,500 square feet, per the proposed conditions.

The request would also remove the Brookhaven South NCOD that applies to the site. This overlay district requires a minimum lot size of 20,000 square feet, a minimum lot width at setback line of 100 feet, a minimum 50-foot front setback, and a maximum building height of 2 ½ stories. Under the requested district, development on the site would be regulated by OX-dimensional standards, with one exception. The requested district includes zoning conditions that specify building height is limited to either 2 ½ stories or 40 feet. For comparison, a three-story district would allow a building with a height of up to 50 feet.

The rezoning site is designated as Low Density Residential on the Future Land Use Map, along with the Brookhaven neighborhood to the north and east. Properties along Glenwood to the south are designated Office & Residential Mixed Use, and properties to the northwest are designated Community Mixed Use. The request would permit commercial uses not envisioned by the Future Land Use Map and is inconsistent with the designation of Low Density Residential. Approval of the request would amend the designation to Office & Residential Mixed Use.

Glenwood Avenue is designated as a Transit Emphasis Corridor on the Urban Form Map. This designation recommends a hybrid frontage to balance pedestrian-friendly design with higher traffic volume. The request includes the hybrid -PL frontage and is consistent with the Urban Form Map.

Update for March 30, 2021

Since the request was discussed on March 9, the applicant has submitted revised conditions. These conditions lower the maximum building size from 15,000 square feet to 12,500 square feet and identify eighteen existing trees on the site that shall be preserved. The amended zoning conditions do not alter the consistency with any individual policy or with the 2030 Comprehensive Plan overall. Staff review of the revised conditions is occurring concurrently with the publishing of the March 30 meeting agenda and additional comments may be included with the staff presentation.

The applicant has also submitted an addendum to the traffic impact analysis that assumes that the westbound intersection of Glenwood Avenue and Rembert Drive is one lane. Based on the revised model, the westbound approach would operate at a level of service F. Staff recommends the construction of a 200-foot westbound turn lane at Glenwood Avenue and Rembert Drive. This recommendation reduces the delay to match the no-build scenario.

Update for April 13, 2021

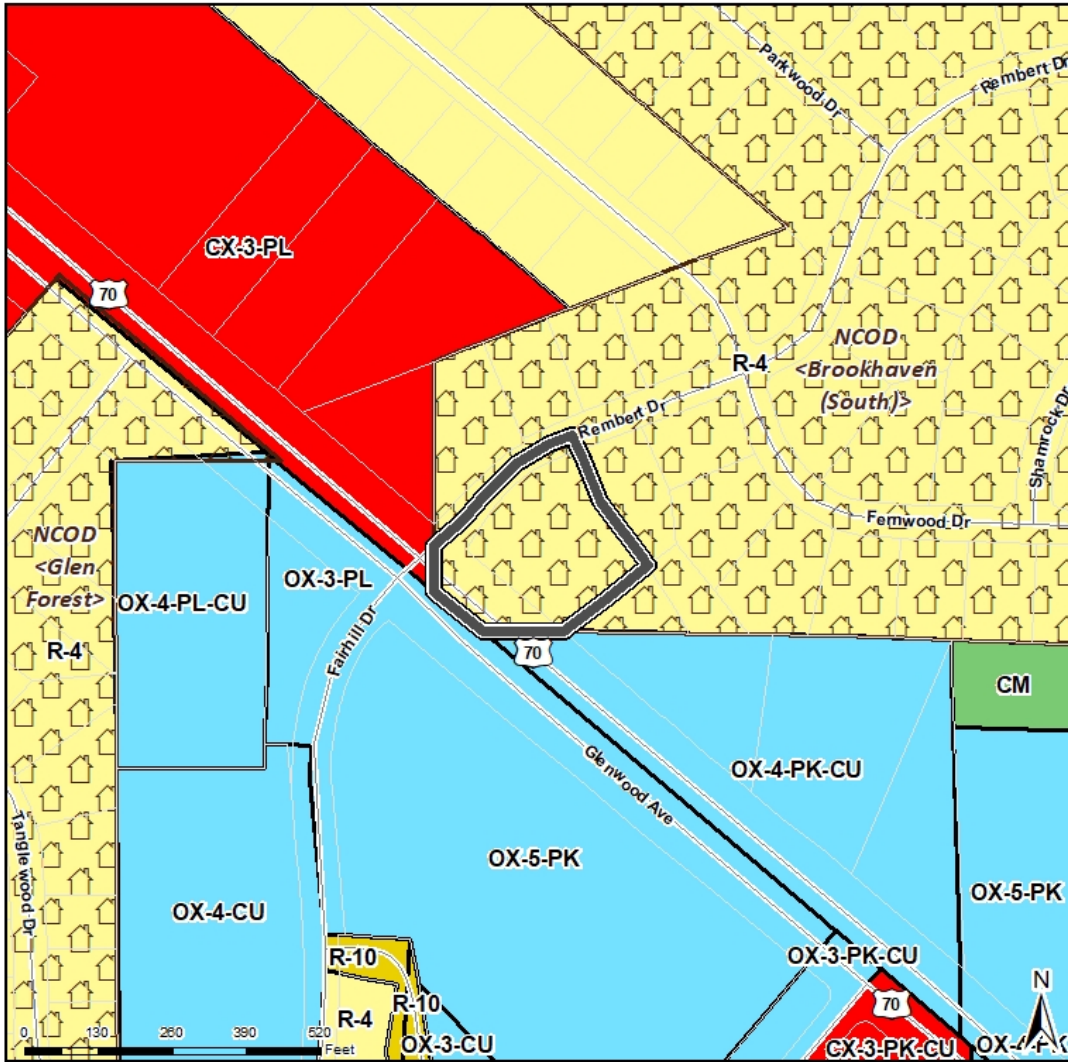
Since the request was discussed on March 30, the applicant has submitted revised conditions. The new condition specifies that the property owner will provide the right-of-way and install a 200-foot turn lane at the Rembert Drive/Glenwood Avenue intersection. The amended conditions make the request consistent with one new policy, LU 2.6 Zoning and Infrastructure Impacts.

OUTSTANDING ISSUES

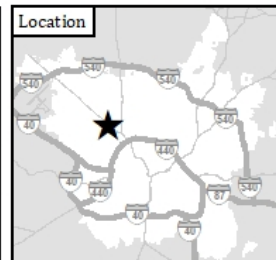
Outstanding Issues	1. None	Suggested Mitigation	1. N/A
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Existing Zoning

Z-57-2020



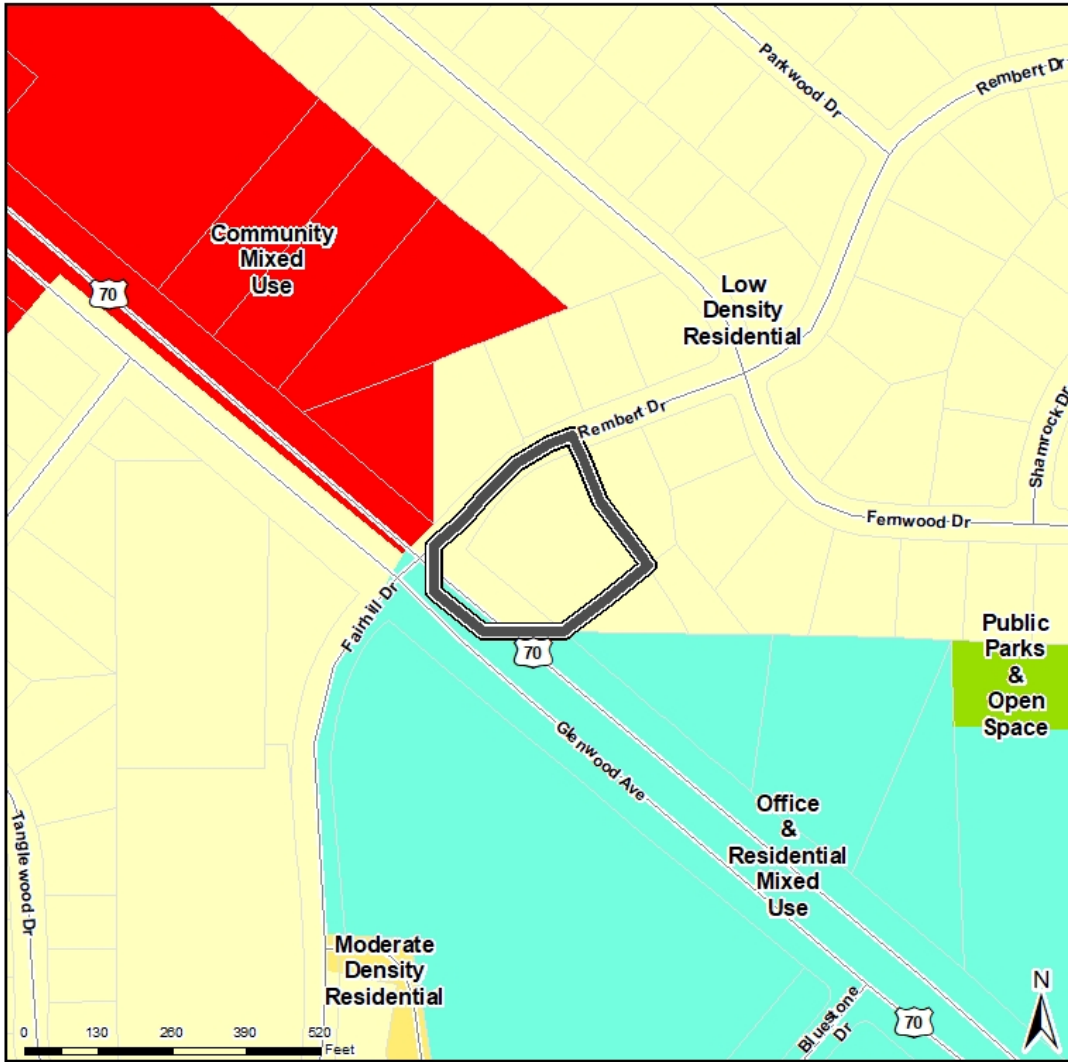
Property	5710 Glenwood Ave
Size	1.25 acres
Existing Zoning	R-4 w/NCOD
Requested Zoning	OX-3-PL-CU w/o NCOD



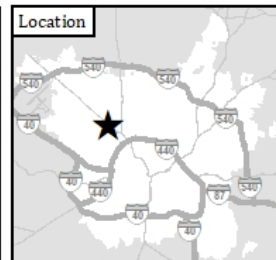
Map by Raleigh Department of City Planning (mansdf): 11/16/2020

Future Land Use

Z-57-2020



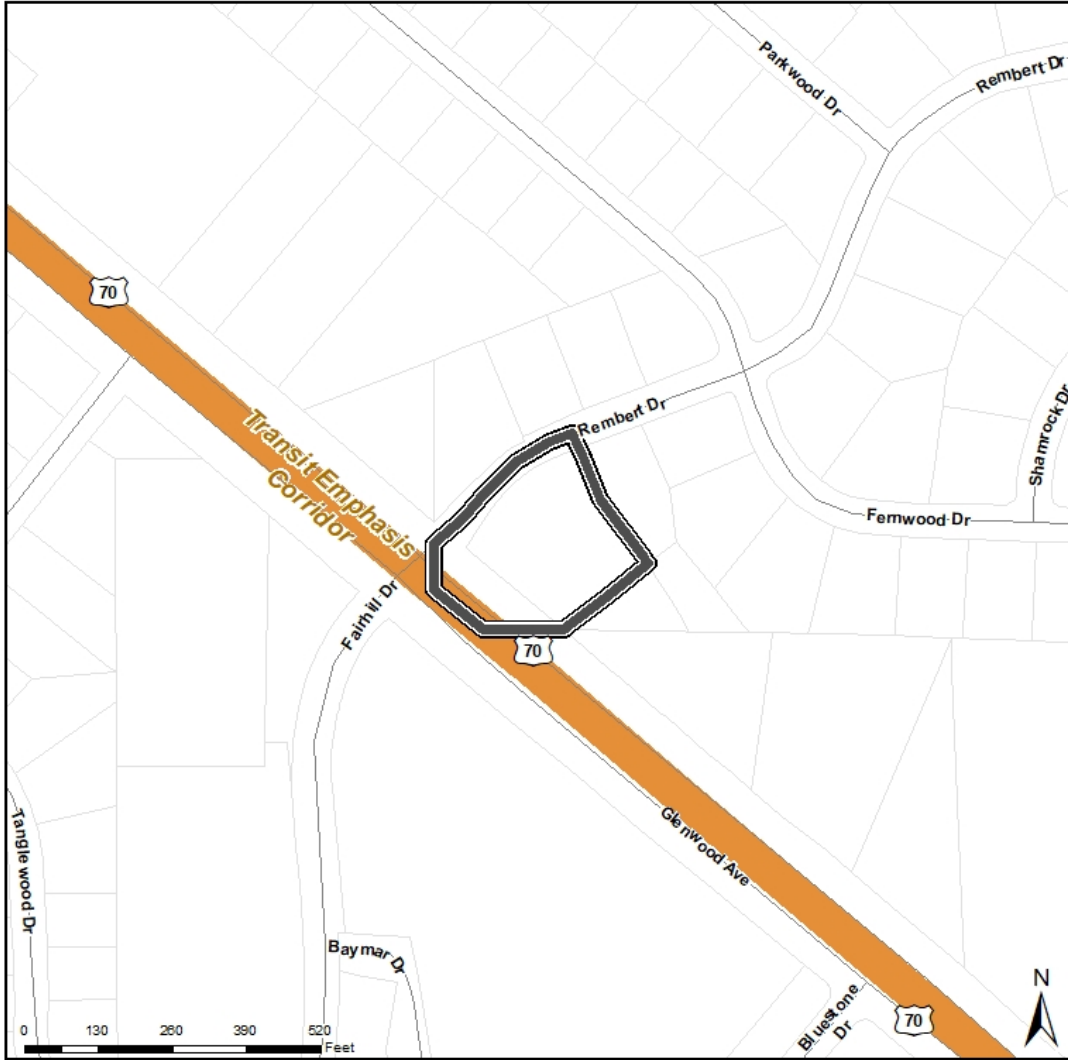
Property	5710 Glenwood Ave
Size	1.25 acres
Existing Zoning	R-4 w/NCOD
Requested Zoning	OX-3-PL-CU w/o NCOD



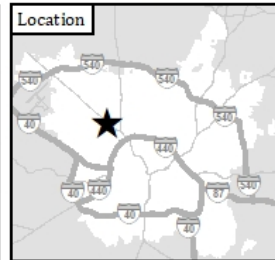
Map by Raleigh Department of City Planning (mansdf): 11/16/2020

Urban Form

Z-57-2020



Property	5710 Glenwood Ave
Size	1.25 acres
Existing Zoning	R-4 w/NCOD
Requested Zoning	OX-3-PL-CU w/o NCOD



Map by Raleigh Department of City Planning (mansdf): 11/16/2020

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?

While the request is inconsistent with the Future Land Use Map and policies regarding conservation of single-family neighborhoods, the request would be compatible with surrounding development along Glenwood Avenue and includes conditions that limit height and intensity of development and therefore potential impacts on residential areas along Rembert Drive. These conditions support consistency with policies regarding density transitions, managing commercial impacts, and compatibility with surrounding development. In addition, the request is compatible with the vision theme **Coordinating Land Use and Transportation**, as it would permit mixed-use development along a major transportation corridor.

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

No, the Future Land Use Map designates the site for Low Density Residential and the requested district would permit non-residential uses including Office and Medical.

- 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 district would permit low-density residential uses, civic, and office uses that are generally lower in impact than other commercial uses. The rezoning site is adjacent to commercial areas designated Office & Residential Mixed Use and Community Mixed Use, and these uses can be established without adversely altering the character of those areas. The requested district includes conditions that limit height and total development intensity that support compatibility with the adjacent areas designated Low Density Residential.

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

The community facilities, including streets, appear able to serve the proposed use.

Future Land Use

Future Land Use designation: Low Density Residential

The rezoning request is

Consistent with the Future Land Use Map.

Inconsistent

The rezoning site is designated Low Density Residential, which envisions residential development between one and six units per acre. While the rezoning request includes a condition that would limit residential development to two units per acre, the district would permit non-residential uses such as office and medical not envisions by the Future Land Use Map.

Urban Form

Urban Form designation: Transit Emphasis Corridor

The rezoning request is

Consistent with the Urban Form Map.

Inconsistent

Overview: Glenwood Avenue is designated as a Transit Emphasis Corridor. This recommends a hybrid frontage be applied to balance transit and pedestrian accessibility with higher vehicle traffic volumes.

Impact: The request includes a hybrid PL frontage. This would apply a 100-foot maximum build-to, a maximum of two bays of parking between a building and the street, and additional pedestrian access features.

Compatibility: The surrounding residential neighborhood is regulated by a NCOD that includes a minimum front setback of 50 feet. Commercial areas surrounding the site have either a Parking Limited or Parkway frontage.

Compatibility

The proposed rezoning is

Compatible with the property and surrounding area.

Incompatible.

The requested district includes conditions that permit a handful of residential, civic, and commercial uses that are lower in impact and generally compatible with both the surrounding residential and commercial uses in the area. In addition, the residential uses are limited via zoning conditions so that there is no increase in residential entitlement and maximum building height would remain roughly the same.

Public Benefits of the Proposed Rezoning

- The request would permit mixed-use development on a site that fronts a major transportation corridor while limiting the impacts on adjacent residential areas.

Detriments of the Proposed Rezoning

- The request would increase entitlement on the site that could potentially increase traffic volume on Glenwood Ave and Rembert Dr.

Policy Guidance

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

Policy LU 2.2 Compact Development

New development 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-continuous development.

- The rezoning request would give mixed use entitlement to a site with direct access on a major transportation corridor Glenwood Avenue.

Policy LU 2.6 Zoning and Infrastructure Impacts

Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed.

- While the request would increase the permitted density on the site, a traffic impact analysis was conducted for the requested district and a 200-foot turn lane was identified to mitigate the potential change in traffic. Furthermore, a proposed zoning condition specifies that the property owner will widen Rembert and install the turn lane.

Policy LU 5.1 Reinforcing the Urban Pattern

New development should acknowledge existing buildings, and, more generally, 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 and adjacent structures, including height, setbacks, and massing through the use of zoning tools including Neighborhood Conservation Overlay Districts.

- While the requested district OX-3-PL-CU would remove a NCOD from the site, the district is similar to other zoning districts near and adjacent to the site along Glenwood Avenue. It would permit a similar massing and setback as these properties. In addition, the district includes zoning conditions that would limit the overall intensity of development, and the maximum building height is limited similarly to the NCOD that applies to adjacent residential areas. This NCOD applies a minimum 50-foot front setback to adjacent properties along Rembert Drive, and while the PL frontage included in the request would permit buildings to be located much closer to the street, this setback does falls within the build-to range for this frontage.

Policy LU 5.2 Managing Commercial Development Impacts

Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas.

- The requested conditional use district would limit development to a list of residential, civic, and office uses and would prohibit retail and other higher impact commercial uses. In addition, overall development intensity is limited to 12,500 square feet, and a traffic impact analysis was conducted. With the mitigation measure identified by the analysis, the nearby intersections were determined to still operate at an acceptable level.

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 requested district OX-3-PL-CU would permit low-impact office uses on a site that serves as a transition between the low-density residential area to the north and other more intensive commercial and residential uses along Glenwood Avenue.

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 requested district includes conditions that limit building height to either 2 ½ stories or 40 feet. This is compared to the three-story district which has a 50-foot height limit. The condition would also cap total development at 12,500 square feet.

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 requested district includes a Parking Limited frontage, which is both consistent with the Urban Form Map designation of Transit Emphasis Corridor along Glenwood Avenue and is also applied to many surrounding properties along this portion of Glenwood Avenue.

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.

- While the requested district OX-3-PL-CU would permit some parking between the building and the street, and is inconsistent with Guidelines 7, 8, and 15, the limitation on that parking, the inclusion of mixed uses, and height transition make the request consistent with Guidelines 1, 2 and 14 and with UD 7.3 overall.

*The rezoning request is **inconsistent** 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 site is designated Low Density Residential on the Future Land Use Map, which envision only residential use between one and six units per acre. While the requested district would not increase residential entitlement, other non-residential uses not envisioned in this designation would be permitted.

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 requested district includes conditions that outline non-residential uses that are permitted, in conflict with the Future Land Use Map and Policy LU 8.5 Conservation of Single-family Neighborhoods.

Policy LU 8.5 Conservation of Single-family Neighborhoods

Protect and conserve the city's single-family neighborhoods and ensure that their zoning reflects their established low-density character. Carefully manage the development of vacant land and the alternation of existing structures in and adjacent to single-family neighborhoods to protect low-density character, preserve open space, and maintain neighborhood scale.

- While the requested district would permit only low-density residential uses, non-residential uses would also be permitted on the rezoning site, which is adjacent to Brookhaven neighborhood and currently a part of the NCOD. The request would remove the Brookhaven NCOD from the rezoning site.

Area Plan Policy Guidance

- No area specific guidance exists for the rezoning site.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	30	Similar to average.
Walk Score	30	38	Similar to 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 rezoning site has transit and pedestrian access that is similar to the city-wide average.

Carbon/Energy Footprint: Housing

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	Yes
Townhouse	56.5	No
Small Apartment (2-4 units)	42.1	No
Larger Apartment	34.0	No

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

Summary: The request district would permit only single-unit and two-unit living and would not permit the more energy efficient housing types. The request is unlikely to affect the energy footprint of any housing permitted on the site.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Neither	Residential entitlement would remain the same.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	Attached house type would be permitted.
If not a mixed-use district, does it permit smaller lots than the average?*	N/A	Request is for a mixed-use district.
Is it within walking distance of transit?	Yes	GoRaleigh Route 6 is adjacent to the site.

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

Summary: The requested district would not alter residential entitlement but would permit an additional housing type and smaller than average lots. With a limited number of units permitted, the request is unlikely to improve affordability of any new residential units.

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.

Impact Identified: None

Parks and Recreation

This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors. Nearest existing park access is provided by Brookhaven Park (0.9 miles) and Wooten Meadow Park (1.1 miles). Nearest existing greenway trail access is provided by Crabtree Creek Greenway Trail (0.6 miles). Current park access level of service in this area is graded a B letter grade.

Impact Identified: None

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	500	500	1,950
Waste Water	500	500	1,950

Impact Identified:

1. The proposed rezoning would add approximately 1,450 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 Developer.

Stormwater

Floodplain	None
Drainage Basin	Crabtree / Haresnipe
Stormwater Management	UDO 9.2
Overlay District	None

Impact Identified:

Transit

There is a GoRaleigh Route 6 stop adjacent to the site on Glenwood Avenue. This route operates on Glenwood Avenue between Downtown Raleigh, Crabtree Valley, and Duraleigh Road. Service is every 30 minutes during peak times and hourly at other times. This service will be made frequent by the Wake Transit Plan. This upgrade is expected in 2021.

Impact Identified: None

Transportation

Site and Location Context

Location

The Z-57-20 Site is in Northwest Raleigh on the southeast corner of Glenwood Avenue and Rembert Drive.

Area Plans

The Z-57-20 site is not located in an area of an adopted area plan (Map AP-1) in the Comprehensive Plan.

Existing and Planned Infrastructure

Streets

Glenwood Avenue is designated as a six-lane divided avenue in the Raleigh Street Plan (Map T-1 in the Comprehensive Plan) and is maintained by NCDOT. Rembert Drive is designated as a neighborhood street and is maintained by the City.

In accordance with UDO section 8.3.2, the maximum block perimeter for OX-3 zoning districts is 3,000 feet. The current block perimeter for this site is approximately 10,000 feet. This site is exempt from block perimeter standards under the existing and proposed zoning condition because of the site area (1.25 acres) per the table found in Sec. 8.3.2.A.2.b in the UDO.

Pedestrian Facilities

There is no sidewalk along the site's frontage on Glenwood Avenue or its frontage on Rembert Drive. Completion of the sidewalk is a requirement of tier 3 site plans. There are not currently pedestrian signals or crosswalks at the signalized intersection of Glenwood Avenue and Rembert Drive.

Bicycle Facilities

There are no on-street bikeways within ½ mile of the site. The BikeRaleigh plan calls for a neighborhood bikeway on Rembert Drive and a separated bikeway on Glenwood Avenue. The Hare Snipe Creek Greenway Trail is located approximately one mile by the street network to the north of the site and connects Ray Road and Lake Lynn Park to Millbrook Road. The Greenway Master Plan calls for the Hare Snipe Creek Greenway Trail to be extended southward to connect to the Crabtree Creek Greenway Trail. This would include a crossing of Rembert Drive less than a half mile from the site.

Access

The Z-57-20 Site is primarily accessed by Rembert Drive. A right-in right-out driveway access is also in place on Glenwood Avenue.

Traffic Impact Analysis (TIA) Determination

Based on the Envision results, approval of case Z-57-20 would increase the amount of projected vehicular trips for the site as indicated in the table below. The proposed rezoning from R-4 to OX-3-PL-CU is projected to have 164 new trips in the AM peak hour and 165 new trips in the PM peak hour. These values trigger a Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual.

Z-57-20 Existing Land Use	Daily	AM	PM
Vacant	0	0	0
Z-57-20 Current Zoning Entitlements	Daily	AM	PM
Residential	19	1	2
Z-57-20 Proposed Zoning Maximums	Daily	AM	PM
Office Mixed Use and Daycare	714	165	167
Z-57-20 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	695	164	165

Traffic Impact Analysis (TIA) Findings

Transportation staff have reviewed a TIA prepared by Ramey Kemp and Associates (RKA). The analysis found that the study intersections continued to operate at an acceptable level of service (LOS C) under the build condition. The analysis found that maximum queueing during peak hours is projected to extend past the site driveway on Rembert Drive, but that

average queues are not projected to extend that far. The analysis did not recommend any mitigation measures in response to the studied impacts. See the attached technical review memo for additional details regarding the TIA.

Additional analysis may be required during the review process upon development of the site.

Urban Forestry

Impact Identified: None

Impacts Summary

The rezoning request would have limited impacts at the rezoning stage.

Mitigation of Impacts

No mitigation is required for Z-57-20 at the rezoning stage.

CONCLUSION

Rezoning request Z-57-20 would rezone approximately 1.25 acres from R-4 with NCOD to OX-3-PL-CU. The proposed conditions would keep the residential density the same, and would permit several civic and commercial uses, including office and medical. The request would remove the NCOD, which includes minimum lot size, lot width, setbacks, and maximum building height, but would include conditions that limit building height similarly and limit overall intensity of development.

The request is inconsistent with the Future Land Use Map designation of Low Density Residential, and approval of this request would amend the map to Office & Residential Mixed Use, which is currently applied to properties to the east and south of the site. The request is also inconsistent with policy regarding conservation of single-family neighborhoods. However, it is consistent with a majority of relevant Comprehensive Plan policies, including those regarding compatibility of infill, density transitions, and managing impacts of commercial uses. Overall, the request is compatible with the surrounding area and is consistent with the 2030 Comprehensive Plan.

CASE TIMELINE

Date	Action	Notes
11/9/20	Application submitted	
12/4/20	Initial staff review provided	
1/26/20	Planning Commission review begins	

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	R-4	R-4	OX-5-PK	R-4, OX-4-PK-CU	CX-3-PL
Additional Overlay	NCOD	NCOD	-	NCOD	-
Future Land Use	Low Density Residential	Low Density Residential	Office & Residential Mixed Use	Low Density Residential; Office & Residential Mixed Use	Community Mixed Use
Current Land Use	Undeveloped	Residential	Commercial; Residential	Residential; Undeveloped	Commercial
Urban Form	Transit Emphasis Corridor	-	-	-	-

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	R-4 with NCOD	OX-3-PL-CU
Total Acreage	1.25	1.25
Setbacks:		
Front	20'	5' – 100' **
Side	10'	0' or 6' **
Rear	30'	5'
Residential Density:	1.6	1.6
Max. # of Residential Units	2	2
Max. Gross Building SF	4,000	12,500
Max. Gross Office SF	Not Permitted	12,500
Max. Gross Retail SF	Not Permitted	Not Permitted
Max. Gross Industrial SF	Not Permitted	Not Permitted
Potential F.A.R.	0.07	0.28

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

** Site is subject to Neighborhood Transition Yard and building setbacks from property lines shared with Residential Districts would be at least 50 feet.



COMPREHENSIVE PLAN AMENDMENT ANALYSIS – CASE Z-57-20

OVERVIEW

Approval of this case would cause an amendment to the Future Land Use Map to a designation that recommends office uses.

The Future Land Use Map identifies the subject site as Low Density Residential. The designation of Low Density Residential envisions only residential uses at densities of up to six units per acre.

If approved, the Future Land Use Map would be updated from Low Density Residential to Office & Residential Mixed Use. Of the Office & Residential Mixed Use designation, the 2030 Comprehensive Plan States:

This category is applied primarily to frontage lots along major streets where low-density residential uses are no longer appropriate, as well as office parks and developments suitable for a more mixed-use development pattern. This category encourages a mix of residential and office use. Retail not ancillary to employment and/or residential uses is discouraged so that retail can be more appropriately clustered and concentrated in retail and mixed-use centers at major intersections and planned transit stations. OX is the closest corresponding zoning district. Heights would generally be limited to four stories when near neighborhoods, with additional height allow for larger sites and locations along major corridors where adjacent t uses would not be adversely impacted. Higher impact uses such as hotels and hospitals are not contemplated or recommended in this land use category except as limited uses in appropriate locations.

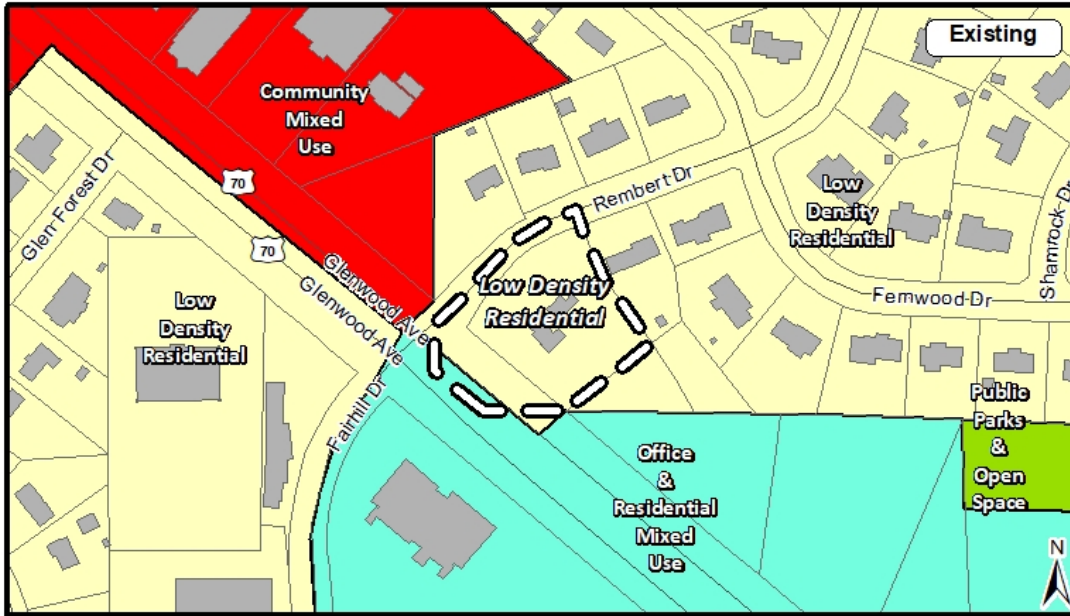
LIST OF AMENDMENTS

1. Amend the Future Land Use Map from Low Density Residential to Office & Residential Mixed Use.

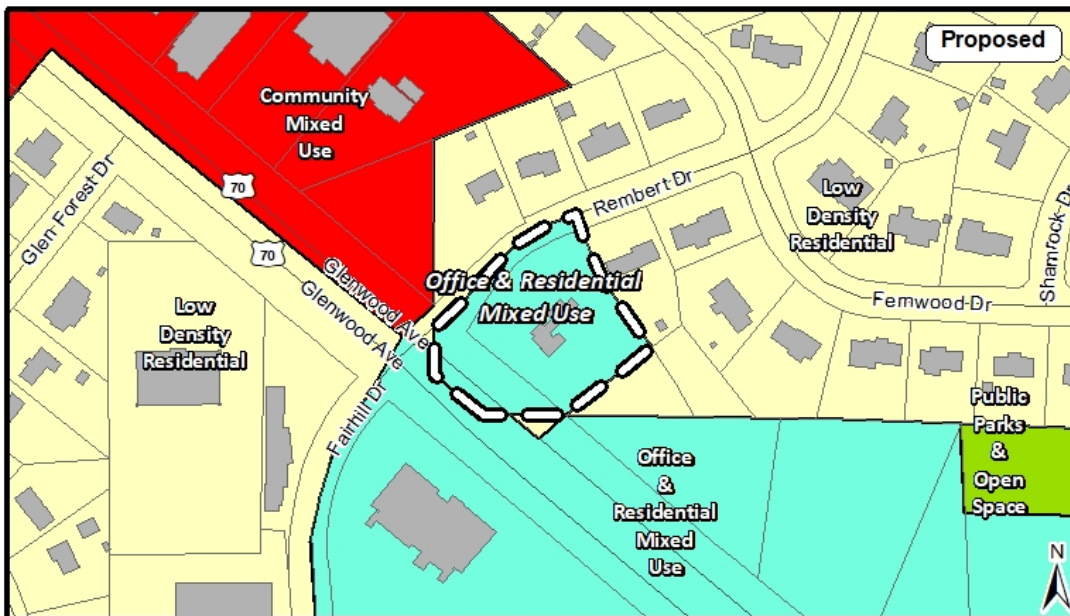
AMENDED MAPS

Z-57-2020: Required Amendment to the Future Land Use Map

Existing Designation: Low Density Residential



Proposed Designation: Office and Residential Mixed Use



IMPACT ANALYSIS

Amending the Future Land Use Map to Office & Residential Mixed Use for the rezoning site would give policy support to zoning such as OX- and RX- districts. These districts would allow apartments, offices, and some limited retail and other commercial uses.

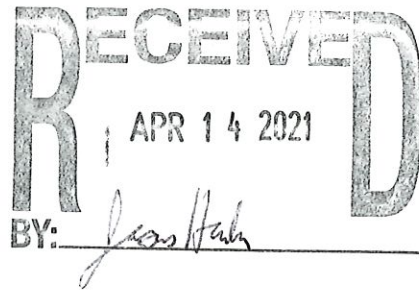
CONDITIONAL USE DISTRICT ZONING CONDITIONS

Zoning Case Number Z-57-20	OFFICE USE ONLY Rezoning Case #
Date Submitted November 5, 2020; Revised March 19, 2021, Revised March 25, 2021, Revised April 1, 2021	
Existing Zoning R-4 w/NCOD Proposed Zoning OX-3-PL-CU	

Narrative of Zoning Conditions Offered

1. Principal uses shall be limited to the following:

- (a) Single-unit living;
- (b) Two-unit living;
- (c) Civic, except college, community college, and university;
- (d) Parks, open space, and greenways;
- (e) Daycare center;
- (f) Dance, martial arts, music studio or classroom;
- (g) Office; and
- (h) Medical.



2. Residential density shall be limited to two (2) dwelling units per acre.

3. Building height shall not exceed either (a) two and one-half stories or (b) 40 feet.

4. Building size shall not exceed 12,500 square feet of total gross floor area.

5. As required and directed by the City of Raleigh and/or NCDOT, the property owner will (a) widen Rembert Drive and dedicate right-of-way as needed into the site to provide adequate space for a 200-foot turn lane on the westbound approach to Glenwood Avenue and b) install the 200-foot turn lane.

6. Except for trees which are dead, diseased, damaged, or posing a hazard to person or property, the seven (7) existing trees along the right-of-way of Glenwood Avenue, identified on Exhibit A by Green Circles and having the red tree tag numbers #5, #6, #8, #14, #66, #67 and #68 (which corresponds to the Topographic Survey report produced by Maser Engineering, dated September 17, 2020) shall be preserved. In the event a tree which is required to be preserved is removed, it shall be replaced elsewhere on the site, with a tree or trees, which cumulatively are of equal or greater caliper. The minimum size of any replacement tree shall be at least three (3) inches in caliper measured at breast height (4 ½ feet above ground).

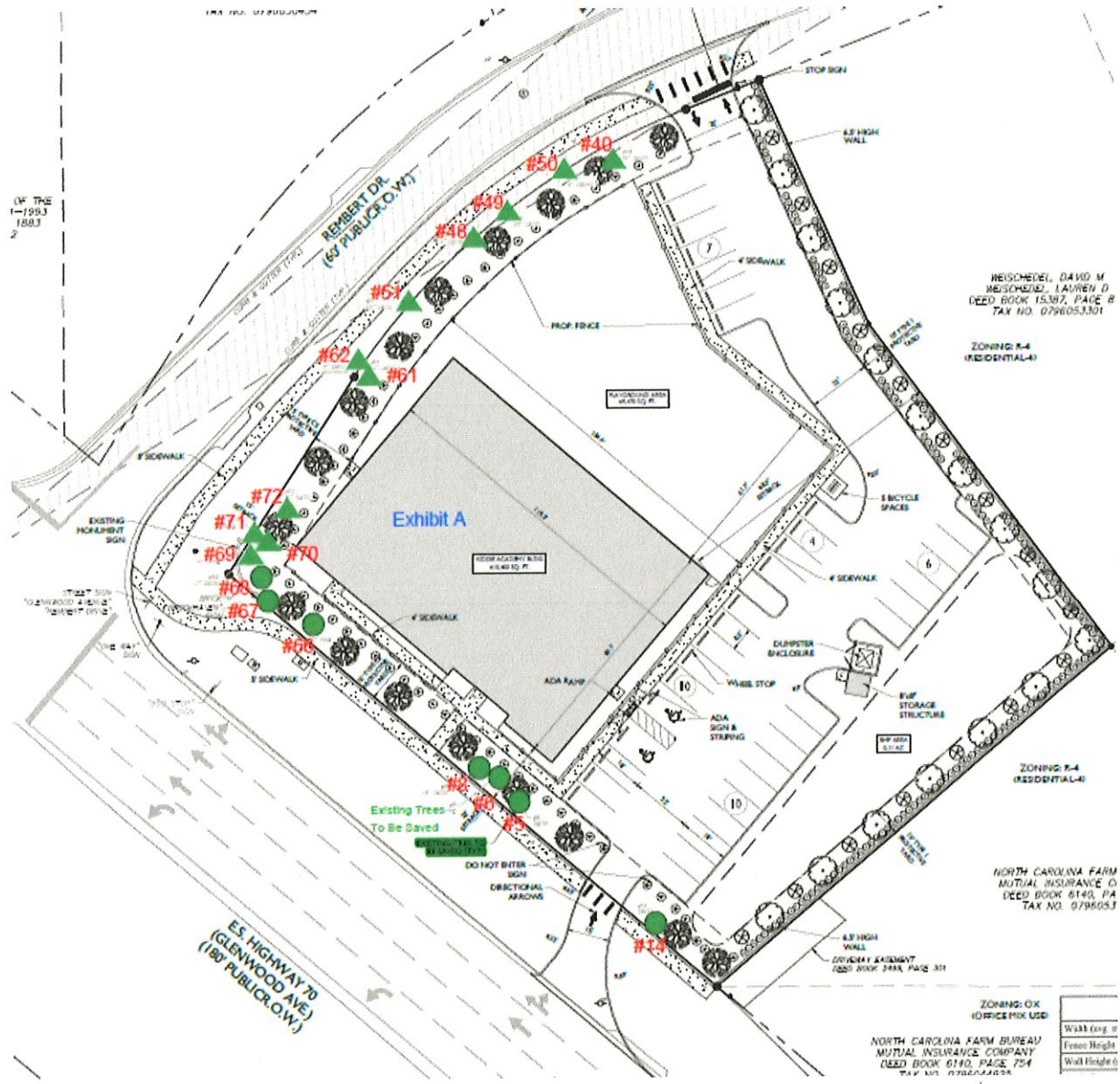
7. Except where land disturbance is required for the widening or other improvements to Rembert Dr. or related site development, and except for trees which are dead, diseased, damaged, or posing a hazard to person or property, the eleven (11) existing trees along the right-of-way of Rembert Drive, identified on Exhibit A by Green Triangles shall be preserved. In the event a tree which is required to be preserved is removed, it shall be replaced elsewhere on the site, with a tree or trees, which cumulatively are of equal or greater caliper. The minimum size of any replacement tree shall be at least three (3) inches in caliper measured at breast height (4 ½ feet above ground).

The property owner(s) hereby offers, consents to, and agrees to abide by, 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: **POPLAR GUY, LLC,**
a North Carolina limited liability company

By: 
Name: Clifford T. Zinner, Managing Member

EXHIBIT A
 To
Rezoning Application - File #Z-57-20 - 5710 Glenwood Avenue



RECEIVED
 APR 14 2021
 BY: *Jan [Signature]*



Raleigh

MEMO

TO: Bynum Walter, AICP, Comprehensive Planning Supervisor

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

DATE: March 17, 2020

SUBJECT: Traffic Impact Assessment Addendum Review for Z-57-20 – 5710 Glenwood

We have reviewed the Traffic Impact Assessment Addendum (TIA) prepared by Ramey Kemp and Associates (RKA) for 5710 Glenwood Avenue, case number Z-57-20. The following memorandum summarizes the information presented in the Addendum as well as City Staff's review of the additional analysis and recommendations. Please see the original TIA review memo dated December 23, 2020 for background and other assumptions.

Revised Trip Generation

The case has a new zoning condition limiting the building size to 12,500 square feet. Table 1 on the following page shows the updated trip generation for this reduced use.

Revised Lane Assumptions

The original TIA modeled the Rembert Drive approach as two lanes at the signal. A 50' left turn lane was included based on the presence of two loop detectors on this approach and observations of cars using the approach as two lanes. Since the approach is striped as one lane, the model was revised accordingly. Tables 2 and 3 on the following page summarize levels of service and queueing results with the new model. Additionally, a build with mitigations scenario was added that includes a 200-foot left turn lane on the westbound approach, as NCDOT recommended. The results with this mitigation in place are presented in these tables.

Study Intersections

The original TIA assumed 15% of trips would exit the site heading east on Rembert Drive. The addendum looked at the potential impacts of additional trips heading through the neighborhood and the available capacity for those trips. The study found that Rembert Drive has sufficient capacity to accommodate any proportion of trips that exited through the neighborhood.

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)

York Elementary Traffic

A 2019 TIA completed for the York Elementary School expansion addressed an increase of 50 students. RKA reviewed the TIA and found that up to 5 total trips were projected to exit to the west through the neighborhood during the AM peak hour and up to 2 trips were projected to exit through the neighborhood to the west during the PM peak hour. The Addendum found that these trips were accounted for in background growth on the Rembert Drive approach (11 cars during the AM peak hour, 14 cars during the PM peak hour).

Table 1: Proposed Zoning Trip Generation

Land Use	ITE Code	Intensity	Daily Traffic (vpd)	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Updated Proposed Zoning Maximum	565	12,500 S.F.	595	73	65	138	65	74	139

Results

Table 2: Level of Service Summary – Maximum Build (original zoning condition, 15,000 SF)

Intersection/ Approach		AM Peak Hour (Seconds of Delay)			PM Peak Hour (Seconds of Delay)		
		No-Build (2022)	Build (2022)	Build with Improvements (2023)	No-Build (2022)	Build (2022)	Build with Improvements (2023)
Rembert Drive at Glenwood Avenue	EB	E (75)	E (63)	E (74)	E (77)	E (73)	E (79)
	WB	F (90)	F (84)	F (89)	F (114)	F (154)	F (112)
	NB	B	C	B	B	C	B
	SB	A	B	B	B	C	B
	Overall	B	C	B	C	C	C

The westbound approach is projected to operate at level of service F under all scenarios. This is typical for minor street approaches at intersections with major streets during peak hours. The development is projected to increase delay for the westbound approach approximately 20 seconds during the PM peak hour. The proposed improvement reduces that delay to match the no-build scenario.

Table 4: Queuing Summary – Maximum Build (original zoning condition, 15,000 SF)

Intersection/ Approach		Storage (Feet)	AM Peak Hour – Maximum Queue			PM Peak Hour – Maximum Queue		
			No-Build (2022)	Build (2022)	Build with Improvements (2023)	No-Build (2022)	Build (2022)	Build with Improvements (2023)
Rembert Drive at Glenwood Avenue	EB L	200	116	119	117	67	71	77
	EB TR	-	90	114	110	89	98	95
	WB LTR	-	173	247	-	286	266	-
	WB L	200	-	-	177	-	-	195
	WB TR	-	-	-	177	-	-	244
	NB L	250	100	97	129	373	449	354
	NB T/T/TR	-	564	581	577	880	801	771
	SB L	275	151	225	218	178	270	184
SB T/T/TR	-	213	255	238	408	473	393	
Rembert Drive at Site Driveway	EB TR	253	-	2	-	-	-	2
	WB LT	-	-	56	30	-	196	76
	NB LR	-	-	73	62	-	401	115

Under the Build scenario, the maximum westbound queues on Rembert Drive at Glenwood Avenue are projected to extend past the preschool driveway during the PM peak hour, while the average queues are projected to be contained west of the driveway. Under the Build with Improvements scenario, the maximum queues are not projected to extend past the driveway.

Study Recommendations

The TIA Addendum performed by RKA does not recommend any mitigation measures in response to the studied impacts.

Conclusions

City Staff agrees with the overall analysis performed in the TIA Addendum for the rezoning of 5710 Glenwood Avenue. Staff recommends the following mitigation be constructed with the development:

- Construct a 200-foot westbound turn lane on Rembert Drive at Glenwood Avenue.



Raleigh

MEMO

TO: Bynum Walter, AICP, Comprehensive Planning Supervisor

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

DATE: December 23, 2020

SUBJECT: Traffic Impact Assessment Review for Z-57-20 – 5710 Glenwood

We have reviewed the updated Traffic Impact Assessment (TIA) prepared by Ramey Kemp and Associates (RKA) for 5710 Glenwood Avenue, case number Z-57-20. The following memorandum summarizes the most relevant information pertaining to the study as well as City Staff's review of the analysis and recommendations.

Development Details

<i>Site Location:</i>	Northwest Raleigh, located on the southeast corner of Glenwood Avenue and Rembert Drive
<i>Address:</i>	5710 Glenwood Avenue
<i>Property PIN(s):</i>	0796051272
<i>Current Zoning:</i>	R-4 with NCOD
<i>Proposed Zoning:</i>	OX-3-PL-CU
<i>Existing Land Use:</i>	Vacant
<i>Existing Zoning Allowable Land Uses:</i>	2 units of Residential Housing
<i>Proposed Zoning Allowable Land Uses:</i>	2 units of Residential Housing, or 15,000 SF of Office, or 15,000 SF of Daycare Center
<i>Maximum Proposed Zoning Land Use:</i>	15,000 SF Daycare Center
<i>Build-out Year:</i>	2022

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)

Study Area & Analysis Scenarios

The following intersections were studied as part of this TIA:

- | | |
|--|-----------------------|
| 1. US 70 (Glenwood Avenue) and Rembert Drive | <i>(Signalized)</i> |
| 2. Rembert Drive and Full Movement Access (Site Drive 1) | <i>(Unsignalized)</i> |
| 3. US 70 (Glenwood Avenue) and Right-in Only Access (Site Drive 2) | <i>(Unsignalized)</i> |

Trip Generation

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

- AM and PM Peak hour trips were estimated based on the *ITE Trip Generation 10th Edition Manual*.
- Existing volumes were taken while school was in session in May 2019.
- A 2% growth rate was applied for projected volumes (2020 existing conditions, 2022 build/no-build conditions).
- Along with the maximum zoning use scenario, an expected use scenario was analyzed based on sites of a similar size and a 10,400 SF planned preschool.

RKA determined that the Maximum Trip Generation for the proposed zoning condition was Daycare Center in the AM peak and Daycare Center in the PM peak. The appropriate peak trip generation for these land uses are indicated below in comparison to the trip generation for the existing zoning condition.

Table 1: Maximum Proposed Zoning Trip Generation

Land Use	ITE Code	Intensity	Daily Traffic (vpd)	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Residential	210	4,000 SF	19	0	1	1	1	1	2
Daycare Center	110	15,000 SF	565	87	78	165	79	89	167
Net Total Trips			695	87	77	164	78	88	165

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:

- 40% to/from the north on Glenwood Avenue
- 40% to/from the south on Glenwood Avenue
- 15% to/from the west on Rembert Drive
- 5% to/from the east on Fairhill Drive

Results and Impacts

Level of Service (LOS) results for the studied intersections are summarized below in Table 2.

Table 2: Study Area Levels of Service

Capacity Analysis Results for Glenwood Avenue and Rembert Drive/Fairhill Drive

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2020)	NB	1 LT, 2 TH, 1 TH-RT	A (9.6)	B (12.5)	B (14.5)	B (16.1)
	SB	1 LT, 2 TH, 1 TH-RT	A (8.3)		B (12.3)	
	EB	1 LT, 1 TH-RT	F (82.5)		F (83.4)	
	WB	1 LT, 1 TH-RT	F (81.9)		F (98.2)	
No-Build (2022)	NB	1 LT, 2 TH, 1 TH-RT	B (10.6)	B (13.1)	B (16.0)	B (17.3)
	SB	1 LT, 2 TH, 1 TH-RT	A (8.5)		B (13.4)	
	EB	1 LT, 1 TH-RT	F (82.7)		F (83.2)	
	WB	1 LT, 1 TH-RT	F (82.0)		F (98.6)	
Build (2022) <i>Maximum Allowed</i>	NB	1 LT, 2 TH, 1 TH-RT	B (18.3)	C (20.4)	B (18.6)	C (23.6)
	SB	1 LT, 2 TH, 1 TH-RT	B (11.7)		B (18.4)	
	EB	1 LT, 1 TH-RT	E (73.7)		E (78.9)	
	WB	1 LT, 1 TH-RT	F (88.6)		F (111.8)	
Build (2022) <i>Expected</i>	NB	1 LT, 2 TH, 1 TH-RT	B (16.7)	B (19.1)	B (17.7)	C (22.0)
	SB	1 LT, 2 TH, 1 TH-RT	B (11.2)		B (17.3)	
	EB	1 LT, 1 TH-RT	E (74.8)		E (79.8)	
	WB	1 LT, 1 TH-RT	F (87.7)		F (109.8)	

Capacity Analysis Results for Rembert Drive and Proposed Full Access

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Build (2022) <i>Maximum Allowed</i>	NB ²	1 LT-RT	B (11.7)	-	B (12.5)	-
	EB	1 TH-RT	-		-	
	WB ¹	1 LT-TH	A (7.7)		A (7.7)	
Build (2022) <i>Expected</i>	NB ²	1 LT-RT	B (11.2)	-	B (11.7)	-
	EB	1 TH-RT	-		-	
	WB ¹	1 LT-TH	A (7.6)		A (7.7)	

The signalized intersection of US 70 (Glenwood Avenue) and Rembert Drive is estimated under the no-build condition to operate at LOS B during the AM peak hour with 13.1 seconds of delay, and LOS B during the PM peak hour with 17.3 seconds of delay. Under the build condition, this intersection is estimated to operate at LOS C during the AM peak hour with 20.4 seconds of delay, and LOS C during the PM peak hour with 23.6 seconds of delay. Increased delay is specifically estimated for the SB approach of Glenwood Avenue (from LOS A with 8.5 seconds to LOS B with

11.7 seconds) and the WB approach of Rembert Drive (LOS F under either scenario, but delay increases from 82.0 seconds to 88.6 seconds during the AM peak hour and 98.6 seconds to 111.8 seconds during the PM peak hour).

Queuing analysis results for the studied intersections are summarized below in Table 3.

Table 3: Queuing Analysis Results

Lane	Storage (Taper) In Feet	No-Build (2022) Traffic Conditions		Build (2022) Traffic Conditions Maximum		Build (2022) Traffic Conditions Expected	
		AM	PM	AM	PM	AM	PM
Glenwood Avenue & Rembert Drive							
EBL	200 (100)	102	72	100	81	102	73
EBTR	-	102	98	105	100	110	94
WBL	-	156	202	300	385	262	343
WBTR	50 (50)	96	100	100	100	100	100
NBL	250 (200)	92	412	90	420	85	386
NBT	-	486	784	498	801	496	812
NBT	-	462	757	475	790	484	780
NBTR	-	376	690	415	699	421	680
SBL	275 (200)	178	190	263	297	220	248
SBT	-	203	374	300	433	224	398
SBT	-	179	352	255	425	187	386
SBTR	-	136	348	172	370	150	347
Rembert Drive & Proposed Full Access							
NBLR	-	-	-	167	279	85	137

The queuing analysis estimated an increased maximum queue for the SB approach of Glenwood Avenue at Rembert Avenue from 178 feet to 263 feet during the AM peak hour and from 190 feet to 297 feet during the PM peak hour. These queues can be contained in the southbound left turn lane in combination with the taper. The maximum WB queuing on Rembert Avenue at Glenwood Avenue is estimated to extend past the entrance to the preschool during the AM and PM peak hours. The average queuing, however, is 150 feet or less and does not extend past the driveway.

Study Recommendations

The analysis performed by RKA does not recommend any mitigation measures in response to the studied impacts.

Conclusions

City Staff agrees with the overall analysis performed in the TIA for the rezoning of 5710 Glenwood Avenue and makes no further recommendations at this time.

Rezoning Application



RALEIGH
DEPARTMENT OF
CITY PLANNING



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			OFFICE USE ONLY
Existing Zoning Base District R-4 Height N/A Frontage N/A Overlay(s) NCOD			Rezoning Case #
Proposed Zoning Base District OX Height 3 Frontage PL Overlay(s)			
<i>Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.</i>			
If the property has been previously rezoned, provide the rezoning case number:			
GENERAL INFORMATION			
Date November <u>5</u> , 2020		Date Amended (1)	Date Amended (2)
Property Address 5710 Glenwood Avenue, Raleigh, NC 27612			
Property PIN 0796051272		Deed Reference (book/page) Book 16937, Page 1008	
Nearest Intersection Rembert Drive and Glenwood Avenue			
Property Size (acres) 1.25	For Planned Development Applications Only:	Total Units	Total Square Footage
		Total Parcels	Total Buildings
Property Owner Name/Address Poplar Guy, LLC 106 S. East Street Raleigh, NC 27601-1537		Phone	Fax
		Email N/A	
Applicant Name/Address Poplar Guy, LLC c/o Isabel Worthy Mattox 127 W. Hargett Street, Suite 500 Raleigh, NC 27601		Phone 919-828-7171	Fax
		Email Isabel@mattoxlawfirm.com	
Applicant* Signature(s):		Email N/A	

POPLAR GUY, LLC,
a North Carolina limited liability company

By:
Name: Clifford T. Zinner, Managing Member

CONDITIONAL USE DISTRICT ZONING CONDITIONS

Zoning Case Number	OFFICE USE ONLY Rezoning Case #
Date Submitted November <u>5</u> , 2020	
Existing Zoning R-4 w/NCOD Proposed Zoning OX-3-PL-CU	

Narrative of Zoning Conditions Offered

1. Principal uses shall be limited to the following:
 - (a) Single-unit living;
 - (b) Two-unit living;
 - (c) Civic, except college, community college, and university;
 - (d) Parks, open space, and greenways;
 - (e) Daycare center;
 - (f) Dance, martial arts, music studio or classroom;
 - (g) Office; and
 - (h) Medical.
2. Residential density shall be limited to two (2) dwelling units per acre.
3. Building height shall not exceed either (a) two and one-half stories or (b) 40 feet.
4. Building size shall not exceed 15,000 square feet of total gross floor area.

The property owner(s) hereby offers, consents to, and agrees to abide by, 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: **POPLAR GUY, LLC,**
a North Carolina limited liability company

By: 
Name: Clifford T. Zinner, Managing Member

REZONING APPLICATION ADDENDUM #1

Comprehensive Plan Analysis

OFFICE USE ONLY

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.

Rezoning Case #

STATEMENT OF CONSISTENCY

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

PUBLIC BENEFITS

Provide brief statements explaining how the rezoning request is reasonable and in the public interest.

REZONING APPLICATION ADDENDUM #2

Impact on Historic Resources

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.

OFFICE USE ONLY

Rezoning Case #

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.

PROPOSED MITIGATION

Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.

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. | <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> |

7.	<p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i></p> <p>Response:</p>
8.	<p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p>Response:</p>
9.	<p><i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i></p> <p>Response:</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p>Response:</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p>Response:</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p>Response:</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response:</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response:</p>
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p>Response:</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p>Response:</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p>Response:</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response:</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>Response:</p>

20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p>Response:</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p>Response:</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>Response:</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p>Response:</p>
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p>Response:</p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p>Response:</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p>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 type="checkbox"/>	<input type="checkbox"/>			
2. Pre-Application Conference	<input type="checkbox"/>	<input type="checkbox"/>			
3. Neighborhood Meeting notice and report	<input type="checkbox"/>	<input type="checkbox"/>			
4. Rezoning application review fee (see Fee Schedule for rate)	<input type="checkbox"/>	<input type="checkbox"/>			
5. Completed application, submitted through Permit & Development Portal	<input type="checkbox"/>	<input type="checkbox"/>			
Completed Comprehensive Plan Consistency Analysis	<input type="checkbox"/>	<input type="checkbox"/>			
Completed Response to the Urban Design Guidelines	<input type="checkbox"/>	<input type="checkbox"/>			
6. 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	<input type="checkbox"/>	<input type="checkbox"/>			
7. Trip Generation Study	<input type="checkbox"/>	<input type="checkbox"/>			
8. Traffic Impact Analysis	<input type="checkbox"/>	<input type="checkbox"/>			
For properties requesting a conditional use district:					
9. Completed zoning conditions, signed by property owner(s)	<input type="checkbox"/>	<input type="checkbox"/>			
If applicable (see Page 11):					
10. Proof of power of attorney or owner affidavit	<input type="checkbox"/>	<input type="checkbox"/>			
For properties requesting a Planned Development (PD) or Campus District (CMP):					
10. Master Plan (see Master Plan Submittal Requirements)	<input type="checkbox"/>	<input type="checkbox"/>			
For properties requesting an Accessory Dwelling Unit Overlay District (ADUOD):					
15. Copy of ballot and mailing list	<input type="checkbox"/>	<input type="checkbox"/>			

MASTER PLAN SUBMITTAL REQUIREMENTS					
TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – Master Plan	YES	N/A	YES	NO	N/A
1. I have referenced the Master Plan 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 type="checkbox"/>	<input type="checkbox"/>			
2. Total number of units and square feet	<input type="checkbox"/>	<input type="checkbox"/>			
3. 12 sets of plans	<input type="checkbox"/>	<input type="checkbox"/>			
4. Completed application; submitted through Permit & Development Portal	<input type="checkbox"/>	<input type="checkbox"/>			
5. Vicinity Map	<input type="checkbox"/>	<input type="checkbox"/>			
6. Existing Conditions Map	<input type="checkbox"/>	<input type="checkbox"/>			
7. Street and Block Layout Plan	<input type="checkbox"/>	<input type="checkbox"/>			
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input type="checkbox"/>			
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input type="checkbox"/>			
10. Development Plan (location of building types)	<input type="checkbox"/>	<input type="checkbox"/>			
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input type="checkbox"/>			
12. Parking Plan	<input type="checkbox"/>	<input type="checkbox"/>			
13. Open Space Plan	<input type="checkbox"/>	<input type="checkbox"/>			
14. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input type="checkbox"/>			
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input type="checkbox"/>			
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input type="checkbox"/>			
17. Phasing Plan	<input type="checkbox"/>	<input type="checkbox"/>			
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input type="checkbox"/>			
19. Common Signage Plan	<input type="checkbox"/>	<input type="checkbox"/>			



Pre-Application Conference

Meeting Record

Department of City Planning | One Exchange Plaza, Suite 300 | (919) 996-2682

Meeting Date: 9/25/20
Attendees: Hannah Reckhow, Ira Mabel, Don Belk, Eric Lamb, Mark Holland, JP Mansolf (City); Mr. Dominic Wong, Jeen Wong (Owner/Applicants); Stuart Rogers, architect; Justin Mihalik (Consultants)
Site Address/PIN: 5710 Glenwood Ave
Current Zoning/Designation: R-4 w/NCOD
Proposed Zoning/Designation: RX or OX-3
City Council District: E (David.Knight@raleighnc.gov)
<p>Notes: Applicant proposes a day care facility that would be a standard day care operation under a nationally known franchise. They want to have capacity for approximately 188 students. The applicant explored a Special Use permit, but there was a limitation on the number of students. Owner is willing to do a conditional use rezoning to address the concerns of neighbors. Does not want R-10 because that would still require a special use permit, however, the limit of 240 square feet per student would meet their needs for enrollment.</p> <p>Hannah Reckhow described some of the issues involved with a mixed-use (RX- or OX-) designation, as it would be deemed inconsistent with the Future Land Use Map. Stuart Rogers described the changing conditions and how OX- could be appropriate, especially with conditions restricting uses other than day care. Ms. Reckhow discussed the PL- frontage; the applicant intends to use this frontage. Ira Mabel discussed issues of public acceptance, and the importance of conditions to meet neighbor concerns. Don Belk mentioned that applying for Residential (R-10) zoning would remove the frontage requirement and also remove the need for a 2nd neighborhood meeting. Mr. Wong has had a conference call with neighbors; they are not entirely opposed to a day care center but are opposed to a mixed-use rezoning. The Brookhaven Neighborhood Conservation Overlay District (NCOD) would limit other residential redevelopment.</p> <p>Mr. Mabel discussed some of the advantages of RX- versus OX-. Eric Lamb indicated a traffic impact analysis (TIA) would be required for a day care center with more than 130 students. He also pointed out that NCDOT requirements for driveway access could also be a paramount concern to neighbors. Mr. Wong indicated that a TIA is in process and a memorandum of understanding on the project scope has already been completed.</p> <p>Ms. Reckhow suggested that the applicant contact their Council representative (District E, David Knight) ahead of application submittal.</p>

Department & Staff	Notes
<p>Transportation <input type="checkbox"/> Jason Myers Jason.Myers@raleighnc.gov 919-996-2166</p>	
<p>Historic Preservation <input type="checkbox"/> Collette Kinane Collette.Kinane@raleighnc.gov 919-996-2649</p>	
<p>Parks, Recreation, & Cultural Resources <input type="checkbox"/> TJ McCourt Thomas.McCourt@raleighnc.gov 919-996-6079</p> <p><input type="checkbox"/> Emma Liles Emma.Liles@raleighnc.gov 919-996-4871</p>	
<p>Public Utilities <input type="checkbox"/> John Sorrell John.Sorrell@raleighnc.gov 919-996-3485</p> <p><input type="checkbox"/> Lorea Sample Lorea.Sample@raleighnc.gov 919-996-3484</p>	



Raleigh

Pre-Application Conference Meeting Record

Department of City Planning | One Exchange Plaza, Suite 300 | (919) 996-2682

<p>Stormwater</p> <p><input type="checkbox"/> Gary Morton Gary.Morton@raleighnc.gov 919-996-3517</p> <p><input type="checkbox"/> Charles Webb Charles.Webb@raleighnc.gov 919-996-3519</p>	
<p>Development Services</p> <p><input type="checkbox"/> Justin Rametta Justin.Rametta@raleighnc.gov 919-996-2665</p> <p><input type="checkbox"/> Mike Walters Michael.Walters@raleighnc.gov 919-996-2636</p>	

MATTOX LAW FIRM

Telephone (919) 828-7171

Isabel Worthy Mattox
Isabel@mattoxlawfirm.com

Matthew J. Carpenter
Matthew@mattoxlawfirm.com

October 15, 2020

TO ALL ADDRESSEES:

RE: **NOTICE OF MEETING** Regarding Potential Rezoning of:

5710 Glenwood Avenue, Raleigh, NC 27612 (1.25 acres) (PIN 0796051272) Book 16937,
Page 1008, owned by POPLAR GUY, LLC, a North Carolina limited liability
company (the "Rezoning Property")

Dear Property Owners:

You are receiving this letter because you are the owner of property located in the vicinity of the Rezoning Property for which a rezoning is being contemplated. The applicant plans to file a rezoning application to rezone the property from R-4 with NCOD to OX-3-PL-CU to allow for a daycare facility (the "Rezoning Application").

In accordance with the requirements of the Raleigh Unified Development Ordinance, notice is hereby given to you as the owner of the Rezoning Property, or the owner of property within 500 feet of the Rezoning Property, of a meeting to discuss the prospective rezoning to be held remotely **via Zoom on Tuesday, October 27, at 5:00 PM.**

You can join the meeting in any of the following ways:

1. Type the following URL into your internet browser: **<https://us02web.zoom.us/j/89477869007>**
2. Email Matthew Carpenter at Matthew@mattoxlawfirm.com and receive an e-mail invitation.
3. Call in to the meeting at 929-205-6099 and enter meeting ID: **894 7786 9007.**

To ensure that we are able to address as many questions as possible, please submit questions via email to Matthew@mattoxlawfirm.com prior to the meeting. The meeting will include an introduction, answers to submitted questions, followed by a general question and answer session. To aid in your participation in the meeting, please find attached a GIS aerial photograph of the Rezoning Property, a zoning map of the Rezoning Property, and a draft of the Rezoning Application.

Once the Rezoning Application is filed, it will be vetted by City of Raleigh staff over the next few weeks and referred to the Planning Commission for review. Information about the rezoning process is available online and can be accessed by visiting **www.raleighnc.gov** and searching for "Rezoning

All Addressees
October 15, 2020
Page 2 of 2

Process.” If you have further questions about the rezoning process, please contact JP Mansolf, Raleigh Planning & Development, at (919) 996-2180 or JP.Mansolf@raleighnc.gov. You can also contact me directly with any questions.

Yours very truly,

Isabel Mattox

Isabel Worthy Mattox

Enclosures
cc: Dominic Wong (via email JD@jdedsvc.com)

SUMMARY OF ISSUES

A neighborhood meeting was held on _____(date) to discuss a potential rezoning located at _____(property address).

The neighborhood meeting was held at _____(location).

There were approximately _____(number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

ATTENDANCE ROSTER	
NAME	ADDRESS

ATTENDANCE ROSTER - Page 2

NAME	ADDRESS
Robin & Conall Callen	4716 Wedgewood Street
Thomas Beaulieu	5106 Shamrock Drive
Scott Gibson & Tim Edwards	5011 Carteret Drive
Julia Snyder	5720 Winthrop Drive
Shawn McKee	5705 Winthrop Drive
Jenny Bruce	3510 Fernwood Drive
Lisa Andrews	5409 Parkwood Drive
Kory Wilmot	3617 Fernwood Drive
Valerie Wisor	5857 Branchwood Road
Tori Hall	5706 Deblyn Avenue
Sara Kirk	2639 Carteret Drive
Frances Selema	3517 Fernwood Drive
Sarah Brock	10544 Byrum Woods Drive
Tim Davis	5703 Deblyn Avenue
Aaron Ajello	3612 Fernwood Drive
Ashley Campbell	5001 Hermitage Drive
Natalie Hampton	3605 Fernwood Drive
Tom Hadley	5808 Chelsea Place
Francisco Chavez	4821 Rembert Drive
Floyd Williams	3200 Queens Road
Danny Howell	2904 Plaza Place
George Alwon	4821 Rembert Drive
Jason Hardin	City of Raleigh
Kelsie Cato	5112 Shamrock Drive

Peggy Ramseur

4910 Rembert Drive

MATTOX LAW FIRM

Telephone (919) 828-7171

Isabel Worthy Mattox
Isabel@mattoxlawfirm.com

Matthew J. Carpenter
Matthew@mattoxlawfirm.com

January 8, 2021

TO ALL ADDRESSEES:

RE: **NOTICE OF MEETING** Regarding Potential Rezoning of:

5710 Glenwood Avenue, Raleigh, NC 27612 (1.25 acres) (PIN 0796051272) Book 16937,
Page 1008, owned by POPLAR GUY, LLC, a North Carolina limited liability
company (the "Rezoning Property")

Dear Property Owners:

You are receiving this letter because you are the owner of property located in the vicinity of the Rezoning Property for which a rezoning has been filed (City of Raleigh File #REZN-0057-2020). The application to rezone the Rezoning Property from R-4 with NCOD to OX-3-PL-CU permitting development for a daycare was filed on November 5, 2020 (the "Rezoning Application"). A copy of the Rezoning Application is attached.

In accordance with the requirements of the Raleigh Unified Development Ordinance, notice is hereby given to you as the owner of the Rezoning Property, or the owner of property within 1,000 feet of the Rezoning Property, of a meeting to discuss the prospective rezoning to be held remotely **via Zoom on Wednesday, January 20, at 5:00 PM.**

You can join the meeting in any of the following ways:

1. Type the following URL into your internet browser: **<https://us02web.zoom.us/j/86336629646>**
2. Email Matthew Carpenter at Matthew@mattoxlawfirm.com and receive an e-mail invitation.
3. Call in to the meeting at 929-205-6099 and enter meeting ID: **863 3662 9646.**

To ensure that we are able to address as many questions as possible, please submit questions via email to Matthew@mattoxlawfirm.com prior to the meeting. The meeting will include an introduction, answers to submitted questions, followed by a general question and answer session. To aid in your participation in the meeting, please find attached a GIS aerial photograph of the Rezoning Property, a zoning map of the Rezoning Property, and a copy of the Rezoning Application.

All Addressees
January 8, 2021
Page 2 of 2

The Rezoning Application is currently being vetted by City of Raleigh. To follow this process, please consult the City's website at www.raleighnc.gov and search for "Rezoning Process." In addition, you may contact Ms. Hannah Reckhow at the Department of City Planning & Development at (919) 996-2622 or by email at Hannah.Reckhow@raleighnc.gov. If you have any questions about the pending Rezoning Application, either before our meeting of January 20, 2021, or at any time after our meeting, please contact me.

Yours very truly,

Isabel Mattox

Isabel Worthy Mattox

Enclosures
cc: Dominic Wong (via email JD@jdedsvc.com)

SUMMARY OF ISSUES

A neighborhood meeting was held on January 20, 2021 (date) to discuss a potential rezoning located at 5710 Glenwood Avenue, Raleigh, NC 27612 (property address).

The neighborhood meeting was held at remotely by Zoom conference (location).

There were approximately 75 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Traffic Impact Assessment

Safety of daycare students.

Safety of pedestrian traffic in the Brookhaven neighborhood.

Dumpster location.

Suitability of property for residential use.

Architecture/design of daycare building.

Other daycares adjacent to residential neighborhoods.

Timeline of proposed rezoning.

Attendance Roster
Rezoning of 5710 Glenwood Avenue
Raleigh, NC 27612

Matthew J. Carpenter	Mattox Law Firm, 127 W. Hargett St., Suite 500, Raleigh, NC 27601
Dominic Wong – Applicant	JD Educational Services, PO Box 299, Morrisville, NC 27560
Jeen Wong - Applicant	JD Educational Services, PO Box 299, Morrisville, NC 27560
Stuart Rogers – Engineer	Maser Consulting PA, 2000 Regency Parkway, Suite 295, Cary, NC 27518
Frances Selema	3517 Fernwood Drive
Susan Clemmer	5208 Rembert Drive
Melissa Smith	4912 Larchmont Drive
Mack & Amy Watson	5206 Rembert Drive
Sue Sprunger	5200 Rembert Drive
Pamela & Matt Harris	4911 Rembert Drive
Lisa & Nathan Andrews	5409 Parkwood Drive
Lindsay Wilkes & Carolyn Valahu	5700 Deblyn Avenue
Elizabeth Fresh	5204 Rembert Drive
Dean Boik & Sue Gardlik	4901 Rembert Drive
Chip & Bonnie Hopkins	5012 Rembert Drive
David Weischedel	5205 Rembert Drive
Lea Walker	4812 Rembert Drive
Emily Barbour	5601 Winthrop Drive
Scott Lasso	3513 Fernwood Drive
John Boone	5417 Parkwood Drive
Ashlee & Brandon Duncan	5201 Shamrock Drive
Linda & Paul Driscoll	5005 Shamrock Drive
Lee Ann Tharrington	5216 Shamrock Drive
Ethel B. Boone	4918 Rembert Drive
Robin & Conall Callen	4716 Wedgewood Street
Thomas Beaulieu	5106 Shamrock Drive
Scott Gibson & Tim Edwards	5011 Carteret Drive
Shawn McKee	5705 Winthrop Drive
Jenny Bruce	3510 Fernwood Drive
Lisa Andrews	5409 Parkwood Drive
Kory Wilmot	3617 Fernwood Drive
Tori Hall	5706 Deblyn Avenue
Sarah Brock	10544 Byrum Woods Drive
Tim Davis	5703 Deblyn Avenue
Ashley Campbell	5001 Hermitage Drive
Tom Hadley	5808 Chelsea Place

Francisco Chavez	4821 Rembert Drive
Floyd Williams	3200 Queens Road
Danny Howell	2904 Plaza Place
George Alwon	4821 Rembert Drive
Kelsie Cato	5112 Shamrock Drive
Colin McGrath	808 N King Charles Road
Clark & Galen Jones	5004 Rembert Drive
Jan Seabock	4917 Rembert Drive
Catherine Winslow	4723 Woodridge Drive
Peggy ellen Goodman	5100 Rembert Drive
James Allen	8808 Valley Springs Place
Roger Norman	5413 Parkwood Drive
Jeffrey Swain	3520 Fernwood Drive
Robert & Margaret Ramseur	4910 Rembert Drive
Chad Essick	301 Fayetteville Street, Suite 1900, Raleigh, NC 27601
Chip Hopkins	5012 Rembert Drive
Spencer Tuttle	3405 Fernwood Drive
Kate Wilson	4907 Rembert Drive
Jenny Thompson	5017 Shamrock Drive
Bob Moran	5015 Shamrock Drive
George Alwon	4821 Rembert Drive
Wayne Wilson	4907 Rembert Drive
Mark Prakke	5105 Rembert Drive
Jeff Keating	
David Stratton	4907 Rembert Drive
Fred Tarver	5501 Parkwood Drive
Melissa McMullen	3700 Fernwood Drive
Hannah Reckhow	City of Raleigh
John Esham	5207 Shamrock Drive
Robin Hough	5305 Parkwood Drive