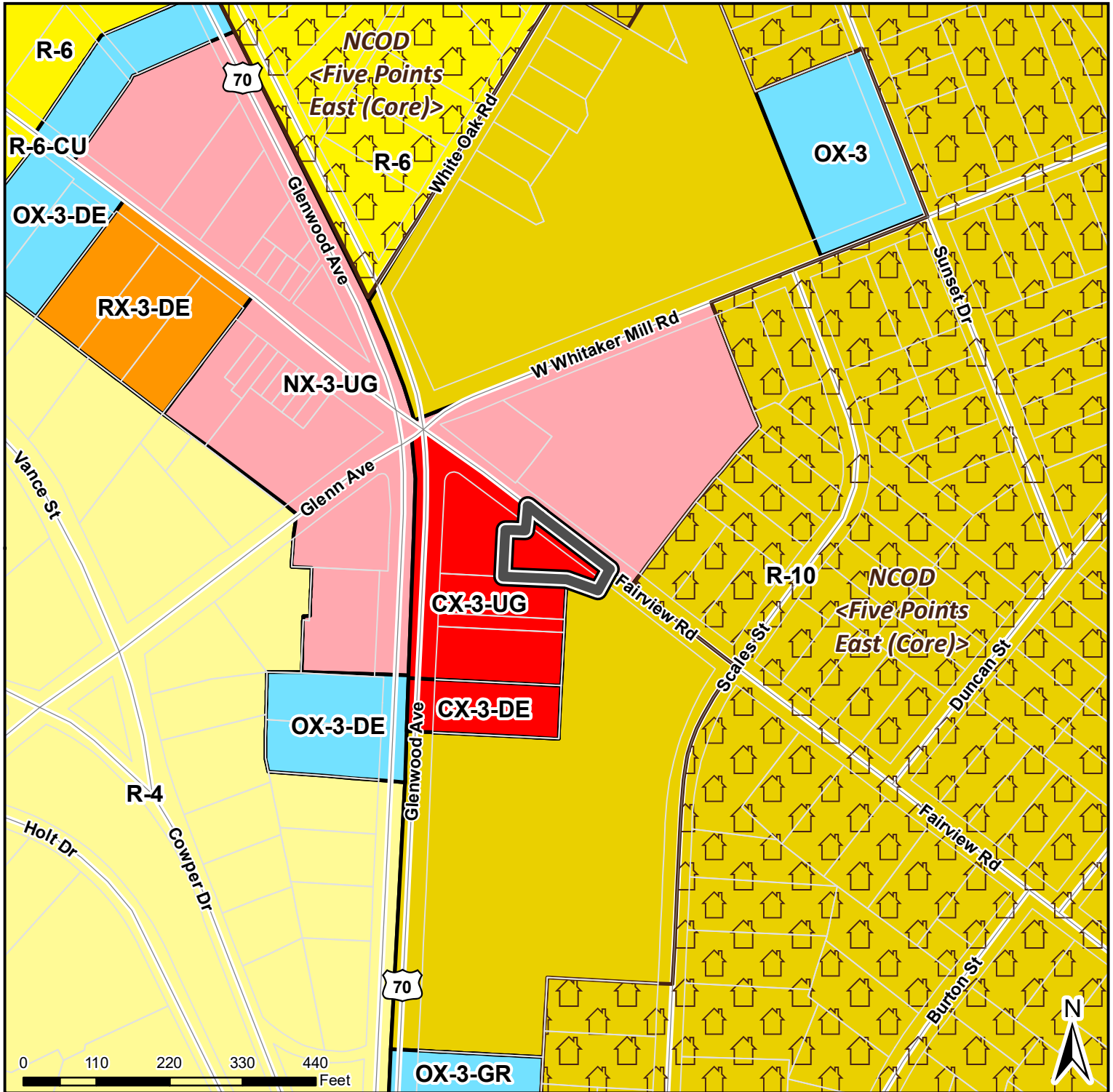


Existing Zoning

Z-68-2021



Property	1624 Glenwood Ave
Size	0.2 acres
Existing Zoning	CX-3-UG-CU
Requested Zoning	CX-3-CU



To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Hannah Reckhow, AICP, Senior Planner
Department	Planning and Development
Date	March 28, 2022
Subject	City Council agenda item for April 5, 2022 – Z-68-21

On March 1, 2022, City Council authorized the public hearing for the following item:

Z-68-21 1624 Glenwood Ave, approximately 0.2 acres located at a portion of [1624 Glenwood Avenue](#).

Signed zoning conditions provided on February 11, 2022 limit development on the site to one building, prohibit some uses, prohibit drive-through facilities, and require screening of dumpsters.

Current zoning: Commercial Mixed Use – 3 stories – Urban General – Conditional Use (CX-3-UG-CU)

Requested zoning: Commercial Mixed Use – 3 stories – Conditional Use (CX-3-CU)

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

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

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

The Planning Commission recommends approval of the request (7 - 0).

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# 13105

CASE INFORMATION: Z-68-21 GLENWOOD AVENUE

Location	Near the intersection of Glenwood Avenue and Fairview Road Address: 1624 Glenwood Avenue (portion of) PINs: 1704571552 iMaps , Google Maps , Directions from City Hall
Current Zoning	CX-3-UG-CU
Requested Zoning	CX-3-CU
Area of Request	0.2 acres
Corporate Limits	The request is inside Raleigh corporate limits.
Property Owner	Five Wins, LLC
Applicant	Five Wins, LLC, represented by Isabel Mattox, Mattox Law Firm
Council District	E
PC Recommendation Deadline	March 28, 2022

SUMMARY OF PROPOSED CONDITIONS

1. No more than one building will be developed on the subject site.
2. The following uses shall be prohibited: Dormitory, fraternity, sorority; Emergency shelter Type A or B; Adult establishment; Overnight lodging; Passenger terminal; Light manufacturing; Research and Development; Self-service storage; Car wash; Vehicle fuel sales (other than electricity); and Vehicle repair.
3. No drive-through facilities shall be permitted.
4. Within one year of approval of this rezoning ordinance, all garbage dumpsters on the rezoning property shall be screened with an enclosure on at least three sides of at least six feet in height and on the fourth side a gate of at least six feet in height.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Neighborhood Mixed Use
Urban Form	Core Transit Area, Mixed-Use Center
Consistent Policies <i>Key policies are marked with a dot (●)</i>	<ul style="list-style-type: none">● LU 6.1 Composition of Mixed-use Centers● LU 6.2 Complementary Land Use and Urban Vitality● LU 7.1 Encouraging Nodal Development

<i>Area Specific Guidance policies are marked with a square (□)</i>		
Inconsistent Policies	●	LU 1.2 Future Land Use Map and Zoning Consistency
		LU 5.2 Managing Commercial Development Impacts
		LU 7.5 High-impact Commercial Uses
	●	UD 1.10 Frontage
	●	UD 7.3 Design Guidelines

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
9/15/2021; 8 attendees	N/A	1/27/22; 2/22/22	3/1/22

REZONING ENGAGEMENT PORTAL RESULTS

Views	Participants	Responses	Comments
32	0	0	0
Summary of Comments: N/A			

PLANNING COMMISSION RECOMMENDATION

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

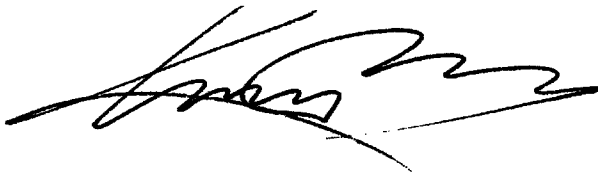
Reasonableness and Public Interest	The request would remove restrictions on use and building size that currently apply to the site, allowing a range of commercial uses to occupy the site and grow in place.
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Change(s) in Circumstances	The request is compatible with the larger mixed use area, including adjacent properties with CX- zoning.
Amendments to the Comprehensive Plan	If approved, the Future Land Use Map will be amended as to the subject parcel only from Neighborhood Mixed Use to Community Mixed Use.
Recommendation	The Planning Commission recommends approval of Z-68-21 and recommends that the City Council investigate the status of fire access for neighboring properties to the south.
Motion and Vote	Motion: Miller Second: Mann In Favor: Bennett, Dautel, Fox, Lampman, Mann, Miller and O'Haver
Reason for Opposed Vote(s)	N/A

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: February 22, 2022

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



ZONING STAFF REPORT – CASE Z-68-21

Conditional Use District

OVERVIEW

The request is to rezone approximately 0.2 acres in the Five Points neighborhood from Commercial Mixed Use – 3 stories – Urban General – Conditional Use (CX-3-UG-CU) to Commercial Mixed Use – 3 stories – Conditional Use (CX-3-CU). Proposed conditions would allow no more than one building will be built on the site, prohibit some uses, prohibit drive through facilities, and require dumpsters be screened.

The site is a portion of 1624 Glenwood Avenue near the intersection of Glenwood Avenue and Fairview Road. The property is currently split zoned with CX-3-UG-CU and CX-3-UG and contains Lonerider Brewing Company. The subject portion of the site has frontage along Fairview Road and contains surface parking and outdoor seating. Adjacent to the site are retail and personal service uses zoned CX-3-DE and CX-3-UG, including the Rialto theater. To the south is Underwood Elementary School. North and east of the site is a residential neighborhood zoned R-6 with Five Points East (Core) NCOD and retail and personal service uses zoned NX-3-UG.

The request would remove the Urban General frontage on the site, which requires all parking to be located behind a building. The request would also remove the existing zoning conditions which limit building lot coverage, maximum floor area, building height, and uses to those in the “Office” designation of the old Raleigh City Code, now replaced by the Unified Development Ordinance. Overall, these changes do not have a significant impact on overall building intensity, although new commercial uses would be permitted on site.

The site is designated as Neighborhood Mixed Use on the Future Land Use Map, as are the properties to the north and south of the site. The Underwood Elementary school is designated Public Facilities and the nearby residential uses are designated Low Density Residential.

The site is within a Core Transit Area and a Mixed-Use Center on the Urban Form Map.

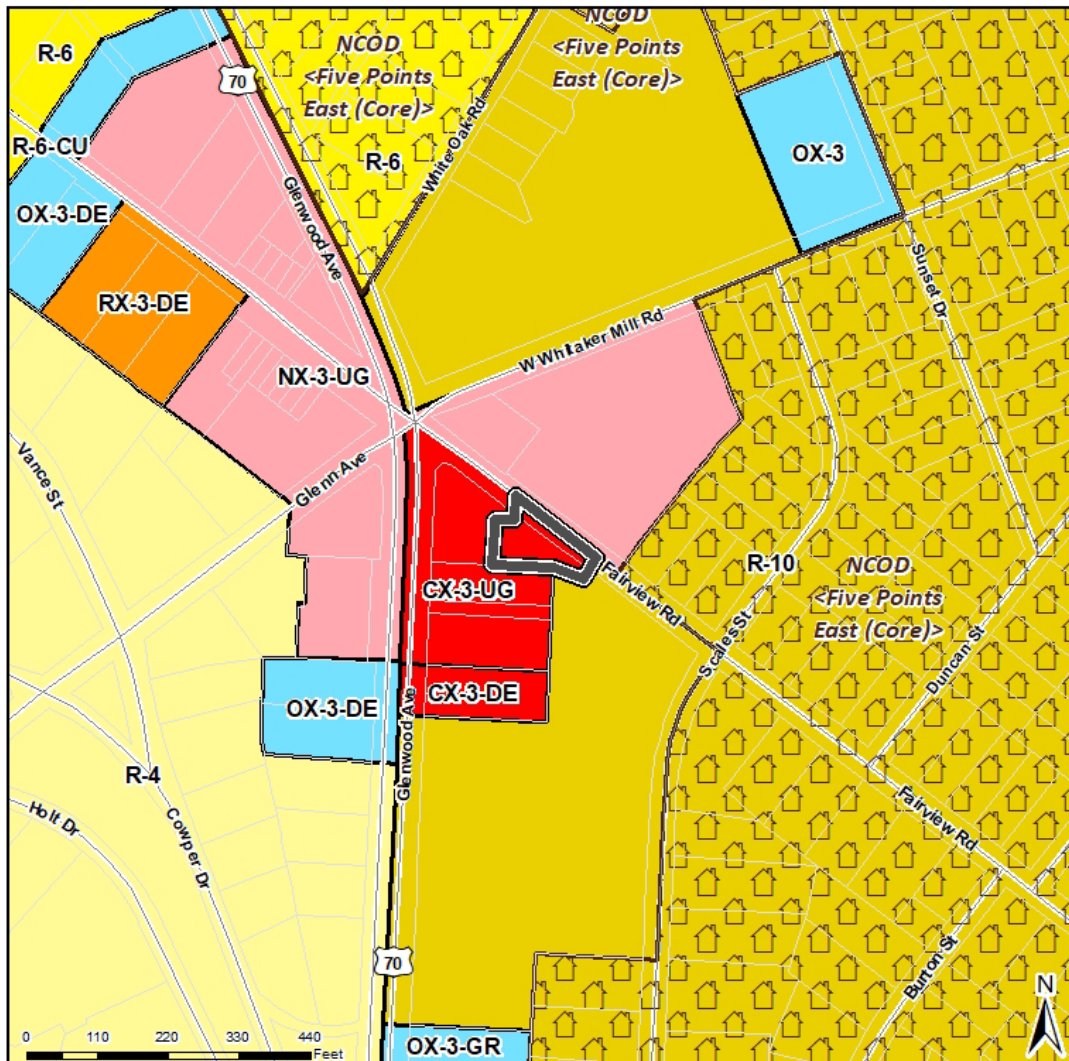
Update for February 22: Since the case was last discussed on January 27, 2022, the applicant has added new zoning conditions. New conditions prohibit some uses normally permitted in CX, prohibit drive-thru facilities, and require screening of dumpsters. While the new conditions address some aspects of inconsistency with the Future Land Use Map and policies on commercial development impact, the case remains inconsistent with both the Future Land Use Map and the 2030 Comprehensive Plan overall.

OUTSTANDING ISSUES

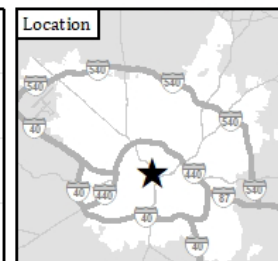
Outstanding Issues	1. None	Suggested Mitigation	1. N/A
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Existing Zoning

Z-68-2021



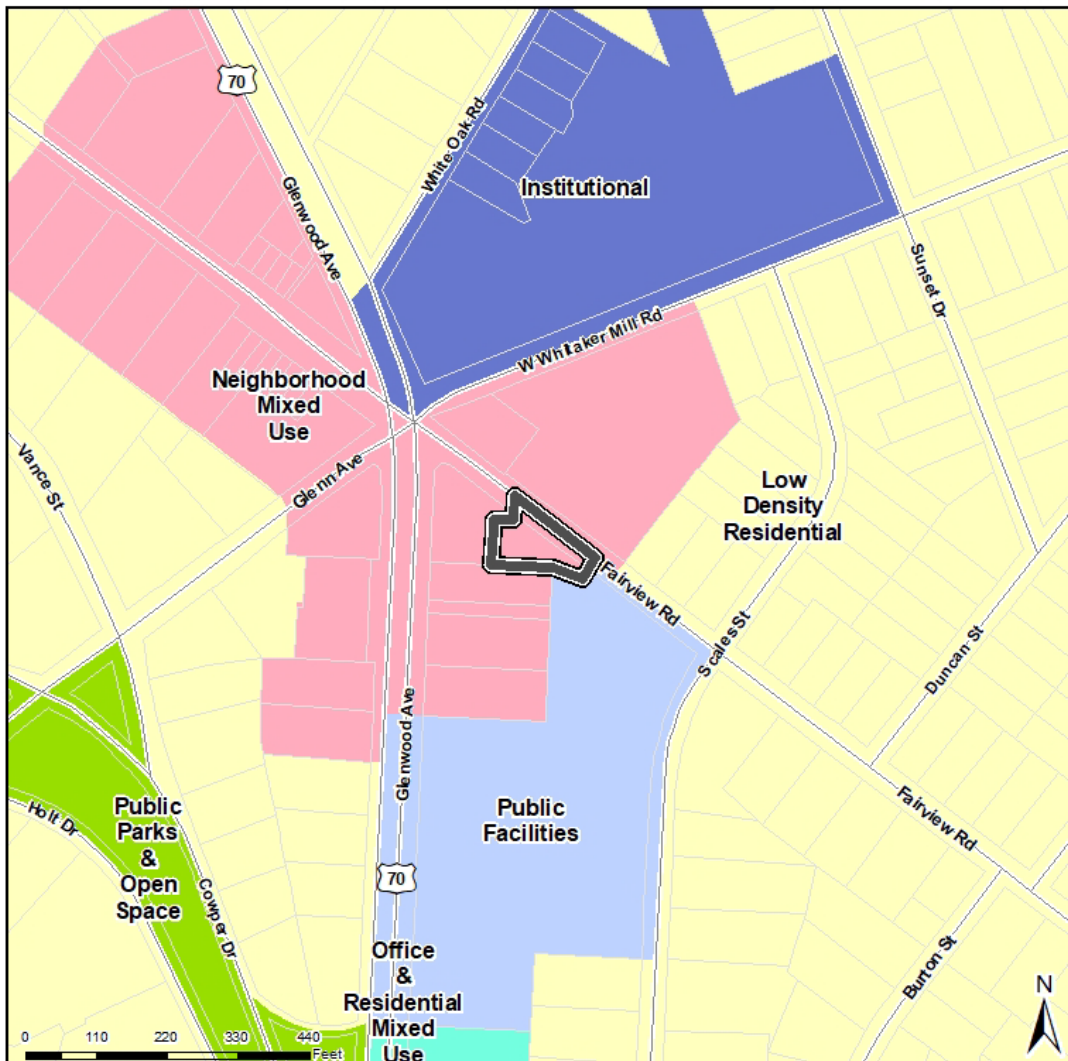
Property	1624 Glenwood Ave
Size	0.2 acres
Existing Zoning	CX-3-UG-CU
Requested Zoning	CX-3-CU



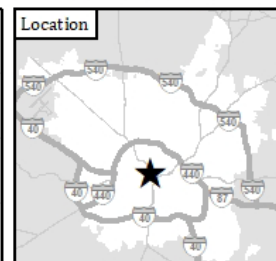
Map by Raleigh Department of Planning and Development (mansol@): 10/6/2021

Future Land Use

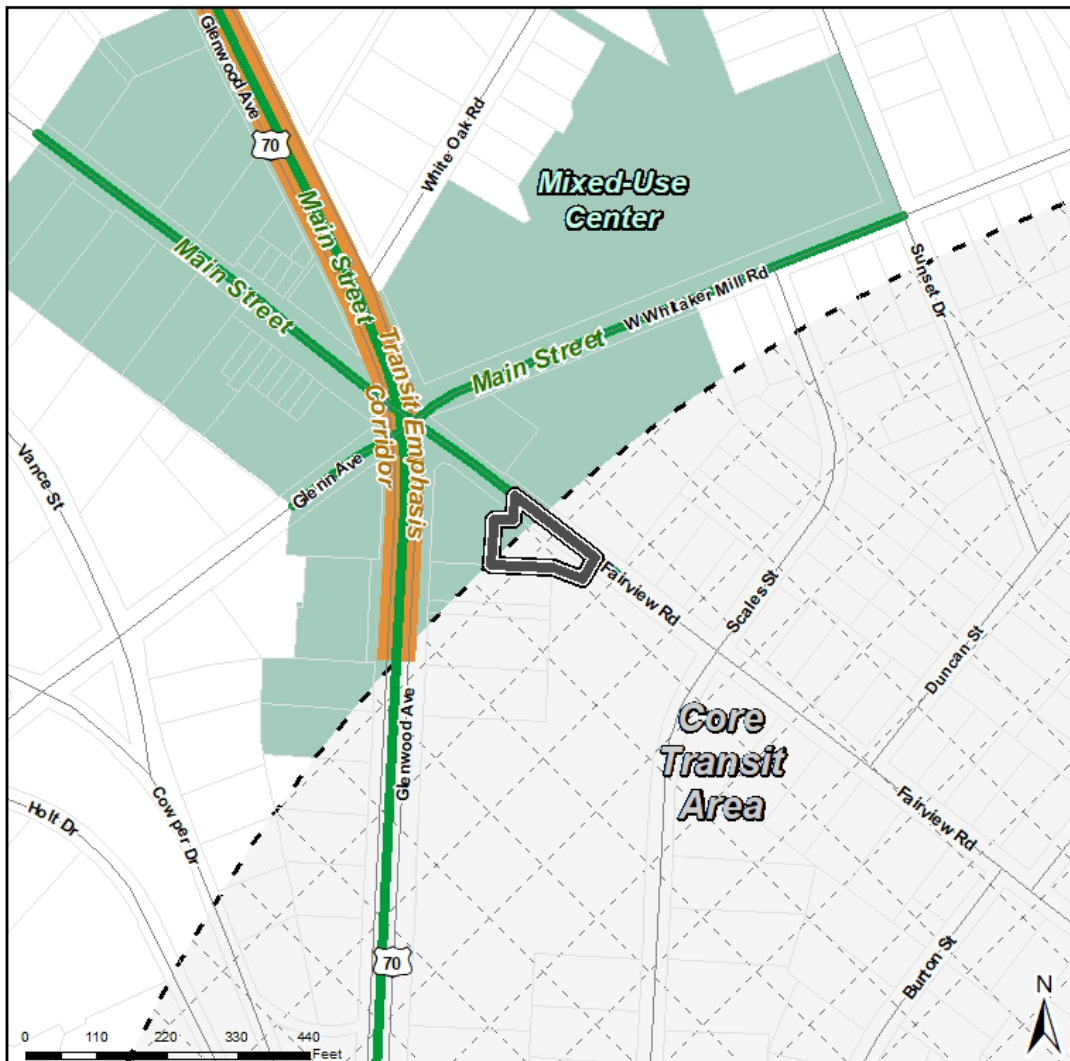
Z-68-2021



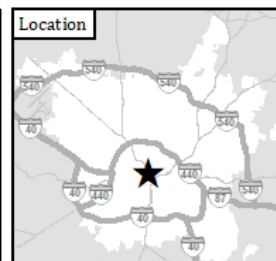
Property	1624 Glenwood Ave
Size	0.2 acres
Existing Zoning	CX-3-UG-CU
Requested Zoning	CX-3-CU



Map by Raleigh Department of Planning and Development (mansol@): 10/6/2021



Property	1624 Glenwood Ave
Size	0.2 acres
Existing Zoning	CX-3-UG-CU
Requested Zoning	CX-3-CU



Map by Raleigh Department of Planning and Development (mansd@): 10/6/2021

COMPREHENSIVE PLAN

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

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

No, the request is inconsistent with the Future Land Use Map, the Urban Form Map, policies regarding commercial impacts and urban design, and the vision theme Creating Successful Neighborhood and Communities. The request would permit new commercial uses that may impact surrounding residential areas.

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

While many of the uses permitted in Commercial Mixed Use are specifically designated on the Future Land Use Map, there are a number of uses not designated in Neighborhood Mixed Use. These include commercial uses like restaurant/bar without limited use standards to account for the neighborhood context.

- 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 uses that are not envisioned on the Future Land Use Map could be established without adverse impacting the character of the area if adequate limits on amplified music, exterior lighting, and hours of operation were added to the zoning conditions. Conditions addressing buffering between the site and nearby residential areas would also improve compatibility.

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

Yes, the community facilities and streets appear able to serve the proposed use.

Future Land Use

Future Land Use designation: Neighborhood Mixed Use

The rezoning request is

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

☒ **Inconsistent**

Neighborhood Mixed Use recommends neighborhood serving retail and commercial areas, with NX- being the most appropriate zoning district. While the requested CX-district includes conditions prohibiting some use not envisioned by this district, including light manufacturing and vehicle repair, it would permit restaurant/bar uses with no limited use standards and allow for larger outdoor seating. Conditions limiting

outdoor amplified music, exterior lighting, hours of operation, or screening with nearby residential areas would improve consistency.

Urban Form

Urban Form designation: Mixed-use Center, Core Transit Area

The rezoning request is

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

☒ **Inconsistent**

☐ **Other**

Overview: The Urban Form Map recommends a hybrid or urban frontage. Many of the surrounding properties have urban frontage applied, while some have the Detached frontage or no frontage. The request does not include any frontage.

Impact: Lack of an urban frontage on the site would allow development to place parking between the street and building and would not require the building to be brought up to the street. While the Mixed-Use Center and Core Transit Area recommend either a hybrid or urban frontage, the context of the rezoning site and adjacent frontages encourages an urban frontage.

Compatibility: Some of the surrounding development brings the buildings directly up to the street, while some includes parking in front or next to the building.

Compatibility

The proposed rezoning is

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

☐ **Incompatible.**

While the request would permit some uses that may have impacts on nearby residential uses – such as outdoor seating from restaurant/bar uses – the requested district is generally compatible with the surrounding mixed-use center, including adjacent properties that also have CX- zoning.

Public Benefits of the Proposed Rezoning

- The request would remove restrictions on use and building size that currently apply to the site, allowing existing uses to expand and grow in place.

Detriments of the Proposed Rezoning

- The request would allow new commercial uses which may have impacts on surrounding residential areas, such as noise and light.

Policy Guidance

Key policies are directly related to changes in zoning and are used to evaluate rezoning request consistency. They are marked with an orange dot (●).

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

● **LU 6.1 Composition of Mixed-use Centers**

Mixed-use centers should comprise a variety of integrated residential and commercial uses – mixed both vertically and horizontally - that have well planned public spaces that bring people together and provide opportunities for active living and interaction.

● **LU 6.2 Complementary Land Use and Urban Vitality**

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

- The request would permit a variety of uses, including retail, residential, and office uses. The site is part of an existing mixed-use center that includes and permits similar uses.

● **LU 7.1 Encouraging Nodal Development**

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

- The request would alter the zoning on a portion of a property located at an existing commercial “node”. It would allow additional uses and building area. Doing so encourages existing uses to expand or new uses to locate on the site, instead of seeking new commercial sites that may not support this policy.

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

● **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 Neighborhood Mixed Use, which recommends neighborhood serving uses and generally corresponds to the NX- zoning district. The request is for CX- which permits additional uses not envisioned by this designation.

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.

LU 7.5 High-impact Commercial Uses

Ensure that the city's zoning regulations limit the location and proliferation of fast food restaurants, sexually-oriented businesses, late night alcoholic beverage establishments, 24-hour mini-marts and convenience stores, and similar high impact commercial establishments that generate excessive late night activity, noise, or otherwise affect the quality of life in nearby residential neighborhoods.

- While the request includes a condition prohibiting some high-impact uses and drive-through facilities, it would still permit some commercial uses that are not compatible with nearby residential neighborhoods, including expanded outdoor restaurant/bar uses. Consistency with this policy could be improved by offering hours of operation and restrictions on amplified sound and exterior lighting.

● **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 Urban Form Map recommends a hybrid or urban frontage, and many of the surrounding properties have an Urban General frontage. The request does not include any frontage.

● **UD 7.3 Design Guidelines**

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

- The request is consistent with Guidelines 1, 2 and 17, as it would permit a mix of uses and is compatible in form to the surrounding area. However, the request would not require buildings to locate along the street nor does the request specify location of parking lots. Therefore, the request is inconsistent with Guidelines 6, 7, 14, and 15.

Inconsistent	Reason
Guideline 6: A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared-use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.	The request does not include an urban frontage and buildings would not be required to line the street frontage.
Guideline 7: 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.	While the size of the site is small, the request would not require buildings to be located within 25 feet of the curb or parking to be located behind or beside the buildings.
Guideline 14: Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.	The request does not include a frontage and would not limit the size of parking.
Guideline 15: 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.	The request would not require parking to located behind a building.

Area Plan Policy Guidance

- There is no area-specific guidance for the site. The Five Points East area plan applies to the east of the site.

EQUITY AND CLIMATE CHANGE ANALYSIS

Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	31	67	Higher than city-wide average.
Transit Score	30	43	Higher than city-wide average.
Bike Score	41	74	Higher than city-wide average.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	80	Low cost to transportation.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	91	High job proximity.

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

Housing Energy Analysis

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

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

Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Subtracts	Request would have minimal impact on number of dwelling units possible on the site.
Is naturally occurring affordable housing present on the site?	Unlikely	Site does not contain housing units.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	
If not a mixed-use district, does it permit smaller lots than the average? *	N/A	
Is it within walking distance of transit?	Yes	

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

Demographic Indicators from EJSCREEN*

Indicator	Site Area	Raleigh
Demographic Index** (%)	8	36
People of Color Population (%)	4	46
Low Income Population (%)	13	30
Linguistically Isolated Population (%)	0	3
Population with Less Than High School Education (%)	1	9
Population under Age 5 (%)	7	6
Population over Age 64 (%)	15	11
% change in median rent since 2015	28	20.3

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

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

Health and Environmental Analysis

What is the life expectancy in this census tract? Is it higher or lower than the city average*?	81.1	Higher than city-wide average.
Are there known industrial uses or industrial zoning districts within 1,000 feet?	Yes	Vehicle service uses exist on western side of Glenwood Ave
Are there hazardous waste facilities are located within one kilometer?	Yes	East Carolina Metal Treating on Capital Boulevard
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	No	
Is this area considered a food desert by the USDA?	No	

*Raleigh average = 79.9; Wake County average = 80.3

Land Use History

When the property was annexed into the City or originally developed, was government sanctioned racial segregation in housing prevalent?*	Yes	Area was annexed in 1920s.
Has the area around the site ever been the subject of an urban renewal program?*	No	
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups?*	No	No such covenants have been found.
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires?*	No	No such covenants have been found.

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

Analysis Questions

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

Response: The request would have a minimal impact on the number of housing units or total build-out on the site but may allow existing uses to expand on a site that is accessible by a variety of travel modes.

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

Response: The surrounding population is less diverse than Raleigh as a whole, and there is a smaller proportion of the populations that may benefit from greater access to low cost housing and employment opportunities.

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

Response: Housing costs in this area have increased slightly faster than the city-wide average.

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

Response: The subject site was annexed at a time when government-sanctioned racial discrimination in housing was prevalent. However, the request would have minimal impact on the amount or type of housing or employment opportunities available at the site.

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

Response: Residents of the area have a higher life expectancy and are not located in a food desert. The rezoning is unlikely to have a significant impact on these conditions.

IMPACT ANALYSIS

Historic Resources

The site is located within the Hayes Barton National Register Historic District. It is not located within or adjacent to a Raleigh Historic Overlay District. It does not include nor is adjacent to any National Register individually-listed properties or Raleigh Historic Landmarks. Due to its inclusion in the Hayes Barton National Register District, the RHDC provided comment at their business meeting.

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 Roanoke Park (0.3 miles) and Five Points Center for Active Adults (0.7 miles). Nearest existing greenway trail access is provided by Crabtree Creek Greenway Trail (1.2 miles). Current park access level of service in this area is graded an A letter grade.

Impact Identified: None

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	0	2,250 gpd	2,000 gpd
Waste Water	0	2,250 gpd	2,000 gpd

1. The proposed rezoning would add 2,000 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	Pigeon House
Stormwater Management	UDO 9.2
Overlay District	None

Impact Identified: None

Transportation

Site Location and Context

Location

The Z-68-2021 site is located in the Five Points district on Fairview Road, just east of Glenwood Avenue. It is part of a parcel that fronts on Glenwood Avenue.

Area Plans

The Z-68-2021 site overlaps with the boundaries of the Five Points East area plan. This plan is concerned with preserving and perpetuating the unique character of the neighborhoods.

Other Projects in the Area

The City of Raleigh has a sidewalk project to build sidewalk along Oxford Road between Kenmore Drive and Overbrook Drive. This project is in design. A planning study to investigate the Five Points Intersection, considering safety and design. This project is currently in contract negotiations with a consulting planning and engineering firm.

Existing and Planned Infrastructure

Streets

Fairview Road is designated as a 2-lane undivided avenue in map T-1 of the Comprehensive Plan; it is maintained by the City of Raleigh. Glenwood Avenue is designated as four-lane divided avenue and is maintained by NCDOT.

In accordance with UDO section 8.3.2, the maximum block perimeter for CX-3 zoning districts is 3,000 feet, and the maximum length for a dead-end street is 400 feet. The current block perimeter for this site is approximately 3,000 feet.

Pedestrian Facilities

Sidewalks are complete on both sides of surrounding and nearby streets. Tier 3 site plans for the subject property would trigger a requirement for wider sidewalks with additional separation from the curb as detailed in UDO Article 8.5. Tier 1 and tier 2 site plans would not result in changes the sidewalks.

Bicycle Facilities and Greenways

The Z-68-21 site is accessible by bike from Downtown Raleigh through existing and planned bikeways. Expansion of the bikeshare system into the Five Points district is a part of the phase 2 implementation of bikeshare.

There are no existing bikeways directly adjacent the Z-68-2021 site. There are shared lane markings on Whitaker Mill Road from Glenwood Avenue to Reaves Drive. A section of shared-use path under Wade Avenue at the Capital Boulevard interchange facilitates a connection from Fairview Road to West Street. Whitaker Mill Road, Fairview Road, and Glenwood Avenue are designated for bicycle lanes Map T-3 in the Comprehensive Plan.

Access to the Crabtree Creek Greenway Trail is available approximately a mile from the site, north on White Oak Road and Oxford Road.

Transit

There are currently two transit services that serve this site. GoRaleigh Route 2 provides service every 30 minutes between Falls of Neuse Road at Strickland Road and Downtown Raleigh. GoRaleigh Route 6 operates along Glenwood Avenue connecting downtown to Duraleigh Road and providing access to connecting services at Crabtree Valley. This route is planned to be upgraded to frequent all-day service in the Wake Transit Plan in the current fiscal year.

Access

Vehicle access to the subject site is via Fairview Road. There is an existing private alley drive to Glenwood Avenue on the parcel.

TIA Determination

Based on the Envision results, approval of case Z-68-21 would not increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from CX-3-UG-CU to CX-3-CU is not projected to generate new trips in the AM or PM peak hours. A rezoning Traffic Impact Analysis is not triggered. A TIA may be required during site permit review.

Z-68-21 Existing Land Use Restaurant	Daily	AM	PM
	0	0	0
Z-68-21 Current Zoning Entitlements Commercial Mixed Use	Daily	AM	PM
	85	6	9
Z-68-21 Proposed Zoning Maximums Commercial Mixed Use	Daily	AM	PM
	76	6	8
Z-68-21 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	-9	0	-1

Urban Forestry

Impact Identified: Depending on the Tier plan review level the removal of the UG frontage with this Rezoning may impact the requirement for street trees for this property.

Impacts Summary

The removal of the UG frontage may impact street tree requirements. Other impact are minimal at the rezoning stage.

Mitigation of Impacts

No mitigation is required of Z-68-21.

CONCLUSION

The request would rezone a portion of the property from CX-3-UG-CU to CX-3-CU, removing the urban frontage and removing zoning conditions that limit the permitted uses and total size of buildings on the site, among others. While the request supports Comprehensive Plan policies on providing a mix of uses in mixed-use centers and commercial nodes, the request is inconsistent with policies on managing commercial impacts, urban design guidance, and the Future Land Use Map guidance for the site. Because of the potential for new commercial impacts on nearby residential areas, the request is also inconsistent with the vision theme Growing Successful Neighborhoods and Communities.

CASE TIMELINE

Date	Action	Notes
10/13/21	Application submitted	
11/3/21	Initial staff review provided	
12/21/21	RHDC review	
1/27/22	Planning Commission review begins	

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	CX-3-UG-CU	CX-3-CU	CX-3-CU	NX-3-UG; R-6	NX-3-UG
Additional Overlay	-	-	-	NCOD	-
Future Land Use	Neighborhood Mixed Use	Neighborhood Mixed Use	Neighborhood Mixed Use	Public Facilities; Low Scale Residential	Neighborhood Mixed Use
Current Land Use	Commercial	Commercial	Commercial	School; Residential	Commercial
Urban Form	Core Transit Area; Mixed Use Center	Mixed Use Center	Core Transit Area	Core Transit Area	Mixed Use Center

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	CX-3-UG-CU	CX-3-CU
Total Acreage	0.2	0.2
Setbacks:		
Front	5'	5'
Side	0' or 6'	0' or 6'
Rear	5'	5'
Residential Density:	45	40
Max. # of Residential Units	9	8
Max. Gross Building SF	10,000	9,388
Max. Gross Office SF	5,731	5,731
Max. Gross Retail SF	3,484	3,484
Max. Gross Industrial SF	-	-
Potential F.A.R.	1.15	1.08

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



COMPREHENSIVE PLAN AMENDMENT ANALYSIS – CASE Z-68-21

OVERVIEW

Approval of this case would cause an amendment to the Future Land Use map to a designation that recommends the type and range of commercial uses permitted in the requested district.

The Future Land Use Map identifies this site as Neighborhood Mixed Use. If approved, the Future Land Use Map would be updated to Community Mixed Use. Of the Community Mixed Use designation, the 2030 Comprehensive Plan states:

This category applies to medium-sized shopping centers and larger pedestrian-oriented retail districts such as Cameron Village. Typical commercial uses include large-format supermarkets, larger drug stores, department stores and variety stores, clothing stores, banks, offices, restaurants, movie theaters, hotels, and similar uses that draw from multiple neighborhoods. Development intensities could be higher than in Neighborhood Mixed Use areas, with mid-rise buildings as well as low-rise buildings. Where residential development occurs, ground floor retail would be encouraged and minimum building heights might be applied in transit-rich areas. Heights would generally be in the three-to-five-story range, although additional height up to 12 stories would be appropriate in TOD areas and at the core of mixed-use centers.

CX is the primary corresponding zoning district for these areas. Appropriate urban form standards for frontage should be applied, recognizing that some of the designated areas are established neighborhood “main streets” and others are suburban auto-oriented shopping plazas or strip centers fronting on high volume arterial roadways. For both this category and Neighborhood Mixed Use, greater height should include appropriate transitions and be accompanied by a pedestrian-friendly relationship to the public realm.

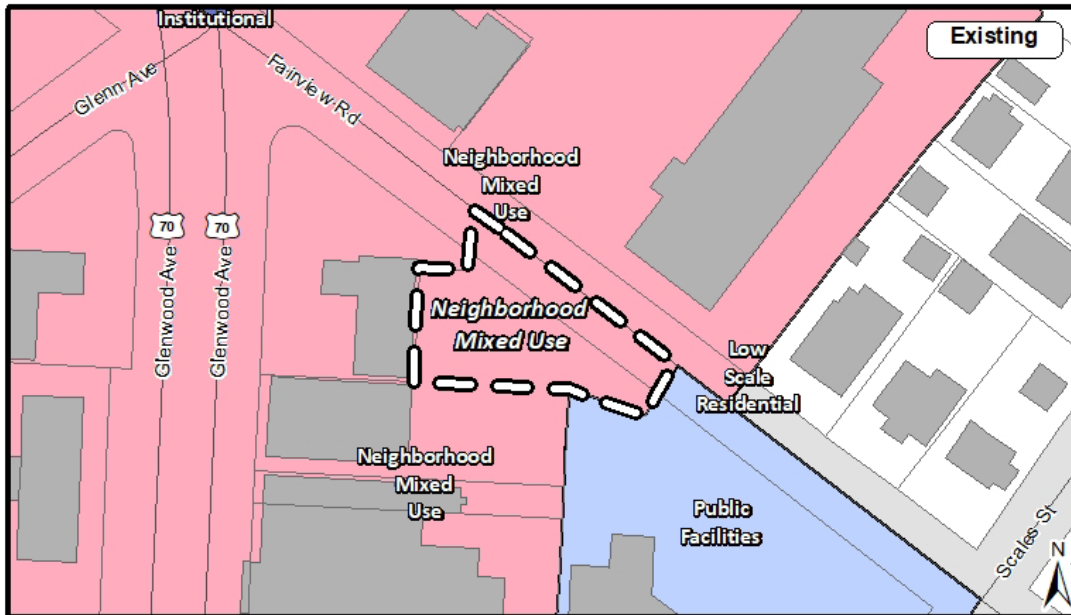
LIST OF AMENDMENTS

- | |
|--|
| 1. Amend the Future Land Use Map from Neighborhood Mixed Use to Community Mixed Use. |
|--|

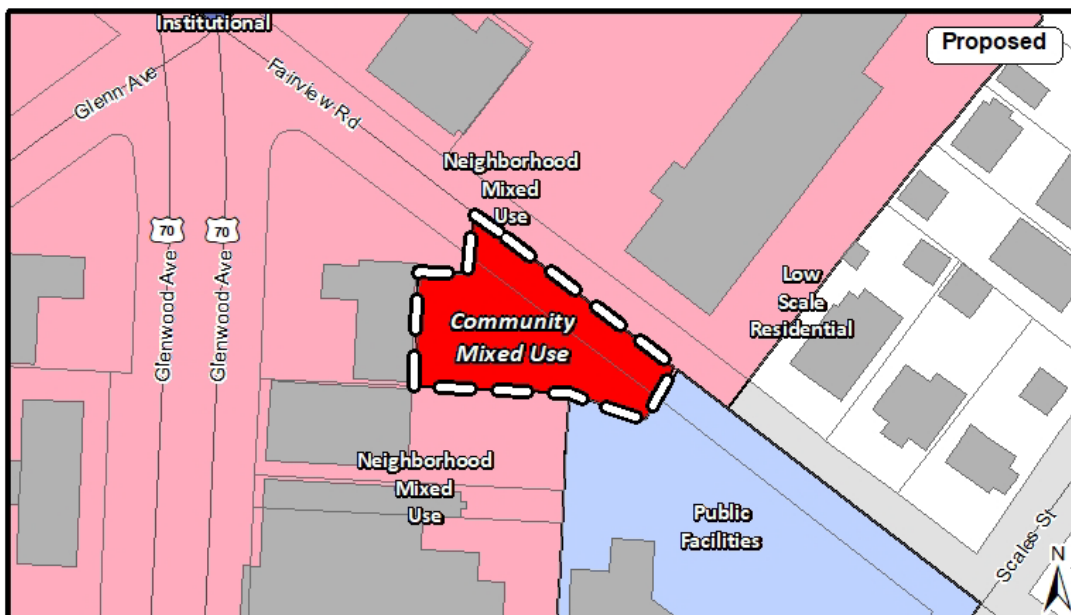
AMENDED MAPS

Z-68-2021: Required Amendment to the Future Land Use Map

Existing Designation: Neighborhood Mixed Use



Proposed Designation: Community Mixed Use



IMPACT ANALYSIS

Amending the Future Land Use Map to Community Mixed Use for the rezoning site would recommend retail and commercial uses that serve a larger area, as well as taller buildings heights, as the site is within a mixed-use center and transit rich area.

Rezoning Application and Checklist

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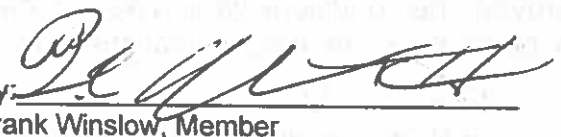
Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 18 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email rezoning@raleighnc.gov.

Rezoning Request				
Rezoning Type	General Use	X Conditional Use	Master Plan	Office Use Only Rezoning case #
	Text change to zoning conditions			
Existing zoning base district:	CX-3-UG-CU	Height:	Frontage:	Overlay(s):
Proposed zoning base district:	CX-3-CU	Height: 3	Frontage:	Overlay(s):
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.				
If the property has been previously rezoned, provide the rezoning case number: Z-57-97				

General Information		
Date: August 27, 2021	Date amended (1): February 9, 2022	Date amended (2):
Property address: The rear and North Eastern Portion of 1624 Glenwood Avenue Raleigh, NC 27608		
Property PIN: A Portion of 1704571552		
Deed reference (book/page): Book 15372, Page 949		
Nearest intersection: Glenwood Ave. and Fairview Rd.		Property size (acres): Approximately .20 acres
For planned development applications only	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: c/o Isabel W. Mattox 127 W. Hargett Street, Suite 500, Raleigh, NC 27601		
Property owner email: c/o Isabel Mattox at isabel@mattoxlawfirm.com		
Property owner phone: c/o Isabel Mattox at 919-828-7171		
Applicant name and address: c/o Isabel W. Mattox 127 W. Hargett Street, Suite 500, Raleigh, NC 27601		
Applicant email: isabel@mattoxlawfirm.com		
Applicant phone: 919-828-7171		
Applicant signature(s):		
Additional email(s):		

Five Wins, LLC
a North Carolina limited liability company

By: 
Cecelia Winslow, Manager/Member

By: 
Frank Winslow, Member

Conditional Use District Zoning Conditions

Zoning case #:

Date submitted: September 30, 2021

Office Use Only

Rezoning case #

Existing zoning: CX-3-CU

Proposed zoning: CX-3-CU

Narrative of Zoning Conditions Offered

1. No more than one building shall be developed on the rezoning property.
2. The following uses shall be prohibited on the rezoning property.
 - (a) Dormitory, fraternity, sorority;
 - (b) Emergency shelter, Type A or B;
 - (c) Adult establishment;
 - (d) Overnight lodging;
 - (e) Passenger terminal;
 - (f) Light Manufacturing;
 - (g) Research and development;
 - (h) Self-service storage;
 - (i) Car wash;
 - (j) Vehicle fuel sales (other than electricity); and
 - (j) Vehicle repair.
3. No drive-through facilities shall be permitted on the rezoning property..
3. Within one year of approval of this rezoning ordinance, all garbage dumpsters on the rezoning property shall be screened with an enclosure on at least three (3) sides of at least six (6) feet in height and on the fourth side with a gate of at least six (6) feet in height.

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

Five Wins, LLC,

a North Carolina limited liability company

By: Cecelia Winslow Manager/Member
Cecelia Winslow, Manager/MemberBy: Frank Winslow
Frank Winslow, Member

REVISION 07.20.21

raleighnc.gov



TO: Planning Commission
FROM: Gaston Williams, Chair
CC: Hannah Reckhow, Senior Planner
Tania Tully, Senior Preservation Planner
SUBJECT: Rezoning case Z-68-21 (1624 Glenwood Avenue)
DATE: December 22, 2021

The Raleigh Historic Development Commission (RHDC) reviewed rezoning case Z-68-21 at its December 21, 2021 meeting. The proposed rezoning case is located at 1624 Glenwood Avenue (portion of). The current zoning is CX-3-UG-CU. The application requests a change to CX-3-CU.

Recommendation

The RHDC, on a vote of 7-0, supports the rezoning application. The proposed rezoning does not change the existing base zoning height and only removes the urban general (-UG) frontage.

Analysis

The site includes a portion of one property located in the [Hayes Barton National Register Historic District](#). The rezoning application includes only the rear portion, fronting Fairview Road, of 1624 Glenwood Avenue. The subject area is located directly behind the structure located at 1634 Glenwood Avenue.

The Hayes Barton district was listed in the National Register of Historic Places in 2002. The neighborhood's significance is described as "an early twentieth century suburban neighborhood that developed from about 1920 until after World War II. Although sections of Hayes Barton were adjacent to the streetcar line on Glenwood Avenue and a portion of the neighborhood east of Glenwood was developed with modest homes, the neighborhood was marketed primarily to Raleigh's elite citizens who could afford automobiles."

The Hayes Barton nomination form describes the adjacent buildings to the rezoning site as follows:

- **1624 Glenwood Avenue** – Commercial Building: Contributing, c. 1935. Period Commercial. One-story, brick, commercial building has two storefronts and herringbone brick pattern in sign panel. The double-leaf doors and large display windows all have large transoms.
- **1634 Glenwood Avenue** – Service Station: non-contributing, age, c. 1960. Modernist Commercial. One-story, gas station with side gable roof and projecting gabled canopy supported by pipe columns. There are two garage bays.

Rezoning Application and Checklist

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Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 18 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email rezoning@raleighnc.gov.

Rezoning Request				
Rezoning Type	General Use	<input checked="" type="checkbox"/> Conditional Use	Master Plan	Office Use Only Rezoning case #
	Text change to zoning conditions			
Existing zoning base district: CX-3-UG-CU	Height:	Frontage:	Overlay(s):	
Proposed zoning base district: CX-3-CU	Height:	Frontage:	Overlay(s):	
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.				
If the property has been previously rezoned, provide the rezoning case number: Z-57-97				

General Information		
Date: August 27, 2021	Date amended (1):	Date amended (2):
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Applicant signature(s):		
Additional email(s):		

Five Wins, LLC
a North Carolina limited liability company

By: Cecelia Winslow
Cecelia Winslow, Manager/Member

By: Frank Winslow
Frank Winslow, Member

RECEIVED
OCT 13 2021
BY: AK

Conditional Use District Zoning Conditions

Zoning case #:

Date submitted: September 30, 2021

Office Use Only

Rezoning case #

Existing zoning: CX-3-UG-CU

Proposed zoning: CX-3-CU

Narrative of Zoning Conditions Offered

1. No more than one building will be developed on the subject site.

RECEIVED
OCT 13 2021
BY: ACK

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

Five Wins, LLC,
a North Carolina limited liability company

By: Cecelia Winslow
Cecelia Winslow, Manager/Member

By: Frank Winslow
Frank Winslow, Member

Rezoning Application Addendum #1

Comprehensive Plan Analysis

Office Use Only

Rezone case #

The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.

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.

Urban Design Guidelines Addendum

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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", "Mixed-Use Center", or "Transit Station Areas", 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.

Policy UD 7.3:

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.

Urban Form Designation:

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

1

All mixed-use developments should generally provide retail (such as eating establishments, food stores, and banks), and other uses such as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian-friendly form.

Response:

2

Within all mixed-use areas, buildings that are adjacent to lower density neighborhoods should transition (height, design, distance, and/or landscaping) to the lower heights or be comparable in height and massing.

Response:

3

A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major street. Preferred and discouraged street networks.

Response:

4

Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Street Plan. Streets should connect adjacent developments.

Response:

5	New development should be composed of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.
	Response:
6	A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.
	Response:
7	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.
	Response:
8	If the site is located at a street intersection, the main building of a complex or main part of a single building should be placed at the corner. Parking, loading, or service should not be located at an intersection.
	Response:
9	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.
	Response:
10	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.
	Response:
11	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.
	Response:
12	A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor “room” that is comfortable to users.
	Response:

13	New public spaces should provide seating opportunities.
	Response:
14	Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.
	Response:
15	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.
	Response:
16	Parking structures are clearly an important and necessary element of the overall urban infrastructure, but, given their utilitarian elements, can have 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.
	Response:
17	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.
	Response:
18	Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.
	Response:
19	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.
	Response:
20	All development should incorporate high-quality, productive landscapes that serve multiple functions. Such functions include noise mitigation and absorption; capturing and cleaning of particulate matter; collection and filtering of stormwater; and reduction of the urban heat island effect. Strategies include green walls, trellises, carefully planted trees, green infrastructure, and green roofs.
	Response:

21	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.
	Response:
22	Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and other areas where walkability is a focus should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising, and outdoor seating.
	Response:
23	Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees that complement the face of the buildings and that shade the sidewalk. Residential streets should provide for an appropriate tree 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 ¼" caliper and should be consistent with the city's landscaping, lighting, and street sight distance requirements.
	Response:
24	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.
	Response:
25	The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances should be designed to convey their prominence on the fronting facade.
	Response:
26	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.
	Response:
27	The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.
	Response:

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", "Mixed-Use Center", or "Transit Station Areas", 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.

Policy UD 7.3:

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

The Applicant must respond to the **Downtown Urban Design Guidelines** contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within "Downtown" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Policy DT 7.18:

The design guidelines in Table DT-1 shall be used to review rezoning, alternative means of compliance, special use permits, and planned development master plan applications in downtown.

Please [click here](#) to download the Design Guidelines Addendum if required.

Urban Form Designation:

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

Please continue to the next page for the Rezoning Checklist Submittal Requirement.

Rezoning Checklist (Submittal Requirements)					
To be completed by Applicant			To be completed by 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					
2. Pre-application conference					
3. Neighborhood meeting notice and report					
4. Rezoning application review fee (see Development Fee Guide for rates).					
5. Completed application submitted through Permit and Development Portal					
6. Completed Comprehensive Plan consistency analysis					
7. Completed response to the urban design or downtown design guidelines					
8. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties with 500 feet of area to be rezoned					
9. Trip generation study					
10. Traffic impact analysis					
For properties requesting a Conditional Use District:	Yes	N/A	Yes	No	N/A
11. Completed zoning conditions, signed by property owner(s)					
If applicable, see page 18:	Yes	N/A	Yes	No	N/A
12. Proof of Power of Attorney or Owner Affidavit					
For properties requesting a Planned Development or Campus District:	Yes	N/A	Yes	No	N/A
13. Master plan (see Master Plan submittal requirements)					
For properties requesting a text change to zoning conditions:	Yes	N/A	Yes	No	N/A
14. Redline copy of zoning conditions with proposed changes					
15. Proposed conditions signed by property owner(s)					

Please continue to the next page for the Master Plan Submittal Requirements checklist.

Master Plan (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – Master Plan:	Yes	N/A	Yes	No	N/A
1. I have referenced this 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					
2. Total number of units and square feet					
3. 12 sets of plans					
4. Completed application submitted through Permit and Development Portal					
5. Vicinity Map					
6. Existing Conditions Map					
7. Street and Block Layout Plan					
8. General Layout Map/Height and Frontage Map					
9. Description of Modification to Standards, 12 sets					
10. Development Plan (location of building types)					
11. Pedestrian Circulation Plan					
12. Parking Plan					
13. Open Space Plan					
14. Tree Conservation Plan (if site is two acres or more)					
15. Major Utilities Plan/Utilities Service Plan					
16. Generalized Stormwater Plan					
17. Phasing Plan					
18. Three-Dimensional Model/renderings					
19. Common Signage Plan					

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:

Rezoning Application and Checklist

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Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 18 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email rezoning@raleighnc.gov.

Rezoning Request				
Rezoning Type	General Use	X Conditional Use	Master Plan	Office Use Only Rezoning case #
	Text change to zoning conditions			
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Proposed zoning base district: CX-3-CU	Height:	Frontage:	Overlay(s):	
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.				
If the property has been previously rezoned, provide the rezoning case number: Z-57-97				

General Information		
Date: August 27, 2021	Date amended (1):	Date amended (2):
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Deed reference (book/page): Book 15372, Page 949		
Nearest intersection: Glenwood Ave. and Fairview Rd.		Property size (acres): Approximately .20 acres
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Applicant signature(s):		
Additional email(s):		

Five Wins, LLC
a North Carolina limited liability company

By: Cecelia Winslow
Cecelia Winslow, Manager/Member

By: Frank Winslow
Frank Winslow, Member

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted: September 30, 2021	Office Use Only Rezoning case #
Existing zoning: CX-3-UG-CU	Proposed zoning: CX-3-CU	

Narrative of Zoning Conditions Offered
<p>1. No more than one building will be developed on the subject site.</p>

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

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