



Certified Recommendation of the City of Raleigh Planning Commission

Case File: Z-31-09 (SSP-2-09) General Use; Glenwood Avenue
and W. Johnson Street

General Location: Glenwood Avenue, east side, north of West Johnson Street

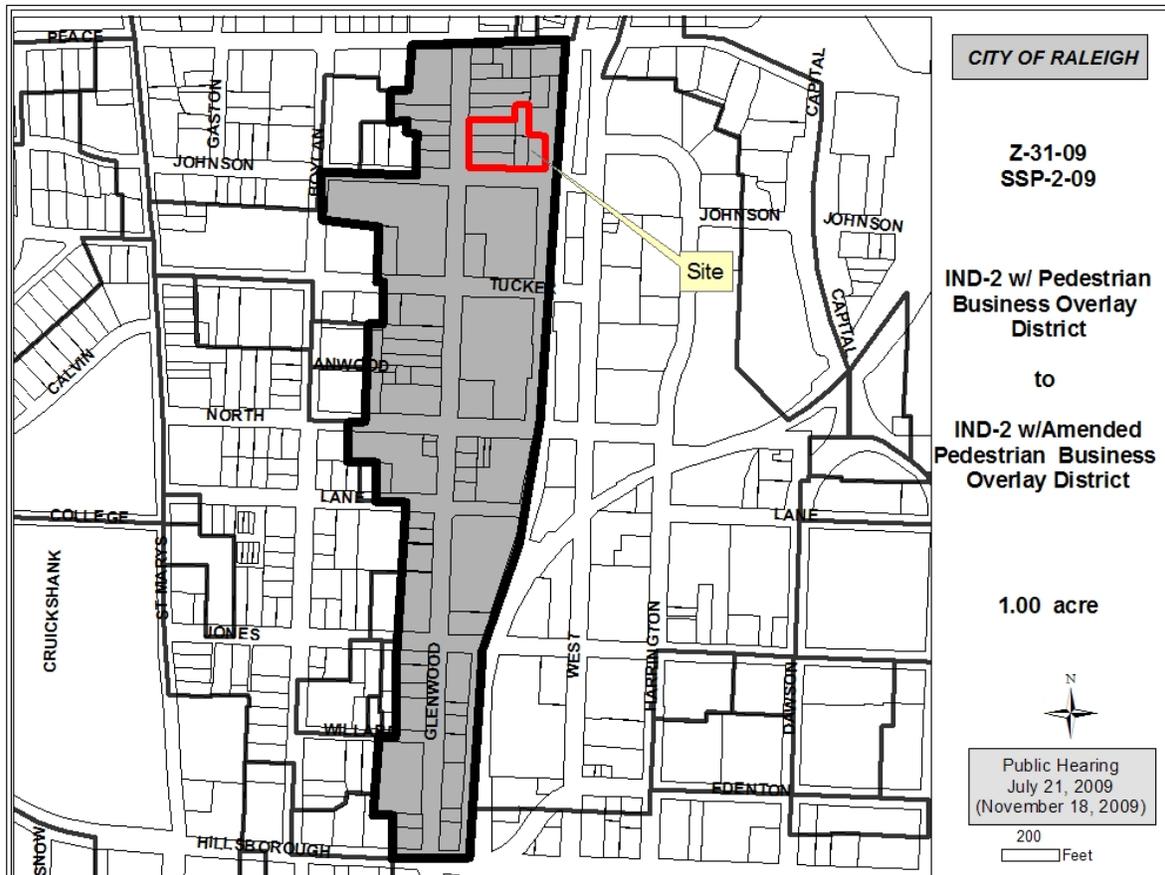
**Planning District
/ CAC:** University / Hillsborough

Request: Petition to amend the Streetscape and Parking Plan to modify maximum allowed height for property zoned **Industrial-2 w/ Pedestrian Business Overlay District**.

**Consistency
with Comprehensive
Plan and Other
Adopted Plans:** This request is consistent with the Comprehensive Plan

**Valid Protest
Petition (VSPP):** Application deadline date: July 16, 2009

Recommendation: The Planning Commission finds that the proposed rezoning is consistent with the Comprehensive Plan and that this request be approved.





Zoning Staff Report: Z-31-09 (SSP-2-09) General Use

LOCATION: This site is located on the east side of Glenwood Avenue, north of its intersection with West Johnson Street.

AREA OF REQUEST: 1.00 acre

PROPERTY OWNER: Multiple Owners

CONTACT PERSON: Thomas C. Worth, Jr., 919-831-1125
Isabel Worthy Mattox, 919-828-7171

PLANNING COMMISSION RECOMMENDATION DEADLINE: November 18, 2009

ZONING:	<u>Current Zoning</u>	<u>Proposed Zoning</u>
	Industrial-2	Industrial-2
	<u>Current Overlay District</u>	<u>Proposed Overlay District</u>
	Pedestrian Business	Pedestrian Business

ALLOWABLE DWELLING UNITS:	<u>Current Zoning</u>	<u>Proposed Zoning</u>
	No Change	No Change

ALLOWABLE OFFICE SQUARE FOOTAGE:	<u>Current Zoning</u>	<u>Proposed Zoning</u>
	No Change	No Change

ALLOWABLE RETAIL SQUARE FOOTAGE:	<u>Current Zoning</u>	<u>Proposed Zoning</u>
	No Change	No Change

ALLOWABLE GROUND SIGNS:	<u>Current Zoning</u>	<u>Proposed Zoning</u>
	No Change	No Change

ZONING HISTORY: The underlying zoning for these properties has been in place for many years. The current Pedestrian Business Overlay District was implemented in 2000 as part of the Glenwood South Streetscape and Parking Plan. There was an amendment approved (SSP-2-08) in October 2008 to encourage adaptive reuse of older buildings, and encourage shared parking by reducing the parking requirements for retail uses.

SURROUNDING

ZONING: NORTH: Industrial-2 w/ PBOD
SOUTH: Industrial-2 w/ PBOD
EAST: Industrial-2
WEST: Neighborhood Business w/ PBOD

LAND USE: Commercial, Warehouse, and Office uses

SURROUNDING

LAND USE: NORTH: Commercial and Office
SOUTH: Retail, Office, Residential Mixed-Use
EAST: Manufacturing
WEST: Retail, Office, and Residential

DESIGNATED HISTORIC RESOURCES: N/A

EXHIBIT C AND D ANALYSIS:

**COMPREHENSIVE
PLAN SUMMARY**

TABLE: In addition to the various systems plans (i.e. Transportation Plan, Parks and Recreation Plan, etc.) that are part of the City’s adopted Comprehensive Plan the following table summarizes the other comprehensive plan elements that have been adopted by the City Council.

Element	Application to case
Planning District	University
Urban Form	Regional Center, TOD
Specific Area Plan	Glenwood South SAP
Guidelines	N/A

1. Consistency of the proposed rezoning with the Comprehensive Plan and any applicable City-adopted plan(s).

This proposal is consistent with the Comprehensive Plan. The subject property is part of the University District Plan with more specific recommendations in the Glenwood South Small Area Plan, and the Glenwood South Streetscape and Parking Plan. The District Plan shows the property as part of a Regional Center and within close proximity of the State Government transit station, which is an indication that mixed-use development would be appropriate for this area. The Glenwood South SAP also supports mixed-use development in this area. The requested Streetscape and Parking Plan (SSP) amendment would modify the existing maximum building height for the subject properties from a maximum building height of 40 feet with a 1/1 stepback to a maximum height of 80 feet. This amendment would permit the maximum building height of eighty (80) feet with no required stepbacks. Both the current and proposed zoning allow for the recommended mixed-use development to occur, therefore, the proposal is consistent with the Comprehensive Plan.

2. Compatibility of the proposed rezoning with the property and surrounding area.

The subject property is surrounded by a mix of uses. Railroad right-of-way and a manufacturing warehouse are located east of the property. There are small scale (one story) office and retail uses to the north and west of the subject property, and multi-story mixed-use and residential development to the south and southwest of the subject property. The applicant has indicated that the request to increase the maximum building height to 80 feet with no required stepback is compatible with the

surrounding area because the building to the immediate south (510 Glenwood) is in excess of 80 feet, and the building to the southwest (Glenwood Towers) is in excess of 100 feet. Staff agrees that the requested increase in maximum building height is compatible with the development to the south and southwest.

3. Public benefits of the proposed rezoning

The applicant states that the requested rezoning would allow the owners of the subject property the opportunity to redevelop with mixed-use projects that are currently not practical given the existing small, narrow lot sizes, and the current applicable setback for buildings in excess of forty feet (40') in height. The applicant further elaborates that the immediate neighbors and surrounding community would benefit from more dense efficient development, and additional goods, services, parking, and opportunities to work, live, and play in a walkable area. Additionally, the topography of the area could lessen the feel and look of taller buildings.

Staff concurs with the applicant's statements. The subject property is within close proximity of a future transit stop and is along the edge of the area that has been identified as a part of the Transit Oriented Development area of influence. It is therefore, appropriate to allow opportunities to increase the density of development in this area so that future development may contribute to the use of alternative modes of transportation, reducing the number of single occupant vehicle trips in an area that is not currently scheduled for any major road improvements.

4. Detriments of the proposed rezoning

An increase in building height without setbacks may hinder a balanced mix of small scale residential, office and commercial uses that could complement what currently remains part of the neighborhood character. At present, there are only three buildings with a maximum building height between 60 and 135 feet at the property line along the Glenwood South corridor within the Streetscape Plan boundary (510 Glenwood, Glenwood Towers, and 222 Glenwood). All of which are located south of the proposed amendment. This amendment would allow a maximum building height of 80 feet in an area of the Streetscape Plan boundary area that begins to introduce transitional development requirements. A number of small scale residential buildings that have been adapted for office and commercial uses providing character to this area and a transition from the more densely developed portions of South Glenwood up to Peace Street where buildings have been designated for a maximum building height of forty feet (40').

5. The impact on public services, facilities, infrastructure, fire and safety, parks and recreation, etc.

TRANSPORTATION: Glenwood Avenue (2007 ADT - 7,800) is classified as a major thoroughfare and exists as a 4-lane undivided street with a curb and gutter cross-section and on-street parking within 66 feet of right-of-way. City standards call for Glenwood Avenue to be constructed as a multi-lane roadway within a 90-foot right-of-way. This portion of Glenwood Avenue is within the Glenwood South pedestrian business overlay district, which calls for enhanced streetscapes and wider sidewalks to improve pedestrian mobility. Johnson Street is classified as a commercial street and exists as a 2-lane street with a 32-foot back-to-back curb and gutter section within a 60-foot right-of-way. City standards call for Johnson Street to be constructed with a 41-foot back-to-back curb and gutter cross-section within the existing right-of-way. Neither NCDOT nor the City have any projects scheduled in the vicinity of this case.

TRANSIT: No comment.

HYDROLOGY: FLOODPLAIN: None
DRAINAGE BASIN: Pigeon House
STORMWATER MANAGEMENT: Site is subject to Part 10, Chapter 9 Stormwater Regulations.
No Buffer. No WSPD.

PUBLIC UTILITIES:

	Maximum Demand on Current Zoning	Maximum Demand on Proposed Zoning
Water	Approx. <u>7,500</u> gpd	Approx. <u>7,500</u> gpd
Waste Water	Approx. <u>7,500</u> gpd	Approx. <u>7,500</u> gpd

The proposed rezoning would not impact the wastewater or water treatment systems of the City of Raleigh. There are existing sanitary sewer and water mains that the rezoning site could utilize for connection to the City's utilities.

**PARKS AND
RECREATION:**

This property is not adjacent to any greenway corridors and will not affect the level of service in this area.

WAKE COUNTY

PUBLIC SCHOOLS:

The requested rezoning would not change the base zoning or increase residential density for these properties. There would be no additional impact on the Wake County Public School System.

IMPACTS SUMMARY: N/A

OPTIONAL ITEMS OF DISCUSSION

- 1. An error by the City Council in establishing the current zoning classification of the property.**

N/A

- 2. How circumstances (land use and future development plans) have so changed since the property was last zoned that its current zoning classification could not properly be applied to it now were it being zoned for the first time.**

The applicant has stated that the need for more dense development for areas in close proximity to downtown has facilitated the need for an increase in building height without the requirement of a setback to accommodate economically viable development on small lots.

Staff agrees that increased density both within and in close proximity to the downtown area would be a more economically viable form of development. It also has the potential to contribute to a more walkable, transit friendly environment. Additionally, the Board of Adjustment (BOA) recently granted a variance [A-55-09] allowing two of the properties named in this rezoning request to be permitted to have a maximum building height of eighty feet (80'), which is an indication that they found the request to be reasonable. *(At the time that this report was generated the minutes for the June 8, 2009 BOA meeting had not been approved and were therefore unavailable for reference regarding the findings associated with this approval.)*

**APPEARANCE
COMMISSION:**

This request is subject to Appearance Commission review.

**CITIZENS'
ADVISORY COUNCIL:**

DISTRICT: Hillsborough
CAC CONTACT PERSON: Ana Pardo, 919-818-5933

SUMMARY OF ISSUES:

N/A

