Tuesday, May 05, 2026
REGULAR MEETING
AFTERNOON & EVENING SESSION

RALEIGH CITY COUNCIL MEETING
1:00 PM and 7:00 PM

City Council Chamber, Room 201
222 West Hargett Street

Janet Cowell, Mayor
Jane Harrison, Mayor Pro Tem
Corey D. Branch
Stormie Forte
Christina Jones
Jonathan Lambert-Melton
Megan Patton
Mitchell Silver

NOTE TO DEAF AND HARD-OF-HEARING INDIVIDUALS
Assistive listening devices are available upon request. Interpreters for Deaf and Hard of Hearing persons are available. If needed, please provide a 48-hour notice by calling 919-996-3100 (voice) or 919-996-3107 (TDD).

A. 1:00 P.M. MEETING CALLED TO ORDER BY THE MAYOR

A.1 Pledge of Allegiance

B. CONSENT AGENDA

All items on the consent agenda are considered to be routine and may be enacted by one motion. If a council member requests discussion on an item, the item will be removed from the consent agenda and considered separately. The vote on the consent agenda will be a roll call vote.

Recommended Action: Motion to approve all Items of the Consent Agenda.

B.1 CONSENT AGENDA - GENERAL ITEMS

B.1.a Housing & Community Development - Adoption of Federal FY 2026-27 Annual Action Plan Page 23

Will Hartye, Housing & Community Development

The U.S. Department of Housing and Urban Development (HUD) requires entitlement communities to submit an Annual Action Plan as the official application for Community Development Block Grant (CDBG), HOME Investment Partnerships (HOME), and Emergency Solutions Grant (ESG) funding. The annual action plan establishes the City's strategic and production goals for the program year. Development of the FY2026-27 plan included a multi-phase public engagement process including public hearings and meetings, comment period, and a community survey and has been revised to reflect comments received during the public hearings.

Recommended Action: Adopt the Annual Action Plan for fiscal year 2026-2027 and authorize staff to submit the plan to the U.S. Department of Housing and Urban Development. Authorize the Mayor to execute the transmittal letter, certifications, and related documents.

B.1.b **Municipal Art Collection - Donations** Page 25

Sarah Powers, Parks Recreation and Cultural Resources

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The Arts Commission recommends accepting donations from Dan Nelson and Kristin and Brian Walsby for accession into the Municipal Art Collection. Dan Nelson has offered to donate his painting ”Memorial Auditorium” which has Been on long-term loan at the Martin Marietta Center for the Performing Arts. Kristin and Brian Walsby have offered to donate an artwork ”Prayer, 2023” by Brian Walsby.

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Additional details and images of the artworks are included with the agenda materials.

Recommended Action: Accept the donations of artwork.

B.1.c **Raleigh Police Department Foundation – Donation of Equipment - Various** Page 27

Rico Boyce, Police

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The Raleigh Police Department Foundation is an independent, non-profit 501(c)(3) organization dedicated to advancing public safety initiatives and promoting police support for a safe and thriving community.

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Included with the agenda materials is a staff memorandum which provides details regarding the donated items and the approximate value, which totals $103,172, in support of various public safety programs.

Recommended Action: Accept the in-kind donations from the Raleigh Police Department Foundation.

B.2 CONSENT AGENDA - PETITION ANNEXATIONS

B.2.a Petition Annexation – AX-37-25 – Contiguous Outside ETJ - 3900, 4024, 4020, 4016, 4017, 4008, 4000, 4013, 0, 4025, 4004, 4012, and 3904 Jones Ridge Trail; 4205 Aquarius Lane (District B)

Page 28

Matthew Klem, Planning and Development

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An annexation petition has been received by the city. The property is located within the Priority Annexation Boundary established by Resolution 2025-717. Additional information is included with the agenda materials. A concurrent rezoning request (Z-44-25) also appears on this agenda under Report and Recommendation of the Planning Commission with the same suggested public hearing date.

Recommended Action: Acknowledge the annexation petition, direct the City Clerk to check the sufficiency of the petition pursuant to State statutes, and if found sufficient, authorize advertisement for public hearing to be held on June 16, 2026

B.2.b Petition for Annexation - AX-5-26 - Non-Contiguous, Inside ETJ – 511 Strother Road (District D)

Page 53

Matthew Burns, Planning and Development

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The following annexation petition has been received by the city. The property is located within the Priority Annexation Boundary established by Resolution 2025-717. Additional information is included with the agenda materials. This property was last rezoned in 1971.

Recommended Action: Acknowledge the annexation petition, direct the City Clerk to check the sufficiency of the petition pursuant to State statutes, and if found sufficient, authorize advertisement for public hearing to be held on May 19, 2026.

B.3 CONSENT AGENDA - REQUEST FOR PUBLIC HEARINGS

B.3.a November 2026 Elections - Bond Referendum - Affordable Housing and Transportation Bonds

Page 76

Allison Bradsher, Finance

During the April 21st meeting, City Council adopted the preliminary findings resolution for a November 2026 bond referendum in an amount not to exceed $203,000,000, which

includes $101,500,000 Affordable Housing Bonds and $101,500,000 Transportation Bonds.

To proceed with the November 2026 referendum, Council must take the following actions at its May 05, 2026, meeting:

Introduction and passage on first reading of the bond orders authorizing $101,500,000 Affordable Housing Bonds and $101,500,000 Transportation Bonds.

- Direct the Chief Financial Officer to file with the City Clerk the following documents: Sworn Statement of Debt and Statement of Disclosures.

- Call for a public hearing on the bond orders at its May 19, 2026, Council meeting.

- Direct the City Clerk to publish the bond orders and the related Notice of Public Hearing scheduled for its May 19, 2026, Council meeting.

Included with the agenda materials are suggested proceedings prepared by bond counsel for the above actions to place the Affordable Housing Bonds and Transportation Bonds referendum on the November 2026 ballot.

Also included with the agenda materials is the staff presentation from the April 21 Council meeting outlining steps required to comply with the timelines to place an item on the municipal ballot. The Housing and Community Development and Transportation department presentations from the March 10 work session are also included for reference.

Recommended Action: Approve the necessary steps to place the Affordable Housing Bond and Transportation Bond Referendum on the November 2026 ballot, including: introduce and pass on first reading the bond orders authorizing $101,500,000 Affordable Housing Bonds and $101,500,000 Transportation Bonds; direct the CFO to file with the City Clerk a Sworn Statement of Debt and a Statement of Disclosures; call for a public hearing on the bond order at its May 19, 2026 meeting; and direct staff and bond counsel to work with both the Wake and Durham County Boards of Elections to set language for the November 2026 ballot.

B.3.b Raleigh-Knightdale Annexation Agreement Page 145

Matthew Klem, Planning and Development

North Carolina state law allows adjacent cities to enter into agreements concerning future annexations they undertake. These agreements are meant to promote the orderly planning of the participating municipalities and to avoid potential conflicts. Annexation agreements designate which municipality a property owner may apply to for annexation, but do not

address inter-municipal arrangements for delivery of services, such as water or public safety. Under North Carolina Statute, agreements last 20 years. The most recent of Raleigh's agreements was executed in 2024 with the Town of Garner.

The current agreement was adopted in 2006 with an expiration date of October 6, 2026. No substantial changes to the agreement are proposed. Renewing the annexation agreement requires legislative hearings before each governing body. Staff from Knightdale expects the Town Council to similarly hold a public hearing in June of 2026. If approved, the annexation agreement will not need to be renewed until 2046.

Recommended Action: Schedule a public hearing to consider the Raleigh-Knightdale annexation agreement for May 19, 2026.

B.4 CONSENT AGENDA - EASEMENTS

B.4.a Easement Request – 975 Buffaloe Road and 2301 Benson Road

Page 154

Robert Mathes, Planning and Development

The North Carolina Department of Transportation (NCDOT) is proposing to widen Benson Road between Rand and Buffaloe Roads as part of Project No. HL-0008J. This will include the installation of a concrete median, concrete sidewalk on the south side and a multi-use path on the north side of Benson Road.

The proposed improvements will increase roadway and pedestrian safety. NCDOT has requested various easements across two city properties located at 975 Buffaloe Road (Lake Benson) and 2301 Benson Road (Dempsey E. Benton Water Treatment Plant).

Raleigh Water manages the properties and has no objections to the requests.

Recommended Action: Authorize staff to proceed deed of easement execution and authorize appropriate City Officials to execute all required documents subject to final document approval by the City Manager and City Attorney.

B.5 CONSENT AGENDA - CONTRACTS AND CONSULTANT SERVICES

B.5.a Interlocal Agreement – GoPass Fee Sharing Revenue Agreement – GoTriangle – Contract Amendment No 1

Page 161

Het Patel, Transportation

GoTriangle, serving as lead manager of the Regional GoPass program, collects fare revenue on GoRaleigh's behalf and then distributes the agreed upon share to GoRaleigh. The GoPass

program is a regional transit pass and includes access via physical smart card or mobile app. This request is to increase the original contract amount by $275,701 due to higher than projected ridership and fare collections in the region. The increase represents additional revenue that the City is anticipated to receive over the remainder of the three-year contract term ending June 30, 2027.

Recommended Action: Authorize the City Manager to execute the revenue contract amendment with GoTriangle.

B.5.b Lease Agreement – State of North Carolina Property at Chavis Park Page 163

Sarah Beth Gentry, Planning and Development
Shawsheen Baker, Parks Recreation and Cultural Resources

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In 1974, the City entered into a lease agreement with the State of North Carolina for the lease of three parcels located at Chavis Park for the purpose of operating a public park and recreation area. The parcels are identified as 1001 Garner Road, 513 Martin Luther King, Jr. Boulevard and 520 Cape Avenue. The lease has terminated and both parties desire to continue use of the properties for public park and recreation area purposes for a 30 -year term at a rate of $50 per year in rent. The North Carolina Council of State has approved this agreement. Use of the properties includes greenway trail and park pavilion locations.

Recommended Action: Authorize staff to proceed with lease execution and authorize appropriate City Officials to execute all required documents subject to final document approval by the City Manager and City Attorney.

B.5.c Contract Services – Professional Maintenance and Asset Management for Water Storage Tanks – Utility Service Company Inc. – Contract Amendment No. 3 Page 166

Aaron Levitt, Raleigh Water

The utility system currently operates a total of 32 elevated water tanks, each requiring ongoing inspection and maintenance provided through a service contract approved in 2019. City Council approved the proposal-based selection of Utility Service Company Inc. to provide contract services for maintenance on Raleigh Water tank assets for seven initial years, with an option to extend for 3 years.

The initial seven-year term is coming to an end, and staff is requesting an amendment to the contract in the amount of $2,428,838 to exercise renewal terms for these contract services.

Recommended Action: Authorize the City Manager to execute the contract amendment for

three additional one-year terms with Utility Service Company Inc. in an amount not to exceed $2,428,838.

B.5.d **Contract Services – Triangle Regional Transit Survey – Cambridge Systematics, Inc and Interlocal Agreement – GoTriangle, City of Durham, Orange County** Page 168

Het Patel, Transportation

Staff recommends a contract with Cambridge Systematics, Inc. to conduct a region-wide, tablet-based survey of fixed-route riders for regional routes serving Durham, Orange, and Wake Counties to obtain ridership, origin-destination and demographic data.

The contract is being procured through the CAMPO on-call for planning and associated services. The total contract amount is not to exceed $930,290. GoRaleigh transit will fund the survey efforts within Wake County by utilizing Federal Transit Administration (FTA) Section 5303 federal funds for a total of $603,018. Staff recommends entering into an interlocal funding agreement with GoTriangle, the city of Durham, and Orange County for the remaining amount of $327,272.

Recommended Action: Authorize the City Manager to execute an interlocal funding agreement with GoTriangle, City of Durham and Orange County in the amount of $327,272, and execute a contract with Cambridge Systematics, Inc. in an amount not to exceed $930,290. Authorize budget amendment in the amount of $327,272.

B.5.e **Contract Services – Concentra – Medical Services for Employee Health Center** Page 174

Sharnell Jones, Human Resources

Human Resources advertised a Request for Proposals, Employer Directed Medical Care, for medical oversight of the City's Employee Health Center that will include general medical services and worker's compensation medical services. Human Resources received two proposals, Concentra and WorkCare, Inc. Based upon review of proposals received and evaluation criteria, the established committee recommends awarding the contract to Concentra for a one-year initial term and two additional one-year terms renewal options. The annual amount for services is $360,000.

Recommended Action: Authorize the City Manager to execute a contract with Concentra in an amount not to exceed $360,000 for the initial one-year term, and the option to renew for two additional one-year terms and the total contract not to exceed $1,080,000.

B.5.f **Contract Services - Convention Center Food and Beverage Services -**

Sodexo Live! - Amendment No. 2

Kerry Painter, Convention and Performing Arts Complex

The Raleigh Convention and Performing Arts Complex has contracted with Sodexo Live! (formerly known as Centerplate) as the food and beverage supplier since 2017. Sodexo Live! Is an industry leader serving major convention centers in addition to arenas, stadiums and theaters throughout the United States. The current contract, which was extended in early 2025, is set to expire in 2031.

Extension of the contract at this time is a proactive request and is recommended so that staff are best able to support the operations of an expanded convention center upon completion of construction of the new facility. The amendment will extend the contract to 2036, and Sodexo Live! will provide a $2 million capital investment to assist with the provision of food and beverage services within the Complex as part of the extension period. Food and beverage quality and continuity is a critical aspect of negotiating with convention and conference organizers. The timing of the expiration of the current contract in 2031 will produce a hardship to the Complex as the Raleigh Convention Center expansion, scheduled to open in 2030, will be coming online for business right as the Sodexo Live! contract is expiring. An extension of the contract under the current terms, plus the new $2 million capital investment to be made by Sodexo Live!, will allow for a continuity of service during the construction period and for the first few years of operation of the relocated amphitheater and the expanded Convention Center. This continuity will minimize disruptions to the level of service with food and beverage currently being provided for customer events, and will allow for multi-year contracts to be executed as pricing will be better known. Additionally, approval of a five-year contract extension will position city staff to better define the value and needs of an expanded Convention Center Complex.

Recommended Action: Authorize the City Manager to execute Amendment Two to the Sodexo Live! agreement for an additional five years to 2036 at the current terms, with an additional $2 million capital investment to be made by Sodexo Live! for use within the Complex.

B.5.g **Contract Services - Convention Center Expansion - Commissioning Services - RMF Engineering, Inc. - Contract and Budget Amendments** Page 176

Kerry Painter, Raleigh Convention Center and Performing Arts Complex

Following a Request for Qualifications (RFQ) procurement process it is appropriate at this time to contract with RMF Engineering, Inc. for building commissioning services as part of the construction project. A Commissioning Agent is an independent, third-party professional responsible for verifying that building systems are properly designed, installed, and operating in accordance with the owner’s requirements and project specifications. The

Commissioning Agent serves as a key intermediary among the owner, design team, and contractors to ensure optimal system performance. Following qualifications review and negotiation for professional services, a contract in the amount of 1,564,940 is recommended with RMF Engineering Inc.

In addition, project site conditions necessitate contract amendments related to the environmental conditions and utility infrastructure encountered in the field. Funding for the commissioning services contract all contract amendments is available from prior year reserves and requires appropriation of prior year reserves in the amount of $4,612,342. Accounting details are included with the agenda materials.

Initial excavation activity revealed that soil conditions on the amphitheater site were more heavily impacted than previously identified. While environmental considerations were anticipated, the extent of contamination required significantly expanded remediation efforts. To safely and responsibly manage this condition, the City has engaged environmental specialists and implemented controlled excavation, testing, and disposal procedures. These steps are necessary to ensure compliance with environmental regulations and to protect public health, resulting in additional cost and extended field durations.

Contract amendments with various vendors are necessary in the following amounts, attributable to the conditions described above:

Ratio USA, LLC ($878,717); Skanska USA Building, Inc. ($2,157,869); Terracon Consultants Inc. ($207,686); Cumming Management Group Inc. ($1,200,000)

Additional information is included with the agenda materials.

Recommended Action: Authorize the City Manager to execute a contract for professional services with RMF Engineering Inc. in the amount not to exceed $1,564,940. Authorize the City Manager to execute four contract amendments in the amounts indicated. Authorize associated budget amendment and transfers in the amount of $4,612,342.

B.5.h **Contract Services – Police Vehicle Leasing – Advantage Leasing Associates, LLC** Page 181

Shawn Brown, Police

The Police Department Detective Division utilizes approximately 29 leased vehicles for covert operations. In May 2025, RPD publicly advertised a Request for Proposals seeking contractors capable of providing vehicle leasing services. All three of the proposals that were received contained pricing that was significantly higher than that of the current

contract. Upon departmental review of current GSA and Sourcewell contracts, staff discovered Advantage Leasing Associates LLC, which has a current GSA contract.

Based on company references, pricing, and demonstrated understanding of the project requirements, Advantage Leasing has been selected as the preferred vendor to meet the needs of the police department. The contract would begin upon date of execution, and delivery of the vehicles is expected to begin July 1.

Recommended Action: Authorize the City Manager to execute a contract with Advantage Leasing Associates, LLC. in the amount not to exceed $652,284 for a three-year term.

B.6 CONSENT AGENDA - ENCROACHMENT REQUESTS

B.6.a Encroachment – 321 Bledsoe Avenue - Fence

Sarah Beth Gentry, Planning & Development

Staff recently reviewed vacant properties in the City's property inventory for which the Housing and Community Development department has maintenance responsibilities to determine potential uses. This review resulted in the discovery of several possible encroachments on City properties located between Martin Luther King, Jr. Boulevard and Bledsoe Avenue. These encroachments were further confirmed by survey.

The property owners of 321 Bledsoe Avenue have constructed a fence which encroaches on the City property located at 328 Martin Luther King, Jr. Boulevard. Housing and Community Development is in agreement with the encroaching fence remaining in place under a revocable encroachment agreement until such time as the City determines a use for the property, or declares it as surplus and conveys to a third party.

Recommended Action: Authorize the encroachment subject to completion of an encroachment license agreement.

B.6.b Encroachment – 401 Bledsoe Avenue – Landscape Area

Sarah Beth Gentry, Planning and Development

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Housing and Community Development recently reviewed vacant properties in the City's property inventory for which the department has maintenance responsibilities to determine potential uses. This review resulted in the discovery of several possible encroachments on City properties located between Martin Luther King, Jr. Boulevard and Bledsoe Avenue. These encroachments were further confirmed by survey. The property owners of 401 Bledsoe Avenue have constructed a landscape area which encroaches on the City property located at 400 Martin Luther King, Jr. Boulevard. Housing and Community Development is in

agreement with the encroaching landscape area remaining in place under a revocable encroachment agreement until such time as the City determines a use for the property or declares it as surplus and sells it to a third party.

Recommended Action: Authorize the encroachment subject to completion of an encroachment license agreement.

B.7 CONSENT AGENDA - BUDGET AMENDMENTS AND TRANSFERS

B.7.a Council Contingency

Page 183

Michele Mallette, City Manager's Office

In accordance with appropriation procedures for Council Contingency items, at the request of Council, the following disbursements from Council Contingency allocations are being requested:

Council Member Silver
$3,500 to We Plant It Forward
$3,500 to Trees for the Triangle
$5,000 to Raleigh Housing Fund (Emmaus House)
$4,250 to Tamarisk Community

Council Member Jones
$2,000 to El Centro Hispano
$2,500 to Gabi's Workforce

Recommended Action: Council may authorize the disbursement of the Council Contingency allocation request as presented.

B.7.b Budget Amendment – July 4th Celebration at Dix Park

Page 184

Adam Forman, Raleigh Parks

WTVD-TV has pledged $100,000 to serve as the title sponsor and official, exclusive broadcaster of the July 4th Celebration at Dix Park. A budget amendment is necessary in the amount of $100,000 for the July 4th Celebration.

Recommended Action: Authorize a budget amendment in the amount of $100,000 to appropriate the funding.

B.8 CONSENT AGENDA - TRAFFIC

B.8.a Neighborhood Speed Limit Reductions Page 185

William Shumaker, Transportation

The Neighborhood Traffic Management Program (NTMP) was established with a goal of increasing the safety and vibrancy of Raleigh's neighborhood streets. Speed limit reductions resident requested and are the first step in the broader traffic calming process and are usually effective enough that no further action is needed.

Staff engages all properties abutting the street in the speed limit reduction process and solicits input from those residents through mailers. Resident support is represented below by showing the total number of ballots sent to the abutting properties and the number of "no" responses received per street:

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- La Costa Way – 26 ballots sent with 4 no votes
- Marcony Way – 51 ballots sent with 0 no votes

Recommended Action: Authorize the appropriate changes in the traffic Schedule included with the agenda materials effective seven days after Council action.

B.8.b All-way Stops Page 190

William Shumaker, Transportation

The Neighborhood Traffic Management Program (NTMP) was established with a goal of increasing the safety and vibrancy along neighborhood streets. The three components used by the NTMP are speed limit reductions, all-way stop conversions, and traffic calming projects.

One of the components, all-way stop evaluations, are conducted by requests. When warranted, conversion to all-way stop can improve the operation of an intersection and increases safety by reducing conflicts.

Staff received a citizen request for an all-way stop evaluation at the intersection of Milburnie Road at N King Charles Road. An engineering evaluation was conducted to determine if an all-way stop was warranted. The intersection recommended meets and/or exceeds the criteria specified in Section 4 of the NTMP policy adopted by the Raleigh City Council. All-way stops do not further restrict on-street parking. An existing ordinance already restricts parking by 25 feet for all intersection approaches. All residents directly abutting these intersections have been notified. Upon approval, the Traffic Schedule should be amended effective seven days after Council action.

Recommended Action: Authorize the appropriate changes in the Traffic Schedule included with the agenda materials effective seven days after Council action.

B.8.c ADA Parking and Mixed Use Loading Zone – 900 West Morgan Street Page 193

Tony Howard, Transportation

It is recommended that an ADA-accessible parking space be established on the west side of the 900 block of West Morgan Street near Tryon Hill Drive to improve access for individuals with disabilities. The location directly in front of the requesting business was identified as the most suitable based on field review and proximity to the pedestrian network.

To address existing curbside safety concerns, the proposal also includes creating a daytime Mixed Use Loading Zone nearby to accommodate delivery activity and reduce illegal parking that currently interferes with a mid-block crosswalk. While the changes will convert three time-restricted spaces to loading and one to ADA parking, they will enhance accessibility, improve safety, and support more efficient curbside operations. No public concerns were received during the notification period.

Recommended Action: Authorize the changes in the Traffic Schedule included with the agenda materials.

B.8.d Evening No Parking Tow Away Zone – Paula Street Page 196

Tony Howard, Transportation

It is recommended that the existing overnight “No Parking” restriction on the west side of Paula Street be removed and replaced with a stricter No Parking Tow-Away Zone from 11:00 p.m. to 6:00 a.m., Monday through Sunday, on both sides of the street. This action responds to ongoing safety concerns related to the repeated overnight storage of derelict vehicles, which has persisted despite prior coordination and enforcement efforts.

The updated restriction is intended to deter misuse of on-street parking, improve safety, and maintain access along the corridor. While the change will eliminate approximately fifteen overnight parking spaces, parking will remain unrestricted during daytime hours. Similar measures implemented elsewhere in the city have proven effective in addressing comparable issues. No public concerns were received during the notification period.

Recommended Action: Authorize the changes in the Traffic Schedule included with the agenda materials.

B.8.e Police Vehicle Parking Zones – 100 W Hargett Street Page 199

Tony Howard, Transportation

It is recommended that ten (10) “Police Vehicle Only” parking spaces be established along West Hargett Street and South McDowell Street to support the Raleigh Police Department operational needs in the area. This solution will provide a context-sensitive solution that balances public safety needs with existing curbside demands.

The proposal also includes converting eight existing police-only spaces on West Cabarrus Street into two-hour metered parking. Although the changes will remove certain loading zones and metered spaces in the immediate area, they will be offset by the addition of eight new two-hour metered spaces nearby. No public concerns were received during the notification period. Overall, the recommendation reflects a coordinated effort to enhance accessibility, maintain efficient corridor operations, and support public safety.

Recommended Action: Authorize the changes in the Traffic Schedule included with the agenda materials.

C. REPORT AND RECOMMENDATION OF THE PLANNING COMMISSION

C.1 Planning Commission Report

The agenda items in this category are the recommendations of the Planning Commission. The Council may wish to consider these items in the same manner as items on the consent agenda. If a Council Member requests discussion of an item, the item will be removed from the commission report and considered separately. The vote on the Planning Commission report will be a roll call vote.

Included with the agenda materials are minutes from recent Planning Commission meeting(s), provided for Council use and reference regarding commission discussion and votes. In accordance with a prior request from City Council, listed below is a current forecast of upcoming scheduled public hearings:

May 19, 2026 at 1:00 p.m.

- Affordable Housing & Transportation Bonds
- Petition for Annexation: AX-29-25 - Contiguous, Outside ETJ - 7929 Ligon Mill Road (District B)
- Petition for Annexation: AX-04-26 – Contiguous, Inside ETJ, 3800 Jones Sausage Road (District C)
- Rezoning Z-15-25: 7800 Battle Bridge Road (District C)
- Rezoning Z-35-25: Ligon Mill Road (District B upon annexation)
- Rezoning Z-39-25: 319 Heck Street (District C)

- Rezoning Z-53-25: 5601 Six Forks Road (District A)

C.1.a **Text Change TC-1-26: School Lot Area Amendment - Request for 60-day Extension** Page 203

Matthew Klem, Planning & Development
Dwight Otwell, Planning Commission

The Planning Commission requests a 60-day time extension from the City Council to allow the Commission additional time for a thorough review and refinement of the draft ordinance before finalizing its recommended version. The current deadline for a Planning Commission recommendation is May 17th. This extension will allow staff time to make changes and improvements to the ordinance discussed during the March 18th Text Change Committee meeting. TC-1-26 (School Lot Area Amendment) is a public - or external - request for a text change to the Unified Development Ordinance.

The applicant, Morningstar Law Group, requests to modify the minimum school lot area standard of 500 square feet per enrolled pupil contained in UDO Section 6.3.1.D.2.b.

Recommended Action: Council may grant a 60-day time extension to allow the Planning Commission to consider feedback and potentially suggest refinements to the text change.

C.1.b **Rezoning Z-43-25 6309: Litchford Road, west side of Litchford Road, 800 feet north of intersection with Atlantic Avenue (District A)** Page 213

Matthew Klem, Planning & Development
Dwight Otwell, Planning Commission

This is a conditional use request to allow for increased residential entitlement. Proposed conditions include prohibiting boardinghouses and apartment building types on the property; require the property owner to document the existing house prior to demolition or salvage and to provide that documentation to the City of Raleigh's Historic Preservation staff and the State Historic Preservation Office; limits principal dwelling units to 54; and requires super silt fencing for development.

The Planning Commission recommends denial (8-1).

Recommended Action: The City Council may set a date for a public hearing on this case. Alternatively, the request can be held or referred to committee for further review. If a hearing is authorized, staff recommends a hearing date of June 2, 2026.

C.1.c **Rezoning Z-44-25: Jones Ridge Trail, north of the intersection of Louisburg Road and Lillie Liles Road (District B upon annexation)** Page 279

Matthew Klem, Planning & Development
Dwight Otwell, Planning Commission Chair

This request would increase residential entitlement on the site. This item is paired with Annexation AX-37-25.

Planning Commission recommends approval (8-0).

Recommended Action: The City Council may set a date for a public hearing on this case. Alternatively, the request can be held or referred to committee for further review. If a hearing is authorized, staff recommends a hearing date of June 16, 2026.

C.1.d **Text Change to Zoning Conditions TCZ-02-26: 4601 Creedmoor Road, at the intersection of Creedmoor Road and Glenwood Avenue (District E)** Page 331

Matthew Klem, Planning & Development
Dwight Otwell, Planning Commission Chair

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The request amends existing zoning conditions on the site. Proposed conditions expand commercial uses permitted on the site, prohibit certain uses otherwise allowed in CX, expands limits on hours of operation, and maintain protective yard requirements.

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The Planning Commission recommends approval (8-0).

Recommended Action: The City Council may set a date for a public hearing on this case. Alternatively, the request can be held or referred to committee for further review. If a hearing is authorized, staff recommends a hearing date of June 2, 2026.

D. SPECIAL ITEMS

D.1 **Rezoning Z-37-25: Multiple addresses along Avent Ferry Road, Broadwell Drive, Sure and Steadfast Court, and Chappell Drive (District D)** Page 405

Bynum Walter, Planning & Development

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This request would permit additional residential density on the site, increase building height, and would permit limited commercial uses on the site.

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This was deferred from the April 21 council meeting to allow the applicant to revise the request to be less restrictive than the current version. This requires a new public hearing (all notice

costs paid by the applicant).

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The revised request is for 5 Stories (RX-5-CU w/SRPOD). Revised conditions limit building height to 68’ and residential development to 478 units.

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The Planning Commission recommends approval (8-0).

Recommended Action: The City Council may set a date for public hearing on this case. Alternatively, the request can be held or referred to a committee for further review. If a hearing is authorized, staff recommends a hearing date of May 19, 2026.

E. REPORT AND RECOMMENDATION OF THE CITY MANAGER

E.1 Neighborhood Traffic Management Program Annual Report, Work Plan, and Program Recommendations

Page 467

William Shumaker, Transportation

The Neighborhood Traffic Management Program (NTMP), adopted by Council in 2009, is intended to improve compliance with speed limits, increase safety, and enhance the quality of life on residential streets. This report contains three items of the NTMP, two of which require Council action.

The first item being for informational purposes reporting out a year-end summary of work accomplished. The second item is seeking City Council approval to authorize construction of traffic calming devices for streets on the 2025 Project List. The third item is seeking City Council approval to approve the 2026 Project list to authorize staff to begin design and engagement work with those streets.

Staff is also bringing forward a fourth item that is separate from the annual report and seeks City Council review and approval of NTMP policy changes as recommended by staff to strategically align programmatic elements with Vision Zero policies. Any policy changes will require Council action.

Recommended Action: City Council authorization to begin construction for the 2025 Project List, City Council approval to begin engagement and design work for the 2026 Project List, and City Council direction on recommended policy changes.

E.2 Comprehensive Plan Update - Reflecting Raleigh - Civic Assembly Recommendations

Page 482

Sarah Shaughnessy, Planning & Development

Reflecting Raleigh is the process to develop the City's next Comprehensive Plan, a document which will guide future growth and development. A successful plan requires input from a large, representative cross-section of the Raleigh community.

In addition to achieving broader representation than many conventional engagement activities, a civic assembly is an effective technique for building consensus around a divisive topic or making recommendations on how to balance different priorities. Following Council endorsement of the remit on October 7, 2025, the Civic Assembly convened over the course of six Saturdays to learn about and make recommendations on how to manage growth in neighborhoods served by frequent transit.

During the presentation, staff will share final recommendations that emerged from the Civic Assembly process. As part of the presentation, a participant will speak about their individual experience as member of the assembly. Overall, the Civic Assembly's recommendations reinforce key tenets of the existing 2030 Comprehensive Plan and affirm existing policy and budget priorities.

The final recommendation report, as drafted by the members of the Civic Assembly, is included in the back-up materials.

Recommended Action: Receive as information; direct staff to include recommendations in the development of the Next Comprehensive Plan.

E.3 Redevelopment of the Former DMV Headquarters Site - Project Update Page 491

Ken Bowers, Planning & Development

Staff continue to make progress on positioning the former site of the Department of Motor Vehicles Headquarters on New Bern Avenue for a model transit-oriented development along North Carolina's first Bus Rapid Transit (BRT) corridor. Staff from Planning and Development will be presenting the following topics, with staff from Engineering Services and Community Engagement available to answer questions:

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- An update on the demolition and abatement schedule
- Interim use of the site for staging BRT construction
- Plans for temporary activations of the site while it awaits redevelopment
- Findings from the market study
- Pending release of a Request for Interest/Information/Input to help inform the eventual solicitation process for development partners

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Recommended Action: Receive as information.

F. REPORT AND RECOMMENDATION OF THE ECONOMIC DEVELOPMENT AND INNOVATION COMMITTEE

F.1 No Report & No Items Pending

G. REPORT AND RECOMMENDATION OF THE HOUSING AND ENVIRONMENT COMMITTEE

G.1 No Report & No Items Pending

H. REPORT AND RECOMMENDATION OF THE COMMUNITY SAFETY AND QUALITY OF LIFE COMMITTEE

H.1 No Report & No Items Pending

I. REPORT AND RECOMMENDATION OF THE TRANSPORTATION AND TRANSIT COMMITTEE

I.1 No Report & No Items Pending

J. REPORT OF THE MAYOR AND CITY COUNCIL

J.1 Individual Reports from the Mayor and Council Members

K. APPOINTMENTS

K.1 Arts Commission - Two Regular Vacancies Page 535

Jay Campbell (Existing Member/Lambert-Melton)

- 6 out of 18 Meetings Attended

K.2 Bicycle and Pedestrian Advisory Commission - One Regular Vacancy Page 544

No nominees.

K.3 Environmental Advisory Board - One Regular Vacancy Page 545

No nominees.

K.4 Planning Commission - One Regular Vacancy Page 546

Davon Murray (Branch)

Note: As previously announced, the term of Roberta Fox is expiring, and she is not eligible for

reappointment due to length of service. The position held by Ms. Fox is the Wake County Board of Commissioners' appointment and must be filled by an individual who resides outside of the City's Corporate limits but within the City's extraterritorial jurisdiction (ETJ). Wake County has been notified of the vacancy, and staff will notify the Council once an appointment has been made.

K.5 Substance Use Advisory Commission - One Regular Vacancy Page 553

No nominees.

L. NOMINATIONS

L.1 Police Advisory Board - Removal Requests Page 554

A request has been submitted by the chairperson to remove members Jaden Grimes (At-Large) and Carlin Ashford (Alternate). Per the City Code, any member of a board who is absent without being excused from three (3) consecutive meetings may, upon recommendation of the chairperson, be removed or replaced by the Council. Letters from the chairperson, including relevant attendance information, are attached for consideration.

Should the Chairperson's request be upheld, the Council may wish to consider elevating the longest-serving alternate member, Selina Vazquez, to the At-Large seat and declare an additional alternate vacancy. Ms. Vazquez was recently appointed in February.

L.2 Stormwater Management Advisory Commission - One Regular Vacancy Page 557

A resignation has been received from Marinel Ubaldo.

Note: In 2019, the Council adopted an ordinance to establish desired qualifications of Stormwater Management Advisory Commission members, which is attached for reference. The outgoing member meets criteria that is fulfilled by other members.

M. REPORT AND RECOMMENDATION OF THE CITY ATTORNEY

N. REPORT AND RECOMMENDATION OF THE CITY CLERK

N.1 Minutes - Various Page 561

Attached for consideration of approval are the April 21, 2026 Work and Regular Session minutes.

Recommended Action: Approve the minutes.

O. CLOSED SESSION

O.1 Enter Closed Session

P. OPEN SESSION

P.1 Return to Open Session

Q. 7:00 P.M. EVENING AGENDA

R. MATTERS SCHEDULED FOR PUBLIC HEARING

R.1 Rezoning Z-38-25: Trailwood Drive, south of the intersection of Trailwood Drive and Avent Ferry Road (District D upon annexation) Page 587

Bynum Walter, Planning & Development

This request would increase residential entitlement on the site. Provided conditions limit disturbances in the 100-year floodplain to 35,000 square feet, require a no-rise certification, require a minimum building façade frontage, require at least one street-facing pedestrian entrance, and require the installations of "Super Silt" fencing along any watercourse buffer.

Planning Commission recommends approval (7-3). Commissioners Bennett, Fox, and Omokaiye opposed approval of the request. They noted concerns that the request does not include sufficient floodplain protections and conditions do not fully address staff enforcement concerns.

Recommended Action: Conduct the public hearing. At the conclusion of the public hearing, City Council may choose to act on the case or defer for further review. Alternately, the City Council may choose to continue the public hearing to a future date. The appropriate consistency statements are included in the agenda materials. If Council acts on the case, any ordinance approved shall be adopted this day and shall become effective five days following a favorable vote.

R.2 Rezoning Z-52-25: 3470 Blue Ridge Road, 170 ft west of the intersection of Blue Ridge Road and Morningside Drive (District E) Page 658

Matthew Klem, Planning & Development

The request would permit additional density on the site and increase building height.

Planning Commission recommends approval (9-0).

Recommended Action: Conduct the public hearing. At the conclusion of the public hearing, City Council may choose to act on the case or defer for further review. Alternatively, the City Council

may choose to continue the public hearing to a future date. The appropriate consistency statements are included in the agenda materials. If Council acts on the case, any ordinance approved shall be adopted this day and shall become effective five days following a favorable vote.

R.3 Rezoning Z-01-26: 307 W Martin Street, 311 Commerce Place, & 322 W Davie Street (District C) Page 707

Bynum Walter, Planning & Development

The request would increase height on the W Davie Street parcel, remove the Shopfront Frontage, and apply the same conditions across the three sites. Minor adjustments to existing conditions have been made under the new request.

Planning Commission recommends approval (7-1).

RHDC recommends approval (11-0), contingent on the applicant including conditions to retain the existing masonry openings and window fenestration patterns within the first 85'-0" feet of the contributing buildings.

Recommended Action: Conduct the public hearing. At the conclusion of the public hearing, City Council may choose to act on the case or defer for further review. Alternatively, the City Council may choose to continue the public hearing to a future date. The appropriate consistency statements are included in the agenda materials. If Council acts on the case, any ordinance approved shall be adopted this day and shall become effective five days following a favorable vote.

S. ADJOURNMENT

S.1 Adjournment

Raleigh

City Council
Agenda Item

Agenda Title:	FY 2026-2027 Annual Action Plan Adoption
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Housing and Community Development
Sponsor:	Jess Brandes

Agenda Item Description:

Will Hartye, Housing & Community Development

The U.S. Department of Housing and Urban Development (HUD) requires entitlement communities to submit an Annual Action Plan as the official application for Community Development Block Grant (CDBG), HOME Investment Partnerships (HOME), and Emergency Solutions Grant (ESG) funding. The plan establishes the City's strategic and production goals for the program year. Development of the FY2026-27 plan included a multi-phase public engagement process including public hearings and meetings, comment period, and a community survey and has been revised to reflect comments received during the public hearings.

Recommended Action: Adopt the Annual Action Plan for fiscal year 2026-2027 and authorize staff to submit the plan to the U.S. Department of Housing and Urban Development. Authorize the Mayor to execute the transmittal letter, certifications, and related documents.

Agenda Item Details:

Every year, the U.S. Department of Housing and Urban Development (HUD) requires communities receiving federal funding through its Community Development Block Grant (CDBG), HOME Investment Partnerships (HOME), and Emergency Solutions Grant (ESG) programs to submit an Annual Action Plan. The plan serves as the City's application for entitlement funding and provides a framework for strategic and production goals.

Development of the FY2026-2027 Annual Action Plan included a multi-phase public engagement process conducted in accordance with the City's Citizen Participation Plan. Outreach efforts included two public hearings, public meetings, and a community survey designed to gather input from residents and stakeholders on housing and community development needs.

The first public hearing was held December 2, 2025, after which staff drafted the Annual Action Plan and released it for a 30-day public comment period. The second public

hearing was held April 7, 2026, to receive comment on the draft plan. A summary of all public comments received throughout the planning and adoption process is included in the final Action Plan.

The Action Plan is available on the City website and has been revised to reflect the comments received during the second public hearing. All public comments received will be included in the final plan submitted to HUD.

Raleigh

memo

To	Marchell Adams-David, City Manager
Thru	Stephen Bentley, Director, PRCR
From	Sarah Powers, Executive Director, Raleigh Arts
Department	Parks, Recreation & Cultural Resources
Date	May 5, 2026
Subject	Donations of Artworks to the Municipal Art Collection

The Raleigh Arts Commission recommends acceptance of two artworks offered as donations to the Municipal Art Collection. Details about the work and the donors follow below. Per Raleigh's public art policy, donations of artwork from the community must be approved by City Council. The donations are believed to be in good condition without the need for any conservation.

1. Dan Nelson "Memorial Auditorium"

Artist Dan Nelson has offered to donate his painting "Memorial Auditorium." The artwork has been on long-term loan at the Martin Marietta Center for the Performing Arts and will remain at the theater.

About the Artist: Dan Nelson is a nationally recognized event painter known for capturing live events through acrylic painting. His practice spans plein air work, commissions, teaching, and illustration, with a focus on dynamic, time-sensitive creative processes.

Dan Nelson
Memorial Auditorium
2012
Oil on canvas
Valued at $9575

2. Brian Walsby "Prayer, 2023"

This artwork by Brian Walsby is proposed as a donation to the Municipal Art Collection by Kristin and Brian Walsby. The donation is made in recognition of the partnership between Skate Raleigh and PRCR to create the Conlon Family Skatepark. The artwork will be exhibited in PRCR offices.

About the Artist: Brian Walsby is an artist and musician whose work emerged from the 1980s punk fanzine scene. He has contributed to influential publications such as *Flipside*, *Maximum Rocknroll*, *Razorcake*, and *The Hitlist*. He is also the author of several collections of his artwork, including the *Manchild* series and *Self Empunishment*, which features interviews with independent and self-driven artists and musicians.

Brian Walsby
Prayer, 2023
Acrylic paint on skateboard deck
32H x 8.5W x 2D inches
Valued at $200

Raleigh

memo

To	Marchell Adams-David, City Manager
From	Chief Rico Boyce
Department	Police
Date	April 21, 2025
Subject	Approval for Donation Acceptance

The Raleigh Police Department respectfully requests approval to accept the donation of the items listed in the table below, which have a total approximate value of $103,172.

These donations will enhance the services of several units within the police department, including:

- Special Operations: The purchase of a breaching robot will allow the Selective Enforcement Unit to remotely breach locked doors without the need for an officer to stand in front of a potentially armed suspect.
- Administrative Services: The purchase of six non-ballistic training shields will allow the Training Unit to deliver more realistic training in the use of ballistic shields.

Description	Value	Donated to	Purpose
Breaching Robot - qty 1	$89,315.00	City of Raleigh - Police Dept	Special Operations
20x30 Non-Ballistic Training Shield - qty 6	$13,857.00	City of Raleigh - Police Dept	Training
Total Value of In-kind Donations	**$103,172.00**		

Raleigh

City Council
Agenda Item

Agenda Title:	Petition Annexation – AX-37-25 – Contiguous Outside ETJ - 3900, 4024, 4020, 4016, 4017, 4008, 4000, 4013, 0, 4025, 4004, 4012, and 3904 Jones Ridge Trail; 4205 Aquarius Lane (District B)
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Planning and Development - Long Range
Sponsor:	Bynum Walter, Hannah Reckhow, Matthew Klem

Agenda Item Description:

Mattew Klem, Planning and Development

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An annexation petition has been received by the city. The property is located within the Priority Annexation Boundary established by Resolution 2025-717. Additional information is included with the agenda materials. A concurrent rezoning request (Z-44-25) also appears on this agenda under Report and Recommendation of the Planning Commission with the same suggested public hearing date.

Recommended Action: Acknowledge the annexation petition, direct the City Clerk to check the sufficiency of the petition pursuant to State statutes, and if found sufficient, authorize advertisement for public hearing to be held on June 16, 2026

Agenda Item Details:

AREA NAME & DISTRICT	PETITIONER	ACRES	PROPOSED USE	ZONING	ANNEXATION TYPE
3900, 4024, 4020, 4016, 4017, 4008, 4000, 4013, 0, 4025, 4004, 4012, and 3904 Jones Ridge Trail; and 4205 Aquarius Lane (District B)	Margie Jones; and Herbert and Vickie Coleman	27.86	190 Residential Units	R-30 (Wake County)	Contiguous, Outside ETJ

Raleigh

memo

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Matthew Burns, CZO, Planning Supervisor Jacob Hunt, AICP, Senior Planner
Department	Planning and Development
Date	April 21, 2026
Subject	Council Agenda Item, Petition Annexation, AX-37-25 Consent Agenda: May 5, 2026 Anticipated Public Hearing: June 16, 2026

An annexation petition was received for the following area. A map indicating the specific annexation location is attached:

Annexation Area	3900, 4024, 4020, 4016, 4017, 4008, 4000, 4013, 0, 4025, 4004, 4012, and 3904 Jones Ridge Trail; and 4205 Aquarius Lane
Annexation Type	Contiguous, outside ETJ, full annexation
Primary Contact	Ben Williams
Property Owner	Margie Jones; and Herbert and Vickie Coleman
Acres	27.86 acres
Proposed Land Use	190 units (townhomes and detached homes)
Current Zoning	Wake County Residential-30 (R-30)
Council District	B (Upon Annexation)

ANNEXATION STAFF REPORT

AX-37-25 3900, 4024, 4020, 4016, 4017, 4008, 4000, 4013, 0, 4025, 4004, 4012, AND 3904 JONES RIDGE TRAIL; AND 4205 AQUARIUS LANE, CONTIGUOUS, OUTSIDE ETJ , FULL ANNEXATION

Location	Northeast Raleigh, 1000 feet north of the intersection of Louisburg Road and Lillie Liles Road Address: 3900, 4024, 4020, 4016, 4017, 4008, 4000, 4013, 0, 4025, 4004, 4012, and 3904 Jones Ridge Trail; and 4205 Aquarius Lane PINs: Link to iMaps
Area of Request	27.86 acres
Property Owner	Margie Jones; and Herbert and Vickie Coleman
Applicant	Ben Williams
Development Review Case #	AX-37-25
Proposed Land Use	190 units (townhomes and detached homes)
Market Value at Build-out	$60,000,000
Current Zoning	Wake County Residential-30 (R-30)
Water Supply Watershed	N/A
Council District	B (Upon Annexation)

POLICY GUIDANCE

City Planning Department	**Policy LU 3.1 - Zoning of Annexed Lands** *The zoning designation for newly annexed land into the City of Raleigh shall be consistent with the Future Land Use Map. In those cases where the annexed lands are within a special study area (as shown on the Future Land Use Map), a special study*

	will need to be completed prior to zoning and development of the property. • This subject property is currently designated as Low Scale Residential on the Future Land Use Map • The designation is inconsistent with the proposed zoning of Residential-10-Conditional Use (R-10-CU) **Policy LU 3.2 Location of Growth** *The development of vacant properties should occur first within the City's limits, then within the City's planning jurisdiction, and lastly within the City's USAs to provide for more compact and orderly growth, including provision of conservation areas.* • The configuration of the parcel makes a contiguous connection with the City's corporate limits. **Policy LU 3.4 Infrastructure Concurrency** *The City of Raleigh should only approve development within newly annexed areas or Raleigh's ETJ when the appropriate transportation, water, stormwater, and wastewater infrastructure is programmed to be in place concurrent with the development.* • Site has direct access to a sewer connection • Site is currently accessed via an established roadway
Public Utilities Department	**Utilities** • There is an 8" water main directly available to the site in Barking Way to the east. • There is a 12" water main directly available to the site in Hartham Park Avenue to the east. **General** • The properties are associated with a development plan. • A water main may need to be extended along Lillie Liles Road. General. • Any development on the site will be evaluated at submittal in accordance with all Local, State, and Federal requirements. • All necessary utility extensions and connections are the sole responsibility of the Owner/Developer. The petitioners understand and agree that all streets and utilities within the annexed area will be constructed and installed by the developer according to the Unified Development Ordinance and any utilities that must be extended to the annexed area are the responsibility of the developers or successive property owners.

Raleigh Stormwater Department	• Stormwater Plan Reviewers will provide detailed information about flood plain locations, designated buffer zones, and applicable regulations to ensure compliance with environmental standards and mitigate potential flooding risks as part of the permitting requirement.
Raleigh Fire Department	• NOT MET: NFPA 1710 4.1.2.1 Sec 4 - 360 seconds (6 min) or less travel time for the arrival of the second company with a minimum staffing of 4 personnel at a fire suppression incident. • NOT MET: NFPA 1710 4.1.2.1 Sec 5 - For other than high-rise, 480 seconds (8 min) or less travel time for deployment of an initial full alarm assignment at a fire suppression incident. • Nearest hydrant approximately 2,000 ft away on Louisburg Rd.

SUMMARY OF IMPACTS

Impacts Identified	<u>Approval of Annexation:</u> Approval will result in the property being served by city services. If property is inside the ETJ and approved with a delayed effective date, the property owner may apply for appropriate permits and connect the parcel to city water, wastewater, and reuse services if City Council approves the connection. The approval of utility connections can be subject to any conditions offered by the applicant and agreed to by City Council. Under this scenario, the utility customer will pay “outside rates,” which are double the standard water and wastewater rates for customers within the city limits, until such time that the property comes into city limits. In the event of a delayed annexation effective date with water and sewer connection, it is the responsibility of the property owner to notify Raleigh Water when the delayed annexation date becomes effective so that billing may be switched to “inside rates.” Under either scenario, full city services would be available to the property on the day in which the annexation becomes effective. <u>Denial of Annexation (outside ETJ):</u> If denied, the property would remain outside Raleigh’s ETJ, ineligible to connect to city water and sewer, and its use and development would continue to be regulated by Wake County.

DESCRIPTIVE STATEMENT

The applicant property consists of 14 parcels totaling 27.86 acres. Northeast Raleigh, 1000 feet north of the intersection of Louisburg Road and Lillie Liles Road. Rolesville's ETJ begins across Lillie Liles Road. This site is within Raleigh's annexation boundaries as approved in the City's annexation agreement with Rolesville. There are currently 12 dwelling units on the property which consist of a mix of conventional and mobile homes. The site has approximately 270 feet of frontage on Lillie Liles Road on the eastern property line. The property abuts Hartham Park Ave on the western property line. The site is outside of, but contiguous too, both Raleigh's corporate limits and ETJ. This annexation request is accompanied by rezoning petition Z-44-25.

The site located in Wake County and is outside of the City of Raleigh's extraterritorial jurisdiction (ETJ). It is eligible for annexation into Raleigh's city limits per the Raleigh-Rolesville Annexation agreement.

Station 28 is the closest fire station to the site. No medium- or long-term improvements to Station 28 are proposed at this time.

Existing zoning on the site is Wake County Residential-30 (R-30). The Future Land Use Map (FLUM) designation is Low Scale Residential. This future land use category "envisions a range of housing types, including duplexes, triplexes, fourplexes and other small apartment buildings, and townhouses, but at a scale that generally follows the precedent set by existing detached houses, missing middle types, or townhouses in these areas." The applicant has requested to rezone the properties Residential-10-Conditional Use (R-10-CU). This is inconsistent with FLUM guidance. Annexation of all properties is required before Raleigh zoning can be applied.

If annexed, the property would benefit from city services, such as water and sanitary sewer service, police and fire protection, as well as refuse collection. The property is contiguous with city boundaries. If annexed, it would be located within City Council District B (Upon Annexation).

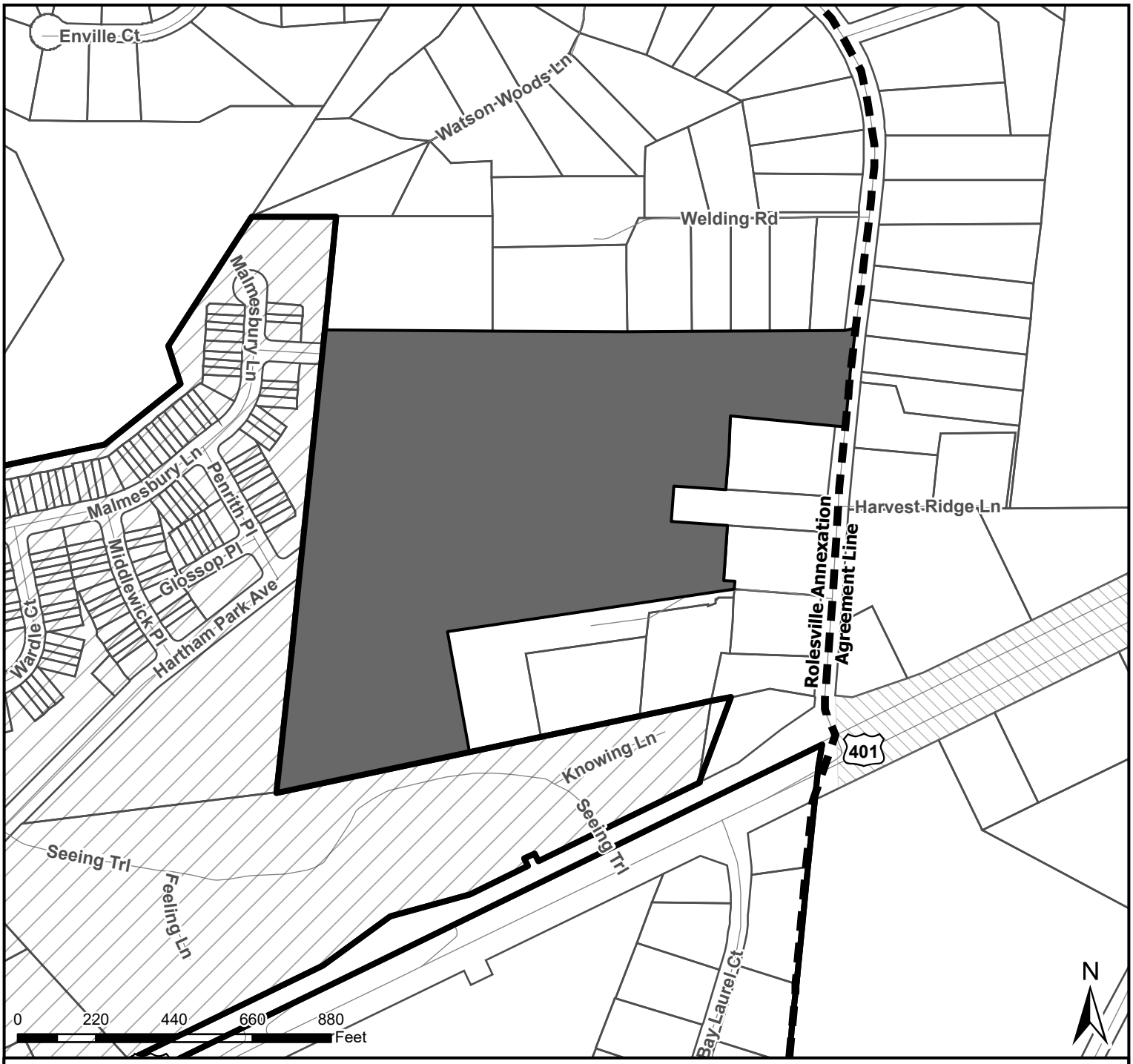
ATTACHMENTS

1. Annexation Site Map
2. Zoning Map
3. Future Land Use Map
4. Annexation Petition
5. Survey Map (1-page total)
6. Legal Description (1-page total)
7. Solid Waste/Stormwater Cost Revenue Analysis
8. 10-year Financial Impact Analysis
9. Fire Services Report

Annexation Request

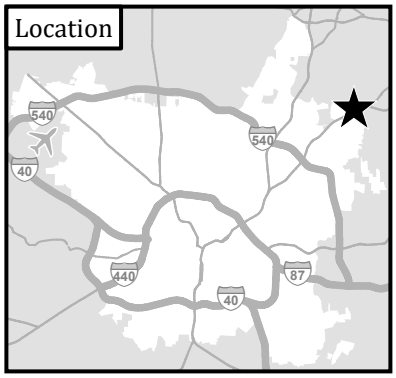
AX-37-2025

Item B.2a



Annexation Request | City Limits | Other City Limits | ETJ

Property	Jones Ridge Trl Assemblage
Size	27.86 Petition Acres (+ 0.00 Intervening RoW Acres)
Annexation Type	Contiguous - Outside ETJ
City Council District	B

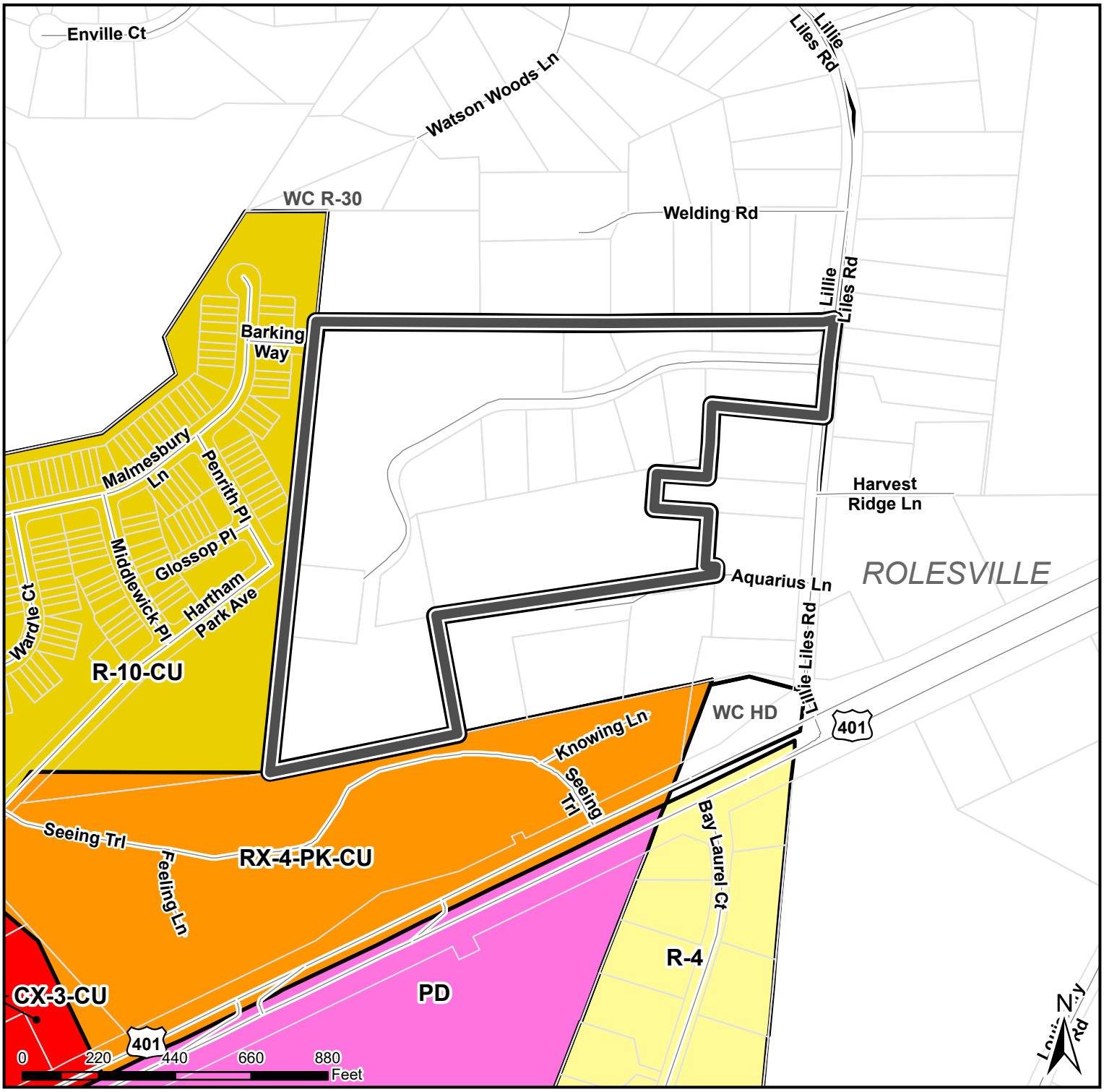


Map by Raleigh Department of Planning and Development (mcgregorm): 11/17/2025

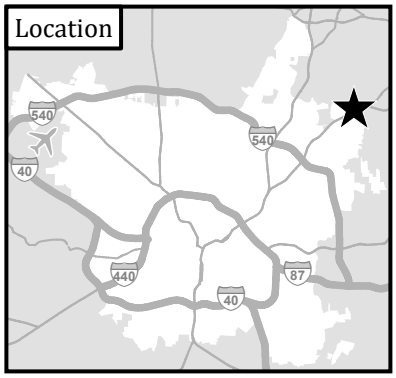
Existing Zoning

AX-37-2025

Item B.2a



Property	Jones Ridge Trl Assemblage
Size	27.86 Petition Acres (+ 0.00 Intervening RoW Acres)
Annexation Type	Contiguous - Outside ETJ
City Council District	B

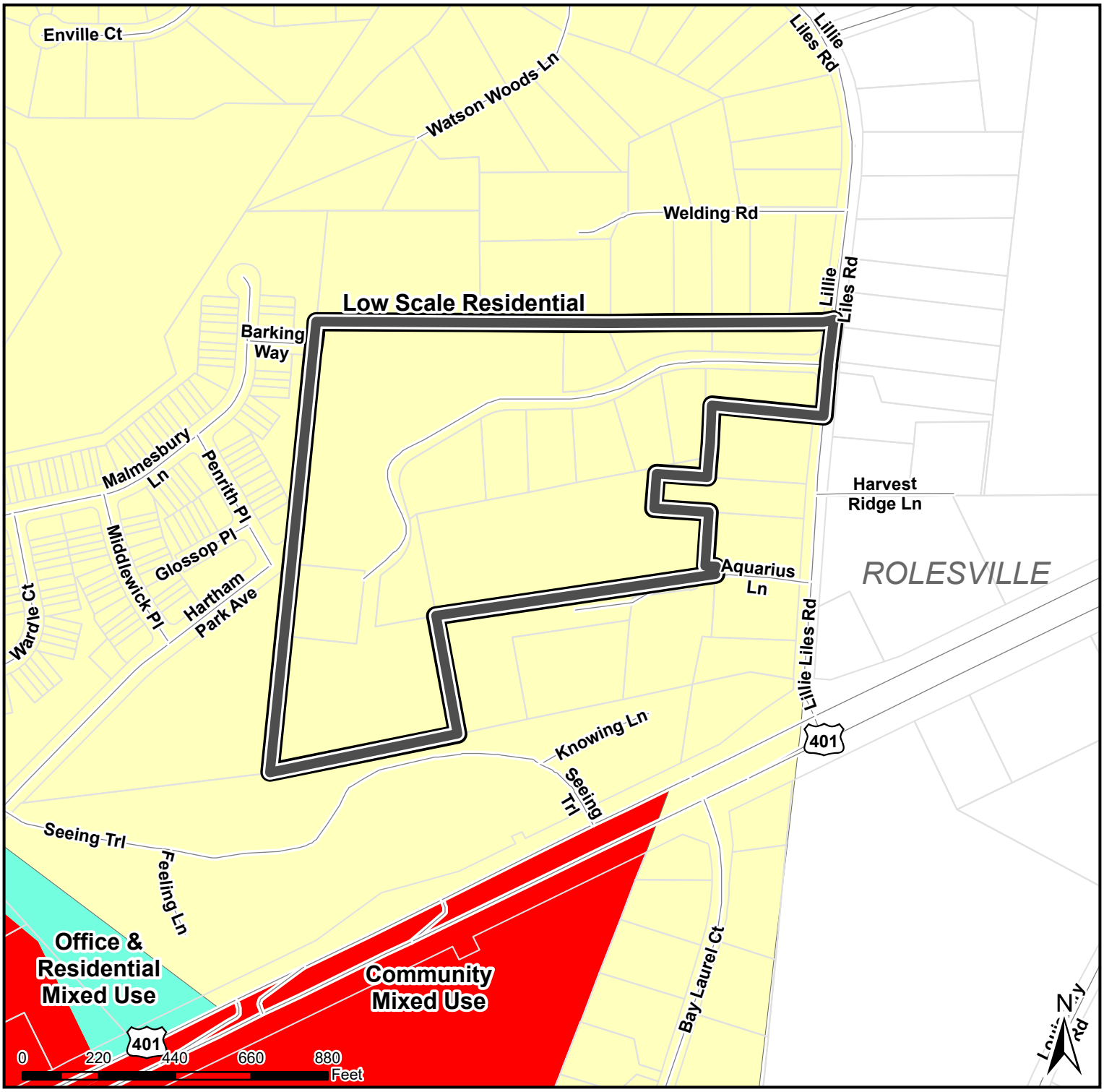


Map by Raleigh Department of Planning and Development (mcgregorm): 11/17/2025

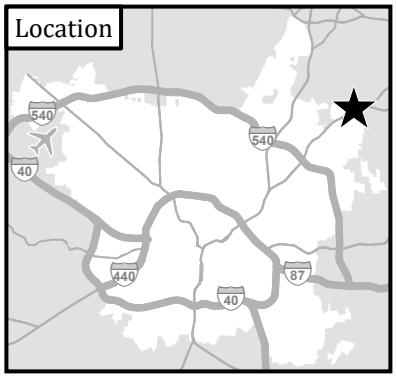
Future Land Use

AX-37-2025

Item B.2a



Property	Jones Ridge Trl Assemblage
Size	27.86 Petition Acres (+ 0.00 Intervening RoW Acres)
Annexation Type	Contiguous - Outside ETJ
City Council District	B



Map by Raleigh Department of Planning and Development (mcgregorm): 11/17/2025

Petition for Annexation into Raleigh City Limits

Planning and Development Department • One Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2682

Raleigh

Section A Submittal Deadlines
Petitions for annexation are accepted by Planning and Development at any time. For fees required for the submittal of an annexation petition, please reference the Development Fee Guide. **The annexation will be scheduled for public hearing and becomes effective immediately upon adoption at the scheduled public hearing unless notified otherwise by the City Clerk.**

Section B Summary Information / Metes and Bounds Descriptions		
Development Project Name: Lillie Liles Development		
Street Address: see attached		
City of Raleigh Subdivision approval #: S-_____-_____ or	Building Permit #: _____ or	Group Housing #: GH-_____-_____-_____
Wake County (PINs) Property Identification Number(s): see attached		
Acreage of Annexation Site: 27.86	Linear Feet of New Public Streets within Annexation Boundaries: 4300 LF	
Annexation site is requesting connection to City of Raleigh Water ☑ and/or Sewer ☑		
For Sewer-Only Requests:	Applicant has received a contract for service from Raleigh Water: ☐ Yes. ☐ No	
Number of proposed dwelling units: 190 (max)		

Continue to page two >>

RECEIVED
NOV 03 2025
BY: [signature]

	Address	Owner	PIN	Deed Acres	Survey Acres	Mailing Address 1	Mailing Address 2	Deed Book	Deed Page
1	3900 JONES RIDGE TRL	JONES, MARGIE W	1748735122	1.00	1.03	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
2	4024 JONES RIDGE TRL	JONES, MARGIE W	1748837795	0.69	0.69	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
3	4020 JONES RIDGE TRL	JONES, MARGIE W	1748835688	0.72	0.72	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
4	4016 JONES RIDGE TRL	JONES, MARGIE W	1748834664	0.69	0.69	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
5	4017 JONES RIDGE TRL	JONES, MARGIE W	1748835809	0.69	0.70	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
6	4008 JONES RIDGE TRL	JONES, MARGIE W	1748831598	0.69	0.70	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
7	4000 JONES RIDGE TRL	JONES, MARGIE W	1748738570	1.04	1.05	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
8	4013 JONES RIDGE TRL	JONES, MARGIE W	1748832896	0.69	0.69	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
9	0 JONES RIDGE TRL	JONES, MARGIE W	1748737308	11.12	11.08	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
10	4025 JONES RIDGE TRL	JONES, MARGIE W	1748838809	0.69	0.69	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
11	4004 JONES RIDGE TRL	JONES, MARGIE W	1748830555	0.70	0.70	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
12	4012 JONES RIDGE TRL	JONES, MARGIE W	1748833538	0.69	0.70	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
13	3904 JONES RIDGE TRL	JONES, MARGIE W	1748737179	0.69	0.69	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
14	4205 AQUARIUS LN	COLEMAN, HERBERT	1748831394	5.52	5.64	4205 AQUARIUS LN	WAKE FOREST NC 27587-5228	18067	2045
15	JONES RIDGE TRL RIGHT-OF-WAY		N/A	NOT LISTED	2.12				
			TOTAL	25.62*	27.86				

* Does not inlcude the private right-of-way of Jones Ridge Trail

Unit Type/Unit Count:	Total Breakdown of Dwelling Units		
	Single-Family Home Unit Count _____	Multifamily - Condo/Apartment Unit Count _____	Multifamily – Townhouse Unit Count 190
	Complete only for Townhome Units:		
	Are there more than 6 units in one group of townhomes? ☐ Y ☑ N		
	Complete only for Condo/Apartment units:		
	Are buildings multi-story with stacked units? ☐ Y ☑ N	Will there be a community trash compactor? ☐ Y ☑ N	Unit Count +/ Description: *Example* *30 Studio + 1 Bath* *50 1 BR + 1.5 Bath* Count Bedroom + Bath 190 3 + 2 ___ _____ + _____ ___ _____ + _____

Building Square Footage of Non-Residential Space: n/a

Specific proposed use (office, retail, warehouse, school, etc.): residential

Projected market value at build-out (land and improvements): $ 60,000,000.

Applicant Contact Information

Property Owner(s): Margie W. Jones

Primary Mailing Address: 4617 Watkins Road, Raleigh 27616

Phone: | Email:

Project Contact information (if different that property owner)

Contact(s): Ben Williams

Primary Mailing Address: 6404 Falls of Neuse, Suite 201, Raleigh, 27615

Phone: [redacted] | Email: [redacted]

Written metes and bounds description of property to be annexed: Attach additional sheets if necessary. An electronic copy in word format must be emailed to rezoning@raleighnc.gov.

Unit Type/Unit Count:	Total Breakdown of Dwelling Units		
	Single-Family Home Unit Count _____	Multifamily - Condo/Apartment Unit Count _____	Multifamily – Townhouse Unit Count 190
	Complete only for Townhome Units:		
	Are there more than 6 units in one group of townhomes? ☐ Y ☑ N		
	Complete only for Condo/Apartment units:		
	Are buildings multi-story with stacked units? ☐ Y ☑ N	Will there be a community trash compactor? ☐ Y ☑ N	Unit Count +/ Description: *Example* *30 Studio + 1 Bath* *50 1 BR + 1.5 Bath* Count Bedroom + Bath 190 3 + 2 ___ _____ + _____ ___ _____ + _____

Building Square Footage of Non-Residential Space: n/a

Specific proposed use (office, retail, warehouse, school, etc.): residential

Projected market value at build-out (land and improvements): $ 60,000,000.

Applicant Contact Information

Property Owner(s): Herbert and Vickie Colman

Primary Mailing Address: 4205 Aquarius Lane, Wake Forest, 27587

Phone: Email:

Project Contact information (if different that property owner)

Contact(s): Ben Williams

Primary Mailing Address: 6404 Falls of Neuse, Suite 201, Raleigh, 27615

Phone: [redacted] Email: [redacted]

Written metes and bounds description of property to be annexed: Attach additional sheets if necessary. An electronic copy in word format must be emailed to rezoning@raleighnc.gov.

Section C Annexation Petition

State of North Carolina, County of Wake, Petition of Annexation of Property to the City of Raleigh, North Carolina

Part 1 The undersigned, being all the owners of the real property described in this application (Section B) respectfully request the annexation of said property to the City of Raleigh, North Carolina. **The petitioners understand and agree that all streets and utilities within the annexed area will be constructed and installed by the developer according to the Unified Development Ordinance and any utilities that must be extended to the annexed area are the responsibility of the developers or successive property owners.** The property to be annexed is:

☑	**Contiguous** to the present corporate limits of the City of Raleigh, North Carolina, or
☐	**Not Contiguous** to the municipal limits of the City of Raleigh, North Carolina and is located within three miles of the municipal limits of the City of Raleigh, North Carolina (pursuant to Chapter 989 of the Sessions Law of North Carolina, 1967).

Part 2 The undersigned certify that they have researched the assessment lien rolls of the City (located at https://raleighnc.gov/services/doing-business/assessment-liens), and that the property described in this application, including any portion thereof, _____is / __X__ is not (mark one) listed on any of the City's assessment lien rolls. If the property, or any portion thereof, is listed on the City's assessment lien rolls, the account number[s] for such assessment is _____.

Part 3 NC General Statutes require petitioners of both contiguous and satellite annexations to file a signed statement declaring whether vested rights have been established in accordance with G.S. §160D-108 and G.S. §160D-108.1 for properties subject to the petition.

Do you declare such vested rights for the property subject to this petition? ☐ Yes ☑ No

If yes, please submit proof that vested rights have been granted by governing board. I hereby declare that my failure to disclose existence of a vested right terminates any vested right previously acquired for this property.

Signed this _____ day of _____, 20___ by the owners of the property described in Section B.

Owner's Signature(s):

Signature Margie W. Jones Date 10/29/2025

Signature _____ Date _____

Signature _____ Date _____

Signature _____ Date _____

Corporate Seal

Print Owner Name(s) and Information:

Name: Margie W. Jones Phone: _____

Address: 4617 Watkins Rd. Raleigh N.C. 27616

Name: _____ Phone: _____

Address:

Above signature(s) attested by Cameron Jones CAMERON JONES

Received by the City Council of Raleigh, North Carolina, this _____ day of _____ 20____, at a Council meeting duly held.

Signature of the City Clerk and Treasurer: _____

RECEIVED
NOV 03 2025
BY: _____

Section C Annexation Petition

State of North Carolina, County of Wake, Petition of Annexation of Property to the City of Raleigh, North Carolina

Part 1 The undersigned, being all the owners of the real property described in this application (Section B) respectfully request the annexation of said property to the City of Raleigh, North Carolina. **The petitioners understand and agree that all streets and utilities within the annexed area will be constructed and installed by the developer according to the Unified Development Ordinance and any utilities that must be extended to the annexed area are the responsibility of the developers or successive property owners.** The property to be annexed is:

☑	**Contiguous** to the present corporate limits of the City of Raleigh, North Carolina, or
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Part 2 The undersigned certify that they have researched the assessment lien rolls of the City (located at https://raleighnc.gov/services/doing-business/assessment-liens), and that the property described in this application, including any portion thereof, _____is / __X__ is not (mark one) listed on any of the City's assessment lien rolls. If the property, or any portion thereof, is listed on the City's assessment lien rolls, the account number[s] for such assessment is _____.

Part 3 NC General Statutes require petitioners of both contiguous and satellite annexations to file a signed statement declaring whether vested rights have been established in accordance with G.S. §160D-108 and G.S. §160D-108.1 for properties subject to the petition.

Do you declare such vested rights for the property subject to this petition? ☐ Yes ☑ No

If yes, please submit proof that vested rights have been granted by governing board. I hereby declare that my failure to disclose existence of a vested right terminates any vested right previously acquired for this property.

Signed this _____ day of _____, 20___ by the owners of the property described in Section B.

Owner's Signature(s):

Signature Herbert E Coleman Date 10-29-25

Signature Vickie Y Coleman Date 10-29-2025

Signature _____ Date _____

Signature _____ Date _____

Corporate Seal

Print Owner Name(s) and Information:

Name: HERBERT E. COLEMAN Phone: [redacted]

Address: 4205 AQUARIUS LN. WAKE FOREST, NC. 27587

Name: Vickie L Coleman Phone: [redacted]

Address: 4205 Aquarius Lane Wake Forest NC 27587

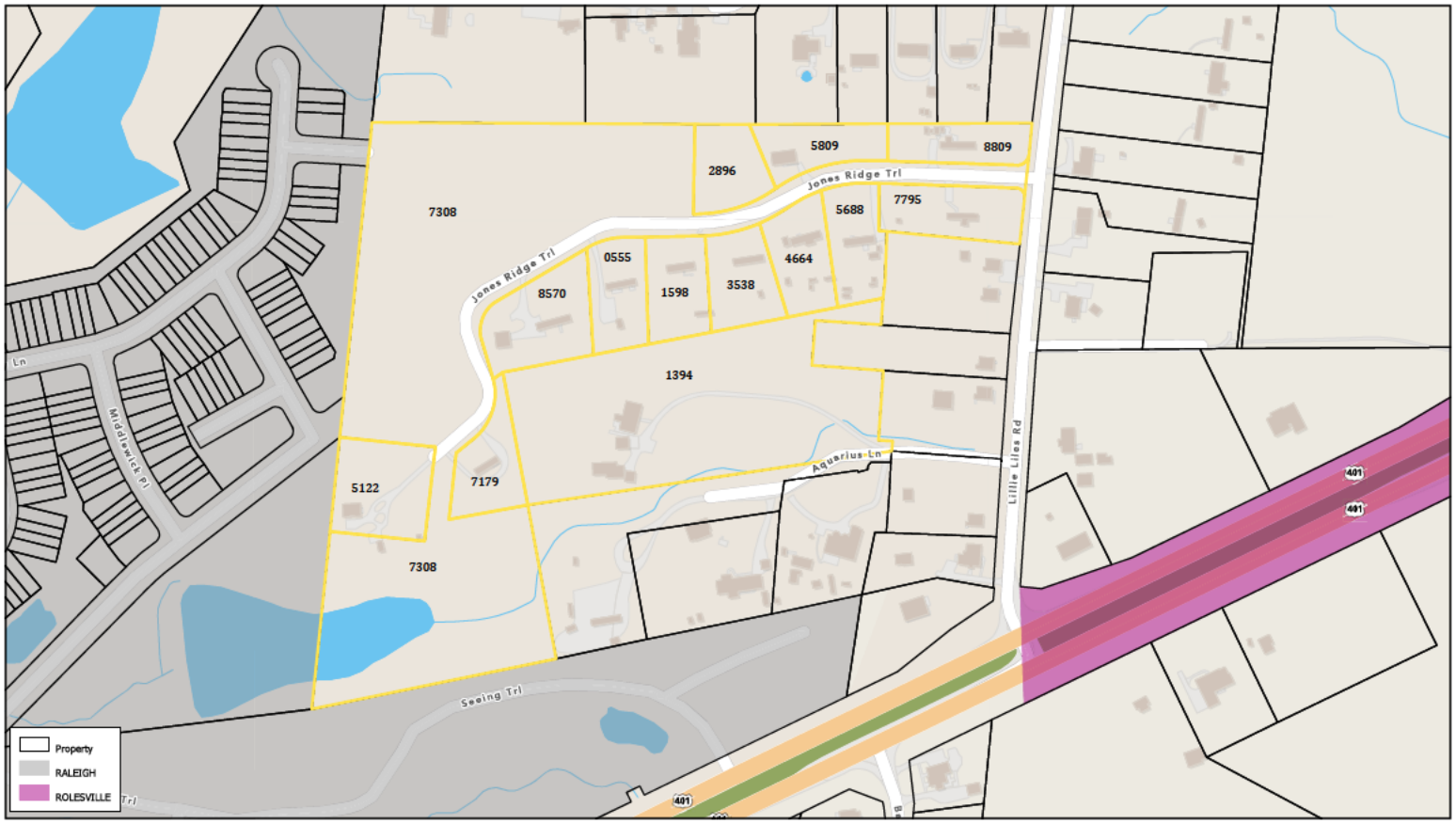
Above signature(s) attested by Cameron Jones CAMERON JONES

Received by the City Council of Raleigh, North Carolina, this ____ day of _____ 20____, at a Council meeting duly held.

Signature of the City Clerk and Treasurer: _____

RECEIVED
NOV 03 2025
BY: _____

Section D Submittal Checklist		
Please include all of the following (check off). If any information is missing from the application package, you will be asked to complete the application and re-submit the petition, so please check the list below carefully before you submit:		
☑	**Annexation Petition Fee** (see the Development Fee Guide webpage for current fee)	
☐	**If a request for sewer only**, submit a copy of the contract for service with Raleigh Water N/A	
☑	**Written metes and bounds description of the property to be annexed** must be attached to this application. See page 1	
☑	**Electronic Word document of the written metes and bounds** must be emailed to: rezoning@raleighnc.gov.	
☑	**Survey or Plat** showing above written metes and bounds description of the property to be annexed must be submitted electronically in .pdf format, if possible. The survey or plat, if not already recorded, must be signed by a land surveyor licensed in the State of NC. The survey must be valid for the purposes of recording as set forth in NC General Statute § 47-30.	
☑	**City or County Property Map** with parcels included in the annexation request clearly marked. An excerpt of a property map is acceptable, but the map number must appear on the excerpt. This map must show the **existing and proposed city limits**.	
N/A ☐	**Copy of Approved Preliminary Site Plan or Final Site Plan** showing City Building Permit Transaction Number or Group Housing Number (GH-_____-13, etc.) **or**	**Copy of Subdivision Plat** submitted for lot recording approval with City file number (S-_____-13, etc.)
☑	**Projected Market Value of Development** at build-out (land and improvements).	
☑	**General Annexation Area Data:** Linear feet of public streets, total annexation area acreage, number of proposed residential units or square footage of commercial space, type of utility connections involved, specific land uses proposed. Completed within the application responses.	
☑	**This application form** completed, dated and signed by the property owner(s) and attested **submitted by the deadlines noted in section B of this application**, pages 1 and 2.	
Required, but often missing information. Please make sure to include the following:		
☑	**Correct Parcel Identification Number(s) (PIN).** Call Wake County Geographic Information Services at 919-856-6360, if there is any question about the parcel identifier. **This is very important.** Please indicate if the property being requested for annexation is only a portion of an existing parcel.	
☑	**Owner's Signatures and Date of Signatures.** See page 3 of this application. All real property owners must sign the application, and the date of signature MUST be filled in!	
☐	**Corporate Seal** for property owned by a corporation. N/A	
☑	Rezoning Application, if the property is currently outside Raleigh's Extraterritorial Jurisdiction.	



City / County Property Map

N

0 100 200 400 ft

1 inch equals 200 feet

Disclaimer
iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are NOT surveys. No warranties, expressed or implied, are provided for the data therein, its use,or its interpretation.

VICINITY MAP

SCALE: N.T.S.

SURVEY NOTES:

1. THE PURPOSE OF THIS PLAT IS TO ILLUSTRATE AN ALTA/NSPS LAND TITLE SURVEY ON EXISTING PARCELS OWNED BY MARSIE M. JONES & HERBERT COLEMAN WITH DEED AND MAP REFERENCES AS SHOWN HEREON AND BEING RECORDED IN THE WAKE COUNTY REGISTRY.
2. NO NGS MONUMENT OF SUITABLE ORDER FOUND WITHIN 2000' OF SUBJECT PROPERTY.
3. HORIZONTAL DATUM IS NAD '83/2011 NC STATE PLANE COORDINATES.
4. AREA COMPUTED BY COORDINATE METHOD. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES IN US SURVEY FEET, UNLESS NOTED OTHERWISE.
5. ALL RIGHT-OF-WAYS ARE PUBLIC, UNLESS NOTED OTHERWISE.
6. SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP TITLE EVIDENCE OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.
7. NO DETERMINATION HAS BEEN MADE BY THE SURVEYOR AS TO THE FOLLOWING:
   A. UNDERGROUND UTILITIES & STORAGE FACILITIES
   B. WETLANDS
   C. GRAVES, CEMETERY'S, OR BURIAL GROUNDS
8. MORRIS & RITCHIE ASSOCIATES OF NC, PC, CAN ONLY LOCATE UTILITIES THAT ARE ABOVE GROUND AT THE TIME OF FIELD SURVEY. UNDERGROUND LINES SHOWN HEREON ARE APPROXIMATE OR AS REPORTED BY VARIOUS RESPONSIBLE PARTIES. LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE AND MUST BE FIELD VERIFIED. CALL N.C. ONE CALL CENTER BEFORE DIGGING AT 811. SURVEYOR DOES NOT GUARANTEE THAT ANY UNDERGROUND STRUCTURES SUCH AS UTILITIES, TANKS AND PIPES ARE LOCATED HEREON.
9. THE CONTRACTOR/OWNER SHALL BE RESPONSIBLE FOR VERIFYING ALL MINIMUM BUILDING SETBACK REQUIREMENTS WITH THE BUILDING INSPECTIONS DEPARTMENT PRIOR TO CONSTRUCTION.
10. ALL PROPERTY CORNERS SET ARE 5/8" IRON PIPES SET FLUSH WITH THE EXISTING GROUND AT THE TIME OF SURVEY, UNLESS OTHERWISE NOTED HEREON.
11. ALL PROPERTY CORNERS FOUND ARE 5/8" IRON PIPES FOUND FLUSH WITH THE EXISTING GROUND AT THE TIME OF SURVEY, UNLESS OTHERWISE NOTED HEREON.

FLOOD CERTIFICATION

UPON EXAMINATION OF FLOOD INSURANCE RATE MAP, PANEL NUMBER 1748 OF COMMUNITY NUMBER 370368 (WAKE COUNTY), BEARING MAP # 3720174800K, DATED 7/19/2022. THE SUBJECT PROPERTY LIES IN ZONE "X".

ABBREVIATIONS

AC	ACRES
AG	ABOVE GROUND
BG	BELOW GROUND
CLR	CENTERLINE OF ROAD
DB	DEED BOOK
EX	EXISTING
IRF	IRON PIPE FOUND
IPS	IRON PIPE SET
IRF	IRON REBAR FOUND
IRS	IRON REBAR SET
MNF	MAG NAIL FOUND
MNS	MAG NAIL SET
PB	PLAT BOOK
PG	PAGE
P/L	PROPERTY LINE
R/W	RIGHT-OF-WAY
SF	SQUARE FEET

SURVEY CONTROL / GRID TIE NOTES

1) CLASS OF SURVEY: CLASS A
2) POSITIONAL ACCURACY: H: 0.04'
3) TYPE OF GPS FIELD PROCEDURE: VRS
4) DATE OF GPS SURVEY: AUGUST 1st, 2025
5) HORIZONTAL DATUM: NAD83 (2011) NC SPCS
   VERTICAL DATUM: NAVD88
6) PUBLISHED/FIXED-CONTROL USE: RALEIGH CORS ARP PID: AM1024
7) GEOID MODEL: GEOID 18 (CONUS)
8) COMBINED FACTOR: 0.99986378
9) UNITS: U.S. SURVEY FEET
10) POINT OF LOCALIZATION: 3/4" IRF (FLUSH) - MRA PT# 40,006
11) GPS ANTENNA: TRIMBLE R-12
12) ADJUSTMENT: SURVEY DATA WAS POST PROCESSED WITH TRIMBLE BUSINESS CENTER V5.1.

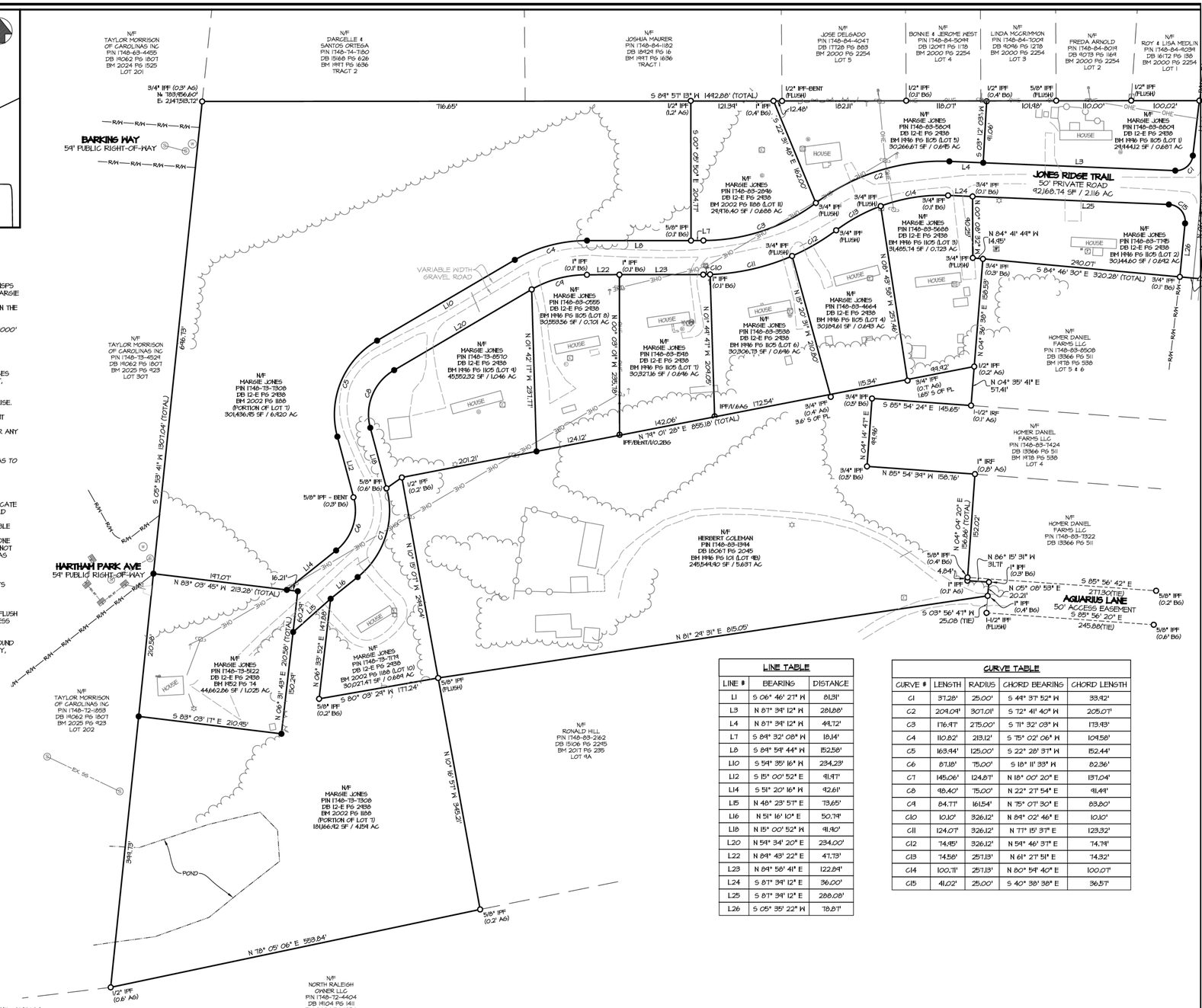
I, CALEB TROY CLAYTON SR., CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION, FROM AN ACTUAL GROUND (CONVENTIONAL) MADE UNDER MY SUPERVISION, THAT SURVEYED PROPERTY LINES SHOWN HEREON ARE BASED UPON THE DEEDS AND PLATS REFORTED HEREON; THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS SUCH AND ARE BASED UPON THE DEEDS AND PLATS REFORTED HEREON; THAT THE RATIO OF PRECISION AS CALCULATED BEFORE ADJUSTMENT IS 1:10,000 +; THAT THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS AND THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56.1600). WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL

[redacted]

SURVEYOR'S CERTIFICATE

TO: RAR HOLDINGS GROUP, LLC, A NORTH CAROLINA LIMITED LIABILITY COMPANY; KEYSTONE TITLE, LLC, AGENT FOR CHICAGO TITLE INSURANCE COMPANY;

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IS IS BASED, WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS, FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND



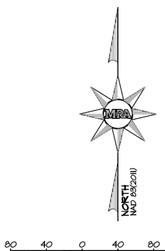
LINE TABLE

LINE #	BEARING	DISTANCE
L1	S 06° 46' 27" W	81.31'
L3	N 81° 39' 12" W	281.88'
L4	N 81° 39' 12" W	99.72'
L7	S 84° 32' 08" W	18.14'
L8	S 84° 58' 44" W	152.58'
L10	S 54° 35' 16" W	234.23'
L12	S 15° 00' 52" E	91.97'
L14	S 51° 20' 16" W	92.61'
L15	N 48° 23' 57" E	73.65'
L16	N 51° 16' 10" E	50.79'
L18	N 15° 00' 52" W	91.90'
L20	N 54° 34' 20" E	234.00'
L22	N 84° 43' 22" E	47.73'
L23	N 84° 56' 41" E	122.84'
L24	S 81° 39' 12" E	36.00'
L25	S 81° 39' 12" E	288.08'
L26	S 05° 35' 22" W	78.87'

CURVE TABLE

CURVE #	LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C1	37.28'	25.00'	S 44° 37' 52" W	33.92'
C2	204.04'	307.01'	S 72° 41' 40" W	200.07'
C3	176.97'	275.00'	S 71° 32' 03" W	173.93'
C4	110.82'	213.12'	S 75° 02' 06" W	109.58'
C5	163.94'	125.00'	S 22° 28' 37" W	152.44'
C6	87.18'	75.00'	S 18° 11' 33" W	82.36'
C7	145.06'	124.87'	N 18° 00' 20" E	137.04'
C8	98.40'	75.00'	N 22° 27' 54" E	91.49'
C9	84.77'	161.54'	N 75° 07' 30" E	83.80'
C10	10.10'	326.12'	N 84° 02' 46" E	10.10'
C11	124.07'	326.12'	N 71° 15' 37" E	123.32'
C12	74.95'	326.12'	N 54° 46' 37" E	74.79'
C13	74.58'	257.13'	N 61° 27' 51" E	74.32'
C14	100.71'	257.13'	N 80° 54' 40" E	100.07'
C15	41.02'	25.00'	S 40° 38' 38" E	36.51'

TOTAL PARCEL AREA
1,213,754.77 SF / 27.864 AC
JONES RIDGE TRAIL R/W
92,168.74 SF / 2.116 AC
PARCEL AREA OUTSIDE R/W
1,121,541.03 SF / 25.748 AC



LEGEND
● PROPERTY CORNER SET
○ PROPERTY CORNER FOUND
POWER POLE
LIGHT POLE
SEPTIC CLEANOUT
SEPTIC TANK LID
ELECTRIC
WELL

LEGEND
SURVEYED PROPERTY LINE
PROPERTY LINE NOT SURVEY
R/W R/W R/W RIGHT OF WAY LINE
OHE OHE OVERHEAD ELECTRIC LINE
EASEMENT LINE
EDGE OF PAVEMENT

MORRIS & RITCHIE ASSOCIATES OF NC, PC
AN AFFILIATE OF MORRIS & RITCHIE ASSOCIATES, INC. WHICH PROVIDES ENGINEERING, ARCHITECTURE, PLANNING, SURVEYING & LANDSCAPE ARCHITECTURE THROUGHOUT THE MID-ATLANTIC REGION AND LANDSCAPE ARCHITECTS

Land Description – Margie Jones & Herbert Coleman
Jones Ridge Trail & 4205 Aquarius Ln
Wake Forest Township – Wake County, North Carolina

All that certain parcel of land lying generally on the west side of Lillie Liles Road, being located in Wake Forest Township, Wake County, North Carolina and being those lands shown on the following maps of record; Map Book 1978, Page 538 (All Tracts); Map Book 1996, Page 1105 (All Tracts); Map Book 1995, Page 236 (All Tracts); Map Book 1952, Page 74 (Tract 1); Map Book 1990, Page 506 (Tract 2 & Tract 4); Map Book 2002, Page 1188 (Tract 3) in the Register of Deeds of Wake County, North Carolina being more particularly described as follows, to wit:

Beginning at a point located in the westerly right-of-way line of Lillie Liles Road (SR 2050 – 60 feet wide), said point being described as a 5/8" Iron Pipe Found 0.6' below the existing ground at the time of survey, said point having coordinates of N 783,957.78' E 2,148,976.37'. Thence, leaving said right-of-way, South 89°57'13" West 1,462.66 feet to a ¾" Iron Pipe Found 0.3' above the existing ground at the time of survey, and being in the line of Forestville Station Phase 2 as recorded in Book of Maps 2024 Page 1525, thence, with the line of Forestville Station Phase 2, South 05°53'41" West 1,307.04 feet to a 1/2" Iron Pipe Found 0.6' above existing ground at the time of survey; thence, North 78°05'06" East 553.84 feet to a 5/8" Iron Pipe Found 0.2' above the existing ground at the time of survey; thence, North 10°16'57" West 345.21 feet to an 5/8" Iron Pipe Found flush with the existing ground at the time of survey; thence, North 81°29'31" East 815.05 feet to a 1" Iron Pipe Found 0.4' below the existing ground at the time of survey; thence, North 05°08'53" East 20.21 feet to a 1" Iron Pipe Found 0.3' below the existing ground at the time of survey; thence, North 86°15'31" West 31.71 feet to a 1" Iron Pipe Found 0.1' above the existing ground at the time of survey; thence, North 04°04'20" East 156.86 feet to a 1" Iron Rebar Found 0.8' above the existing ground at the time of survey; thence, North 85°54'39" West 158.76 feet to a ¾" Iron Pipe Found 0.5' below the existing ground at the time of survey; thence, North 04°14'47" East 99.96 feet to a ¾" Iron Pipe Found 0.5' below the existing ground at the time of survey; thence, South 85°54'24" East 145.65 feet to a 1 & 1/2" Iron Rod Found 0.1' above the existing ground at the time of survey; thence, North 04°35'41" East 57.41 feet to a 1/2" Iron Pipe Found 0.2' above the existing ground at the time of survey; thence, North 04°36'38" East 158.53 feet to a 3/4" Iron Pipe Found 0.3' below the existing ground at the time of survey; thence, South 84°46'30" East 290.07 feet to a 3/4" Iron Pipe Found 0.1 below the existing ground a the time of survey and being the common corner with the Right of Way of Lillie Liles Road; thence, South 84°46'30" East 30.21 feet to a point in the center of Lillie Liles Road; thence with the center of Lillie Liles Road the following courses, North 05°11'28" East 45.66 feet, North 06°13'28" East 100 feet, North 06°46'28" East 117.33 feet; thence leaving the center of Lillie Liles Road, South 78°55'33" West 30.22 feet to the point of beginning. **Containing** an area of 1,213,759.77 Square Feet, 27.864 acres of land, more or less.

Property Characteristics for (Address here)	
Property Information	
Population at Buildout	456.0
Housing Units at Buildout	
Unit Mix/Unit Type	
Commercial Square Footage	
Linear Feet of Public Streets	0
Road Type	State
Acres	27.86
Investment and Land Value (Wake County property data (Year))	$6,607,084.00
Estimated Property Value at Buildout	$60,000,000.00

2.4 x number of units

Solid Waste Cost and Revenue	
Solid Waste Pickup	$68,482
Solid Waste Revenue	$59,166
Total Solid Waste Revenue from annexation	-$9,315.70
Stormwater Revenue	$18,742
Total Additional Revenue from Annexation (Not included in 10 Yr. Impact Analysis)	$9,425.90

Notes

Solid Waste Revenue	This is a standard calculation of $164.40 for garbage/trash pickup, $67.20 for yard waste collection and $57.60 for recycling that is multiplied by the number of single family, or multifamily units in the development. The figures provided are only for City provided services, for multifamily garbage collection the city contracts with private haulers who have a rate set by contract and are not assessed the residential solid waste collection fee.

Raleigh

DATE: November 13,2025

TO: Jacob Hunt
Planning Department

FROM: Lori Tanner
Stormwater Management Division

CC: File #500

SUBJECT: Annexation Areas (Contiguous Petition inside the ETJ)

Effective Date: TBD

The Stormwater Utility Billing Administration staff has reviewed the annexation petition areas. Below are the estimated revenue results of the analysis.

Stormwater Management Division Analysis

Annexation Petition Areas with the Effective Date of TBD	Current Annual Condition (Estimate)	Future Annual Condition (Estimate)	Capital Improvement Program Impacts
Jones Ridge Trail Assemblage PIN **see page 2** (ANNEX-37-25)	**(n/a)**	196 SFEU $18,741.60	N/A

(f)	This indicates there is a floodplain on the property.
(bl)	This indicates there is a blue-line stream on the property.
(fs)	This indicates there are flood soils on the property.
(sfd)	This indicates there is currently a single-family dwelling on the property.
(n/a)	New development will include demolition of current structures.
(e)	This indicates an estimate due to the unknown amount of future impervious surfaces.
SFEU	Single Family Equivalent Unit (1 SFEU = 2,260 sq. ft. Impervious Surface)
(Rate)	$8.22 per SFEU

•Future conditions (estimates) were based on the population provided by the Planning Department, which may not include impervious surfaces for items other than structures.

Jones Ridge Trail Assemblage (ANNEX-37-25) Annexation Study

PIN:

1748737308	1748832896
1748735122	1748831598
1748737179	1748834664
1748738570	1748835809
1748830555	1748837795
1748833538	1748835688
	1748838809

Stormwater Utility Billing Administration staff has reviewed the information regarding the petition annexation you sent on 11/13/2025. The following comments are offered.

Per ORDINANCE NO. (2003) - 537

- All developed land in the City, whether public or private, shall be subject to a stormwater management service charge.
- For developments with common property containing impervious surfaces, such as townhouse developments, cluster unit developments, or condominiums, each dwelling unit shall be responsible for its equal pro rata share of the total impervious surface area of the common areas of the development unless other arrangements are made according to section 6-4006(e).
- The property owner is ultimately responsible for payment of the stormwater management service charge for the property for which the party billed has not paid the stormwater management service charge.

Development and Completion Insights:

- Upon completion of development, these properties will become eligible for our Drainage Assistance and Raleigh Rainwater Rewards program.
- The site is subject to Stormwater regulations under UDO 9.2 for runoff and nitrogen.
- Stormwater Plan Reviewers will provide detailed information about flood plain locations, designated buffer zones, and applicable regulations to ensure compliance with environmental standards and mitigate potential flooding risks as part of the permitting requirement.

CITY OF RALEIGH — 10 YEAR FINANCIAL IMPACT ANALYSIS

AX-37-25 Jones Ridge Trail Assemblage

PROJECTED ANNEXATION TAX REVENUES										
GENERAL FUND REVENUES	**FY2025-26**	**FY2026-27**	**FY2027-28**	**FY2028-29**	**FY2029-2030**	**FY2030-31**	**FY2031-32**	**FY2032-33**	**FY2033-34**	**FY2034-35**
Personal & Real Property Tax	$ 115,718	$ 231,436	$ 236,064	$ 240,786	$ 245,601	$ 250,514	$ 255,524	$ 260,634	$ 265,847	$ 271,164
Sales Tax - Population Tax	74,205	150,455	152,528	154,629	156,760	158,920	161,110	163,330	165,581	167,862
TOTAL ESTIMATED TAX REVENUES	**189,923**	**381,890**	**388,592**	**395,415**	**402,362**	**409,434**	**416,634**	**423,964**	**431,428**	**439,026**
PROJECTED ANNUAL DEPARTMENTAL REVENUES										
Fire	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Police	-	-	-	-	-	-	-	-	-	-
ECC	-	-	-	-	-	-	-	-	-	-
General Government	-	-	-	-	-	-	-	-	-	-
TOTAL ANNUAL REVENUES	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
TOTAL GENERAL FUND REVENUES	**189,923**	**381,890**	**388,592**	**395,415**	**402,362**	**409,434**	**416,634**	**423,964**	**431,428**	**439,026**
TOTAL REVENUES RECEIVED	**189,923**	**381,890**	**388,592**	**395,415**	**402,362**	**409,434**	**416,634**	**423,964**	**431,428**	**439,026**
PROJECTED ONGOING DEPARTMENTAL EXPENDITURES										
GENERAL FUND EXPENDITURES	**FY2025-26**	**FY2026-27**	**FY2027-28**	**FY2028-29**	**FY2029-2030**	**FY2030-31**	**FY2031-32**	**FY2032-33**	**FY2033-34**	**FY2034-35**
Public Safety -> Fire	-	-	85,133	87,687	90,318	93,027	95,818	98,693	101,653	104,703
Public Safety -> Police	-	-	131,218	135,154	139,209	143,385	147,687	152,118	156,681	161,382
Public Safety -> ECC	-	-	15,134	15,588	16,056	16,538	17,034	17,545	18,071	18,613
General Government	-	-	116,997	120,507	124,122	127,845	131,681	135,631	139,700	143,891
TOTAL ESTIMATED ONGOING EXPENDITURES	**-**	**-**	**348,482**	**358,936**	**369,705**	**380,796**	**392,220**	**403,986**	**416,106**	**428,589**
ESTIMATED FISCAL IMPACT TO GENERAL FUND	**189,923**	**381,890**	**40,110**	**36,479**	**32,657**	**28,638**	**24,414**	**19,978**	**15,322**	**10,437**
Estimated Cumulative Impact	**189,923**	**571,813**	**611,923**	**648,402**	**681,059**	**709,697**	**734,112**	**754,090**	**769,412**	**779,849**

PROJECTED CAPITAL IMPROVEMENT PROJECTS (CIP)										
Pro-rated costs of capital projects	-	-	39,752	40,945	42,173	43,438	44,742	46,084	47,466	48,890
TOTAL ESTIMATED CAPITAL IMPROVEMENT PROJECTS	**-**	**-**	**39,752**	**40,945**	**42,173**	**43,438**	**44,742**	**46,084**	**47,466**	**48,890**
ESTIMATED FISCAL IMPACT WITH CIP (ALL COSTS)	**189,923**	**381,890**	**358**	**(4,466)**	**(9,516)**	**(14,800)**	**(20,327)**	**(26,106)**	**(32,144)**	**(38,453)**
Estimated Cumulative Impact with CIP	**$ 189,923**	**$ 571,813**	**$ 572,171**	**$ 567,705**	**$ 558,189**	**$ 543,388**	**$ 523,061**	**$ 496,956**	**$ 464,811**	**$ 426,358**

KEY ASSUMPTIONS:

Current Tax Rate = $0.3550 One penny on the current tax rate = $ 11,600,000

The model considers operating revenues, operating expenses, and capital infrastructure costs assumed to be impacted by the annexation case. The annexation financial impact analysis is not intended to assign financial responsibility or to be considered a budget. In addition, given the model uses metrics defined below it does not assess true service impacts for the city. This document includes assumptions and should be reviewed in conjunction with the financial impact model for full context.

Operating Revenue Estimates

Revenue estimates in the model include real property tax, vehicle tax and sales tax collections. These are the largest revenue sources in the general fund. Property taxes are based at the current adopted tax rate and assume a fixed percent growth over time. Property revaluations and any other rate changes are not included in this analysis given future changes are unable to be determined and are dependent upon future decisions made by the City Council.
Sales tax is estimated using a per capita metric. The assumption includes incremental population growth associated within the annexation area and a fixed % growth over time. For commercial annexations, sales tax is excluded.
In addition to real property tax noted above, residential annexation cases also include the collection of vehicle taxes and utilizes the per capita metric. Other General Fund revenues consist primarily of various state allocations as well as user fees for development services and parks and represent approximately 20% of the annual revenue budget. Annexations may generate additional revenues; however, for the purposes of this analysis those revenues are excluded as they have been considered de minims.

Operating Cost Estimates

Costs for departments are estimated using a cost per acre unit of measure based on the City's annual operating budget for departments such as Public Safety, Transportation and Parks. These costs may be adjusted as needed for incremental data provided that is specific to the analysis. Operating costs include: All personnel costs such as salary and benefits. Vehicle costs as the City funds these purchases via an annual cost allocation, referred to as a EUC. Operational needs such as fuel, contracted services, uniforms, and supplies. A cost escalator is assumed into the future; however, the actual future costs to provide services in the annexation will depend upon future decisions made by City Council as a part of the annual budget.

Capital Cost Estimates

Capital infrastructure estimates are considered and applied using a historical budgeted average applied to a cost per acre unit of measure. Infrastructure funded via General Obligation Bonds, examples include Transportation, Streets and Housing, are typically funded with incremental property taxes and therefore have been excluded from this analysis. Other City infrastructure is typically funded from operational revenues (pay-go) and include infrastructure such as fire stations, police stations, vehicle operation centers. Also, capital costs for streets resurfacing, parks maintenance and housing initiatives are included.

Enterprise Services

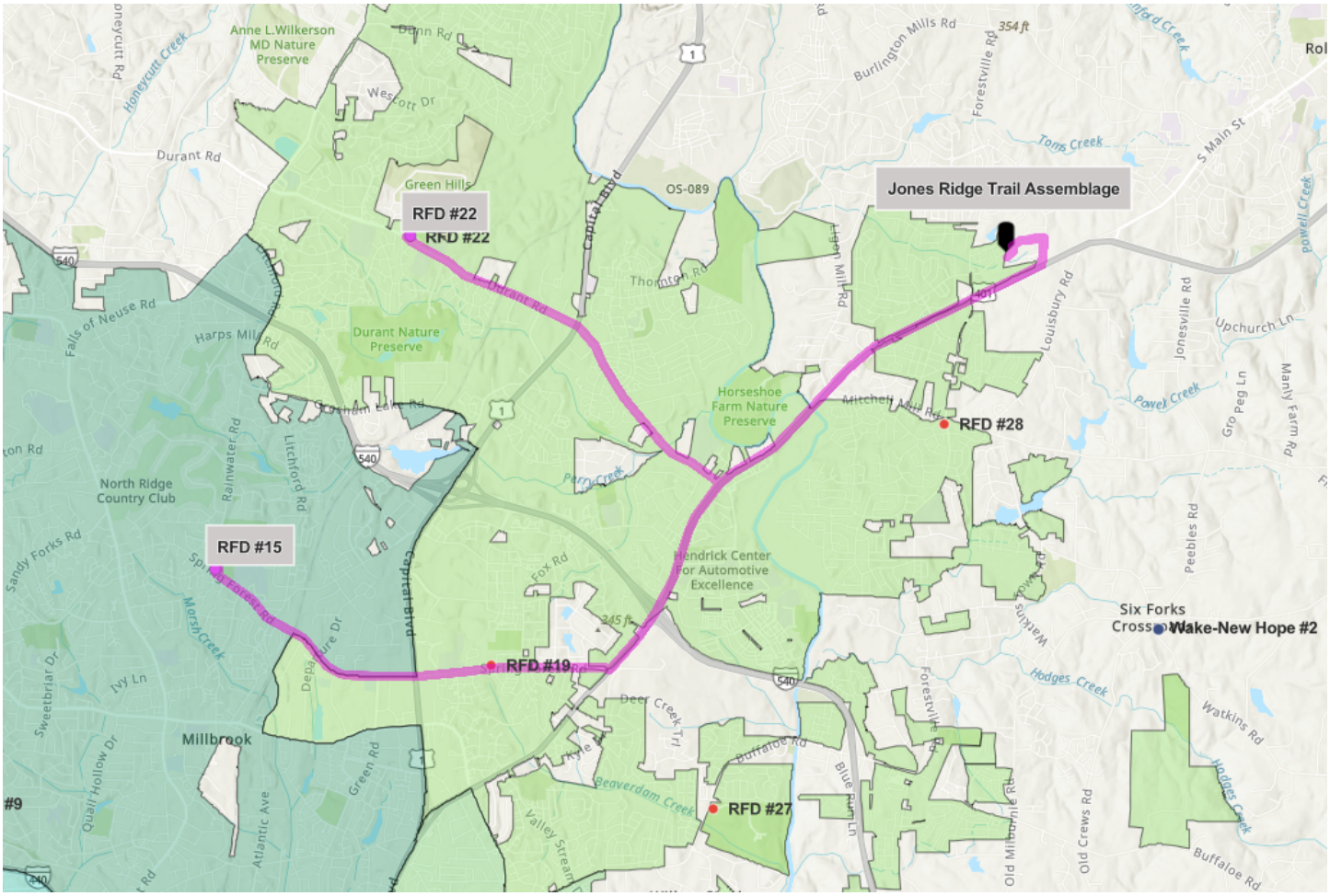
Enterprise services (examples, Raleigh Water, Stormwater) are excluded from the financial impact analysis as revenues and associated costs are deemed to be fully recovered by the enterprise. With one exception, Solid Waste Services is currently subsidized by the General Fund but for purposes of this analysis has been excluded.

RFD Service Review

Case Number: AX-37-25
Box Response: Jones Ridge Trail Assemblage
Council District: District B
Date: 11/17/2025

1st Alarm Fire Response Units	Time (min)	Distance (mi)
Engine 28 (3500 Forestville Rd)	5	2.1
Engine 19 (4209 Spring Forest Rd)	11	6.0
Engine 22 (10050 Durant Rd)	12	6.3
Ladder 22 (10050 Durant Rd)	12	6.3
Engine 27 (5916 Buffaloe Rd)	13	6.6
Ladder 15 (1815 Spring Forest Rd)	17	8.6
Mutual Aid Unit		
Wake Forest Station 3 (1412 Forestville Rd)	6	2.9
NFPA Standard Impact		
NOT MET: NFPA 1710 4.1.2.1 Sec 4 - 360 seconds (6 min) or less travel time for the arrival of the second company with a minimum staffing of 4 personnel at a fire suppression incident		
NOT MET: NFPA 1710 4.1.2.1 Sec 5 - For other than high-rise, 480 seconds (8 min) or less travel time for deployment of an initial full alarm assignment at a fire suppression incident		
Hydrant Distance		
Nearest hydrant approximately 2,000 ft away on Louisburg Rd.		
Additional Comments		

Ladder Travel Distance



Raleigh

City Council
Agenda Item

Agenda Title:	Petition for Annexation - AX-5-26 - Non-Contiguous, Inside ETJ – 511 Strother Road (District D)
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Planning and Development - Long Range
Sponsor:	Matthew Klem, Bynum Walter

Agenda Item Description:

Matthew Burns, Planning and Development

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The following annexation petition has been received by the city. The property is located within the Priority Annexation Boundary established by Resolution 2025-717. Additional information is included with the agenda materials. This property was last rezoned in 1971.

Recommended Action: Acknowledge the annexation petition, direct the City Clerk to check the sufficiency of the petition pursuant to State statutes, and if found sufficient, authorize advertisement for public hearing to be held on May 19, 2026.

Agenda Item Details:

AREA NAME & DISTRICT	PETITIONER	ACRES	PROPOSED USE	ZONING	ANNEXATION TYPE
511 Strother Road (District D)	511 FM LLC	4.25 acres	12 Single Family Residential Units	R-4	Non-contiguous inside ETJ

Raleigh

memo

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Matthew Burns, Planning Supervisor Hiram Marziano, MPA, CFM, CZO, Senior Planner
Department	Planning and Development
Date	March 30, 2026
Subject	Council Agenda Item, Petition Annexation, AX-5-26 Consent Agenda: May 5, 2026 Anticipated Public Hearing: May 19, 2026

An annexation petition was received for the following area. A map indicating the specific annexation location is attached:

Annexation Area	511 Strother Road
Annexation Type	Non-contiguous, inside ETJ, full annexation
Primary Contact	511 FM LLC
Property Owner	511 FM LLC
Acres	4.25 acres
Proposed Land Use	Twelve Single-Family Residential Dwelling Units
Current Zoning	Residential-4 (R-4)
Council District	D

ANNEXATION STAFF REPORT

AX-5-26 511 STROTHER ROAD, NON-CONTIGUOUS, INSIDE ETJ , FULL ANNEXATION

Location	West side of Strother Road, near intersection of Stother Road, Bashford Road and Myra Road; borders Myra Road and Glosson Road; approximately 1/4 mile south of intersection of Hillsborough Street and Bashford Road Address: 511 Strother Road PIN: 0774509612 Link to iMaps
Area of Request	4.25 acres
Property Owner	511 FM LLC
Applicant	511 FM LLC
Development Review Case #	SUB-0056-2025
Proposed Land Use	Twelve Single-Family Residential Dwelling Units
Market Value at Build-out	$1,800,000
Current Zoning	Residential-4 (R-4)
Water Supply Watershed	N/A
Council District	D

POLICY GUIDANCE

City Planning Department	**Policy LU 3.1 - Zoning of Annexed Lands** *The zoning designation for newly annexed land into the City of Raleigh shall be consistent with the Future Land Use Map. In those cases where the annexed lands are within a special study area (as shown on the Future Land Use Map), a special study*

	will need to be completed prior to zoning and development of the property. • The site is presently zoned Residential-4 (R-4) which dates to 1971 (Z-52-71). This request is not associated with a rezoning. • The Future Land Use Map (FLUM) designates this area as Office & Residential Mixed Use • R-4 is a consistent zoning district for this FLUM category **Policy LU 3.2 Location of Growth** *The development of vacant properties should occur first within the City's limits, then within the City's planning jurisdiction, and lastly within the City's USAs to provide for more compact and orderly growth, including provision of conservation areas.* • The subject property is inside the City of Raleigh's Extraterritorial Planning Jurisdiction (ETJ) • The parcel is non-contiguous with the City's corporate limits • Site is within the recently adopted growth boundary **Policy LU 3.4 Infrastructure Concurrency** *The City of Raleigh should only approve development within newly annexed areas or Raleigh's ETJ when the appropriate transportation, water, stormwater, and wastewater infrastructure is programmed to be in place concurrent with the development*. • Site does not currently have direct availability to water service • Site does not currently have direct availability to a sewer connection • Site does not access a City maintained street. Closest City maintained street is Bashford Road leading to Hillsborough Street • Site has access to three state roads: Strother Road, Myra Road and Glosson Road
Public Utilities Department	**Existing Utilities** • There is not a water main directly available to the site. • There is an 8" water min within Bashford Rd which is approximately 330 LF away. • There is not a sewer main directly available to the site.

	• There is an 8” sewer main within Canary Falls Ln which is approximately 750 LF away. **Additional Information** • This annexation request is adding 1400 LF of water into our system. • This annexation request is adding 1500 LF of sewer into our system. • The properties are associated with a development plan (SUB-0056-2025) **General** • Any development on the site will be evaluated at submittal in accordance with all Local, State, and Federal requirements. • All necessary utility extensions and connections are the sole responsibility of the Owner/Developer. The petitioners understand and agree that all streets and utilities within the annexed area will be constructed and installed by the developer according to the Unified Development Ordinance and any utilities that must be extended to the annexed area are the responsibility of the developers or successive property owners.
Raleigh Fire Department	**NFPA Standard Impact** • NOT MET: NFPA 1710 4.1.2.1 Sec 4 - 360 seconds (6 min) or less travel time for the arrival of the second company with a minimum staffing of 4 personnel at a fire suppression incident • NOT MET: NFPA 1710 4.1.2.1 Sec 5 - For other than high-rise, 480 seconds (8 min) or less travel time for deployment of an initial full alarm assignment at a fire suppression incident **Hydrant Distance** • Nearest hydrant approximately 500 ft away on Bashford Rd. *Please see attached RFD Service Review for complete details.*

SUMMARY OF IMPACTS

Impacts Identified	<u>Approval of Annexation:</u> Approval will result in the property being served by city services. If property is inside the ETJ and approved with a delayed

	effective date, the property owner may apply for appropriate permits and connect the parcel to city water, wastewater, and reuse services if City Council approves the connection. The approval of utility connections can be subject to any conditions offered by the applicant and agreed to by City Council. Under this scenario, the utility customer will pay “outside rates,” which are double the standard water and wastewater rates for customers within the city limits, until such time that the property comes into city limits. In the event of a delayed annexation effective date with water and sewer connection, it is the responsibility of the property owner to notify Raleigh Water when the delayed annexation date becomes effective so that billing may be switched to “inside rates.” Under either scenario, full city services would be available to the property on the day in which the annexation becomes effective. Denial of Annexation (inside ETJ): If denied, the property owner may apply for appropriate permits and connect the parcel(s) to city water, wastewater, and reuse services only if City Council approves the connection. The approval of utility connections can be subject to any conditions offered by the applicant and agreed to by City Council. Properties connected to these services are subject to “outside rates,” which are double the standard water and wastewater rates for customers within the city limits. Full city service coverage beyond water and sewer would not be available under this scenario.

DESCRIPTIVE STATEMENT

The site being petitioned for annexation is a single parcel (0774509612) that totals 4.25 acres.

The site is located on the west side of Strother Road, just south of the intersection of Stother Road, Bashford Road and Myra Road. It is approximately a quarter mile south of the intersection of Hillsborough Street and Bashford Road. The property spans between Strother Road and Glosson Road to the west. It abuts Myra Road on the northern property line. The area is within the City's extraterritorial jurisdiction, however, there is no contiguous joining to the corporate limits. The property is located within a pocket area of unincorporated area, so while there is not contiguity, this is not a request that further extends the City’s outward boundary.

The property contains an existing single-family residence constructed in 1962. The application indicates that this site would be developed for twelve single-family residential dwelling units, as displayed on the preliminary subdivision plan (SUB-0056-2025).

There are no notable environmental features on this site. The Fire Service Master Plan identifies Southwest Raleigh (Asbury area) as a significant growth area and anticipates

increased call volume growth for Station #8. Station #8 is intended for replacement, with design beginning in 2028 and occupancy expected by 2033. No new staff or new vehicles will be added.

The site is presently zoned Residential-4 (R-4) which dates to 1971 (Z-52-71). This request is not associated with a rezoning. It is located within an area designated as Office & Residential Mixed Use on the Future Land Use Map (FLUM). R-4 zoning and single-family residences are consistent with the FLUM designation.

The property is situated inside both a Frequent Transit Area and the Western Boulevard Transit Station Area, within proximity to planned Western Bus Rapid Transit service. However, as the street network currently exists, there is no direct access to Western Boulevard, though the street plan does propose a connection from Stother Road to Farm Gate Road should future development permit.

Surrounding zoning includes R-4 on all sides, with additional nearby districts comprising Residential-6 (R-6), Residential-10 (R-10), Residential mixed Use, 4 Stories, Conditional Use (RX-4-CU), and Office Mixed Use, 3 stories, Parkway Frontage, Conditional Use (OX-3-PK-CU). Area uses include detached housing and garden apartments buildings. There are commercial uses north on Hillsborough Street.

If annexed, the property would benefit from city services, such as water and sanitary sewer service, police and fire protection, as well as refuse collection. The property is non-contiguous with city boundaries. If annexed, it would be located within City Council District D.

ATTACHMENTS

1. Annexation Site Map
2. Zoning Map
3. Future Land Use Map
4. Annexation Petition
5. Survey Map (1-page total)
6. Legal Description (1-page total)
7. Solid Waste/Stormwater Cost Revenue Analysis
8. 10-year Financial Impact Analysis
9. Fire Services Report
10. Pending Site Plan [SUB-0056-2025]

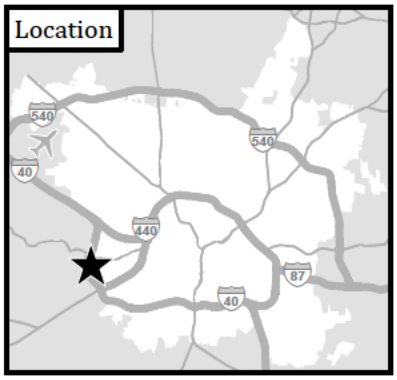
Annexation Request

AX-5-2026

Item B.2.b

Annexation Request | City Limits | ETJ

Property	511 Strother Rd
Size	4.25 Petition Acres (+ 0.00 Intervening RoW Acres)
Annexation Type	Non-Contiguous - Inside ETJ
City Council District	D

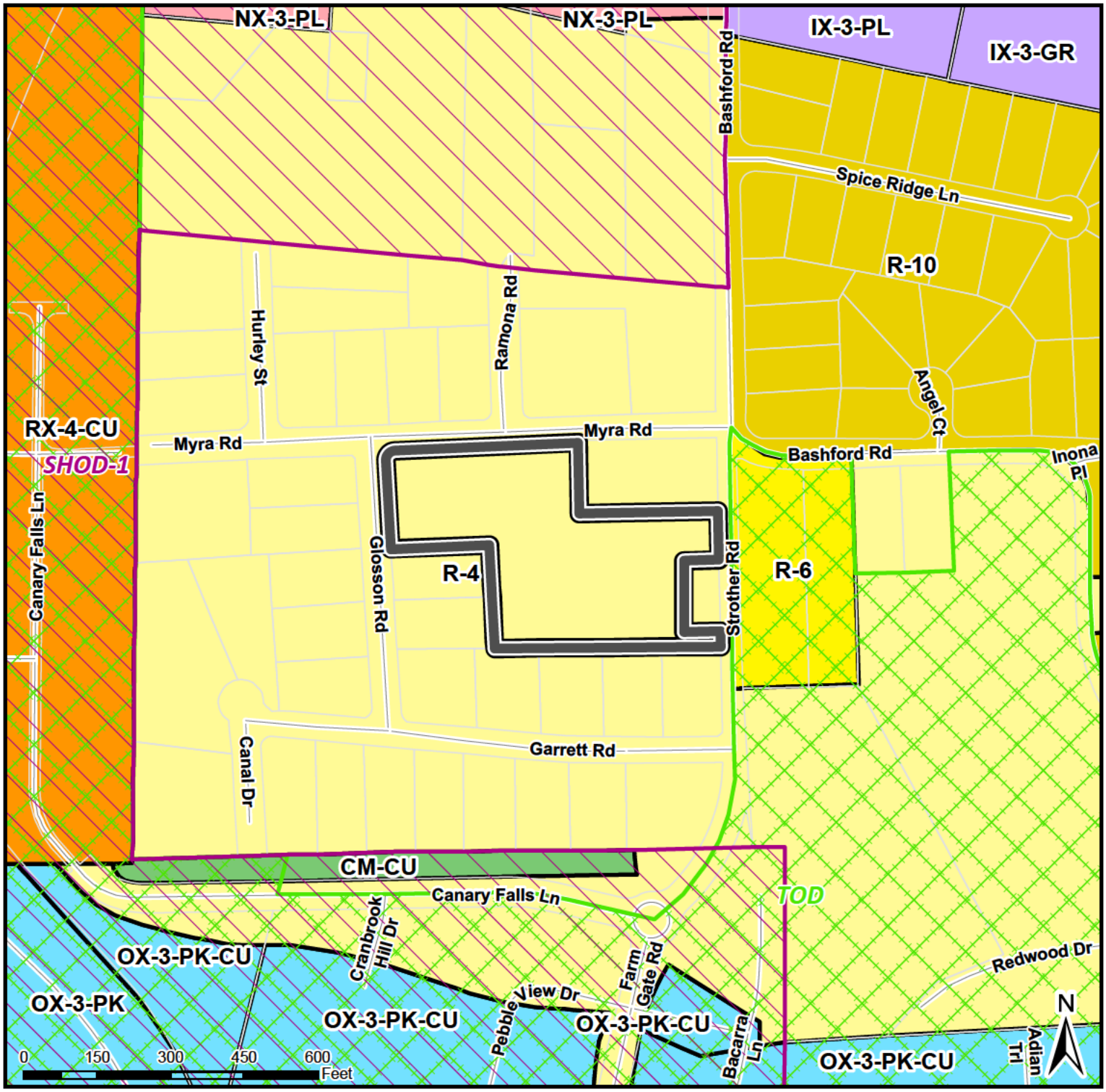


Map by Raleigh Department of Planning and Development (mcgregorm): 3/25/2026

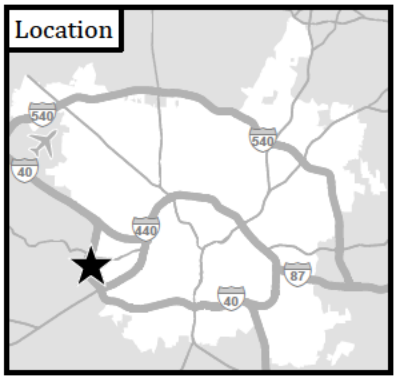
Existing Zoning

AX-5-2026

Item B.2.b



Property	511 Strother Rd
Size	4.25 Petition Acres (+ 0.00 Intervening RoW Acres)
Annexation Type	Non-Contiguous - Inside ETJ
City Council District	D

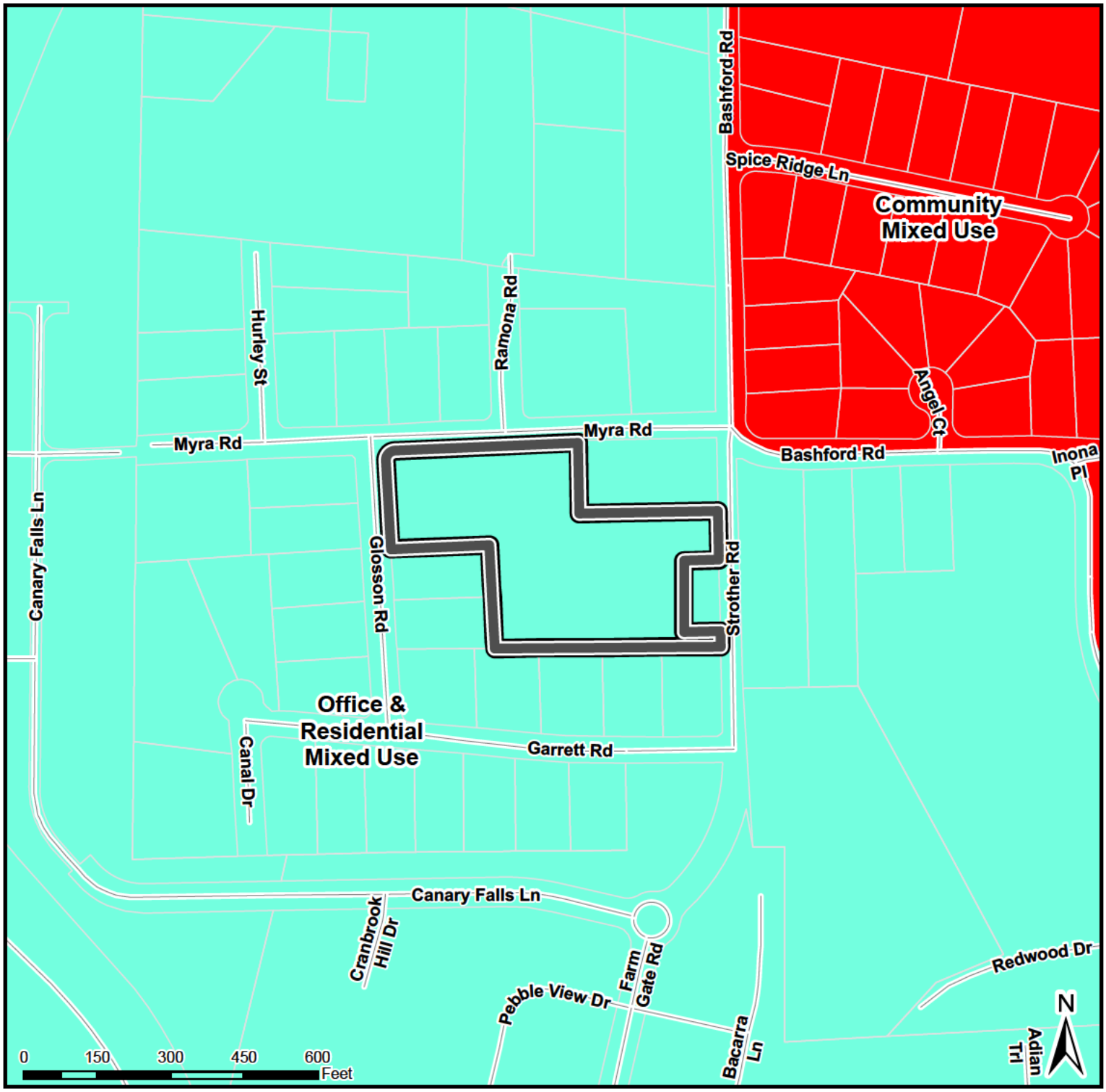


Map by Raleigh Department of Planning and Development (mcgregorm): 3/25/2026

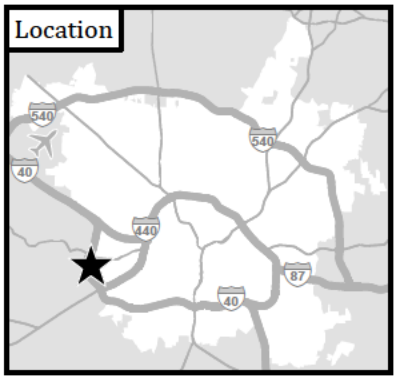
Future Land Use

AX-5-2026

Item B.2b



Property	511 Strother Rd
Size	4.25 Petition Acres (+ 0.00 Intervening RoW Acres)
Annexation Type	Non-Contiguous - Inside ETJ
City Council District	D



Map by Raleigh Department of Planning and Development (mcgregorm): 3/25/2026

Petition for Annexation into Raleigh City Limits

Planning and Development Department • One Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2682

Raleigh

Section A Submittal Deadlines
Petitions for annexation are accepted by Planning and Development at any time. For fees required for the submittal of an annexation petition, please reference the Development Fee Guide. **The annexation will be scheduled for public hearing and becomes effective immediately upon adoption at the scheduled public hearing unless notified otherwise by the City Clerk.**

Section B Summary Information / Metes and Bounds Descriptions		
Development Project Name: Strother Road Subdivision		
Street Address: 511 Strother Road		
City of Raleigh Subdivision approval #: S-_____-_____ or SUB-0056-2025 (Still In Review)	Building Permit #: _____ or	Group Housing #: GH-_____-_____-_____
Wake County (PINs) Property Identification Number(s): 0774-50-9612		
Acreage of Annexation Site: 4.25	Linear Feet of New Public Streets within Annexation Boundaries: 292.73	
Annexation site is requesting connection to City of Raleigh Water ☑ and/or Sewer ☑		
For Sewer-Only Requests:	Applicant has received a contract for service from Raleigh Water: ☐ Yes. ☑ No	
Number of proposed dwelling units: 12		

Continue to page two >>

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Unit Type/Unit Count:	Total Breakdown of Dwelling Units		
	Single-Family Home Unit Count 12	Multifamily - Condo/Apartment Unit Count _____	Multifamily – Townhouse Unit Count _____
	Complete only for Townhome Units:		
	Are there more than 6 units in one group of townhomes? ☐ Y ☐ N		
	Complete only for Condo/Apartment units:		
	Are buildings multi-story with stacked units? ☐ Y ☐ N	Will there be a community trash compactor? ☐ Y ☐ N	Unit Count +/ Description: *Example* *30 Studio + 1 Bath* *50 1 BR + 1.5 Bath* Count Bedroom + Bath ____ _____+_____ ____ _____+_____ ____ _____+_____

Building Square Footage of Non-Residential Space: 0

Specific proposed use (office, retail, warehouse, school, etc.): single-family residential

Projected market value at build-out (land and improvements): $ 1,800,000

Applicant Contact Information

Property Owner(s): 511 FM LLC

Primary Mailing Address: [redacted]

Phone: [redacted] Email: [redacted]

Project Contact information (if different that property owner)

Contact(s): Samuel R. Nye

Primary Mailing Address: [redacted]

[redacted]6 Email: [redacted]

Written metes and bounds description of property to be annexed: Attach additional sheets if necessary. An electronic copy in word format must be emailed to rezoning@raleighnc.gov.

Section C Annexation Petition

State of North Carolina, County of Wake, Petition of Annexation of Property to the City of Raleigh, North Carolina

Part 1 The undersigned, being all the owners of the real property described in this application (Section B) respectfully request the annexation of said property to the City of Raleigh, North Carolina. **The petitioners understand and agree that all streets and utilities within the annexed area will be constructed and installed by the developer according to the Unified Development Ordinance and any utilities that must be extended to the annexed area are the responsibility of the developers or successive property owners.** The property to be annexed is:

[X]	**Contiguous** to the present corporate limits of the City of Raleigh, North Carolina, or
[ ]	**Not Contiguous** to the municipal limits of the City of Raleigh, North Carolina and is located within three miles of the municipal limits of the City of Raleigh, North Carolina (pursuant to Chapter 989 of the Sessions Law of North Carolina, 1967).

Part 2 The undersigned certify that they have researched the assessment lien rolls of the City (located at https://raleighnc.gov/services/doing-business/assessment-liens), and that the property described in this application, including any portion thereof, ____ is / X is not (mark one) listed on any of the City's assessment lien rolls. If the property, or any portion thereof, is listed on the City's assessment lien rolls, the account number[s] for such assessment is _____.

Part 3 NC General Statutes require petitioners of both contiguous and satellite annexations to file a signed statement declaring whether vested rights have been established in accordance with G.S. §160D-108 and G.S. §160D-108.1 for properties subject to the petition.

Do you declare such vested rights for the property subject to this petition? [ ] Yes [✓] No

If yes, please submit proof that vested rights have been granted by governing board. I hereby declare that my failure to disclose existence of a vested right terminates any vested right previously acquired for this property.

Signed this 12th day of February, 2026 by the owners of the property described in Section B.

Owner's Signature(s):

Signature _____ Date 2/12/26

Signature _____ Date _____

Signature _____ Date _____

Signature _____ Date _____

Corporate Seal

Print Owner Name(s) and Information:

Name: Stuart Poulsen Phone: [redacted]

Address: [redacted]

Name: _____ Phone: _____

Address:

Above signature(s) attested by

Received by the City Council of Raleigh, North Carolina, this ____ day of ____ 20____, at a Council meeting duly held.

Signature of the City Clerk and Treasurer: _____

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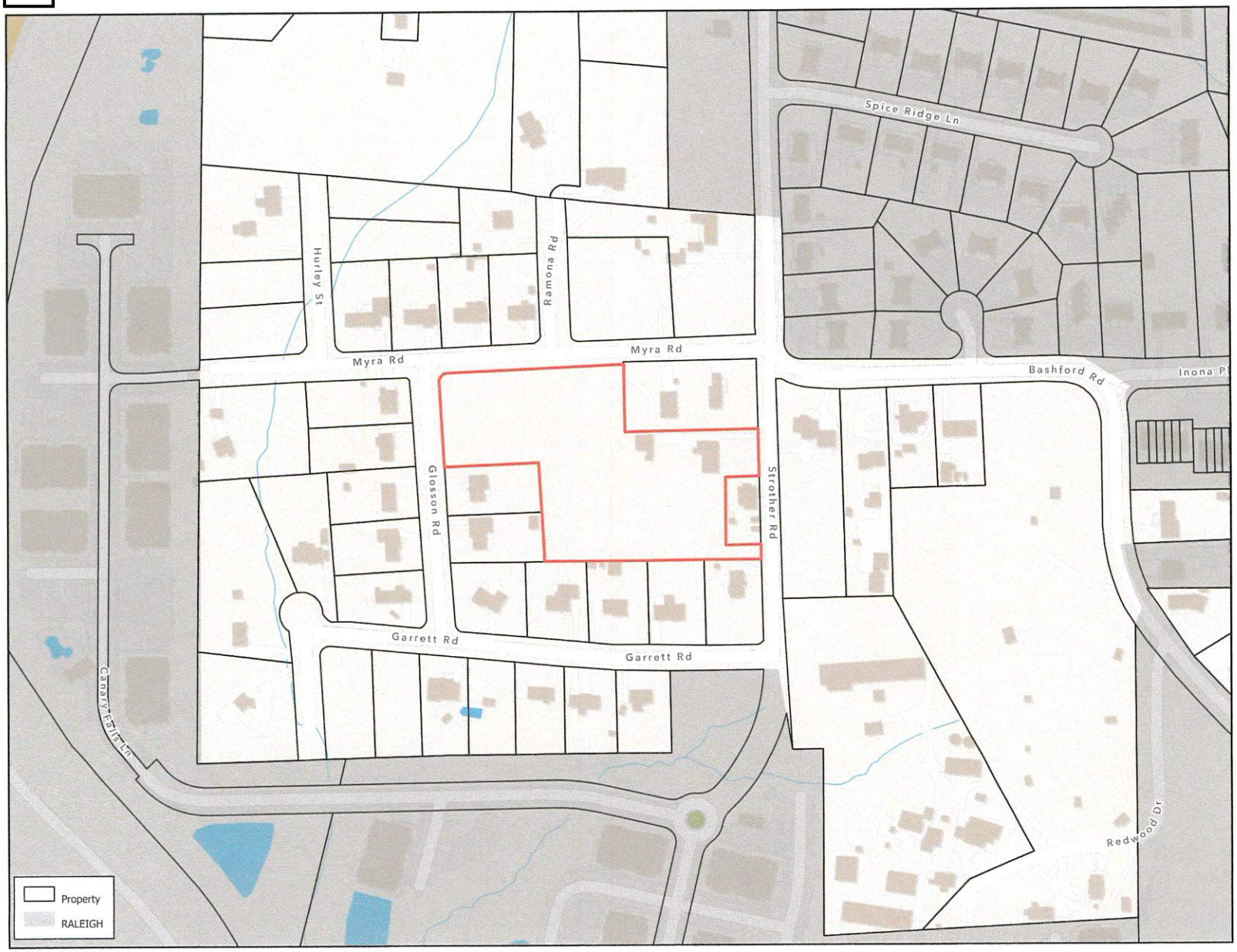
Section D Submittal Checklist		
Please include all of the following (check off). If any information is missing from the application package, you will be asked to complete the application and re-submit the petition, so please check the list below carefully before you submit:		
☑	**Annexation Petition Fee** (see the Development Fee Guide webpage for current fee)	
☐	**If a request for sewer only**, submit a copy of the contract for service with Raleigh Water	
☑	**Written metes and bounds description of the property to be annexed** must be attached to this application. See page 1	
☑	**Electronic Word document of the written metes and bounds** must be emailed to: rezoning@raleighnc.gov.	
☑	**Survey or Plat** showing above written metes and bounds description of the property to be annexed must be submitted electronically in .pdf format, if possible. The survey or plat, if not already recorded, must be signed by a land surveyor licensed in the State of NC. The survey must be valid for the purposes of recording as set forth in NC General Statute § 47-30.	
☑	**City or County Property Map** with parcels included in the annexation request clearly marked. An excerpt of a property map is acceptable, but the map number must appear on the excerpt. This map must show the **existing and proposed city limits**.	
☑	**Copy of Approved Preliminary Site Plan or Final Site Plan** showing City Building Permit Transaction Number or Group Housing Number (GH-_____-13, etc.) **or**	**Copy of Subdivision Plat** submitted for lot recording approval with City file number (S-_____-13, etc.)
☑	**Projected Market Value of Development** at build-out (land and improvements).	
☑	**General Annexation Area Data:** Linear feet of public streets, total annexation area acreage, number of proposed residential units or square footage of commercial space, type of utility connections involved, specific land uses proposed.	
☑	**This application form** completed, dated and signed by the property owner(s) and attested **submitted by the deadlines noted in section B of this application**, pages 1 and 2.	
Required, but often missing information. Please make sure to include the following:		
☑	**Correct Parcel Identification Number(s) (PIN).** Call Wake County Geographic Information Services at 919-856-6360, if there is any question about the parcel identifier. **This is very important.** Please indicate if the property being requested for annexation is only a portion of an existing parcel.	
☑	**Owner's Signatures and Date of Signatures.** See page 3 of this application. All real property owners must sign the application, and the date of signature MUST be filled in!	
☐	**Corporate Seal** for property owned by a corporation.	
☐	**Rezoning Application**, if the property is currently outside Raleigh's Extraterritorial Jurisdiction.	

Item B.2.b



511 Strother Rd parcel map

REID: 0022903
PIN: 0774509612
PIN Extension: 000
Land Value: $540000
Building Value: $78211
Total Value Assessed: $618211
Deed Acres: 4.25
Year Built: 1962
Heated Area: 2034
Type and Use: SINGLFAM
Design Style: Conventional
Planning Jurisdiction: RA
Township: Raleigh
Owner: 511 FM LLC
Mailing Address 1: 414 FORSYTH ST
Mailing Address 2: RALEIGH NC 27609-6316
Deed Book: 019896
Deed Page: 01609
Deed Date: 5/2/2025
Land Class: Residential Less Than 10 Acres
Map Name: 0774 19
Billing Class: Business
Property Description: 511 FM LLC SRVY BM2025 -00776
Address: 511 STROTHER RD
Street Name: STROTHER RD
Old Parcel Number: 519-00000-0078
Units: 1
Total Structures: 1
Total Units: 1
Other Building Value: $28840
ZIP: 27606
TYPE_AND_USE: 01
DESIGNSTYL: CVL

N

0 100 200 400 ft

1 inch equals 200 feet

Disclaimer
iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied, are provided for the data therein, its use,or its interpretation.

511 STROTHER RD. MARKET VALUE AND GENERAL ANNEXATION DATA

ANTICIPATED MARKET VALUE FOR LOT AFTER ANNEXATION: $1,800,000.00

LINEAR FEET OF PUBLIC STREETS: 292.73 LF.

TOTAL ANNEXED AREA: 4.25 AC.

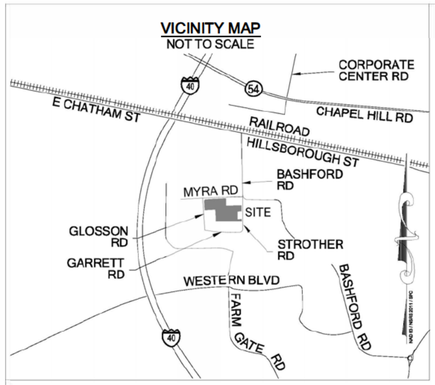
PROPOSED RESIDENTIAL: 12 SINGLE FAMILY RESIDENTIAL LOTS

UTILITY CONNECTIONS: CITY WATER AND SEWER

CURRENT LAND USE: SINGLE FAMILY

FUTURE LAND USE: SINGLE FAMILY

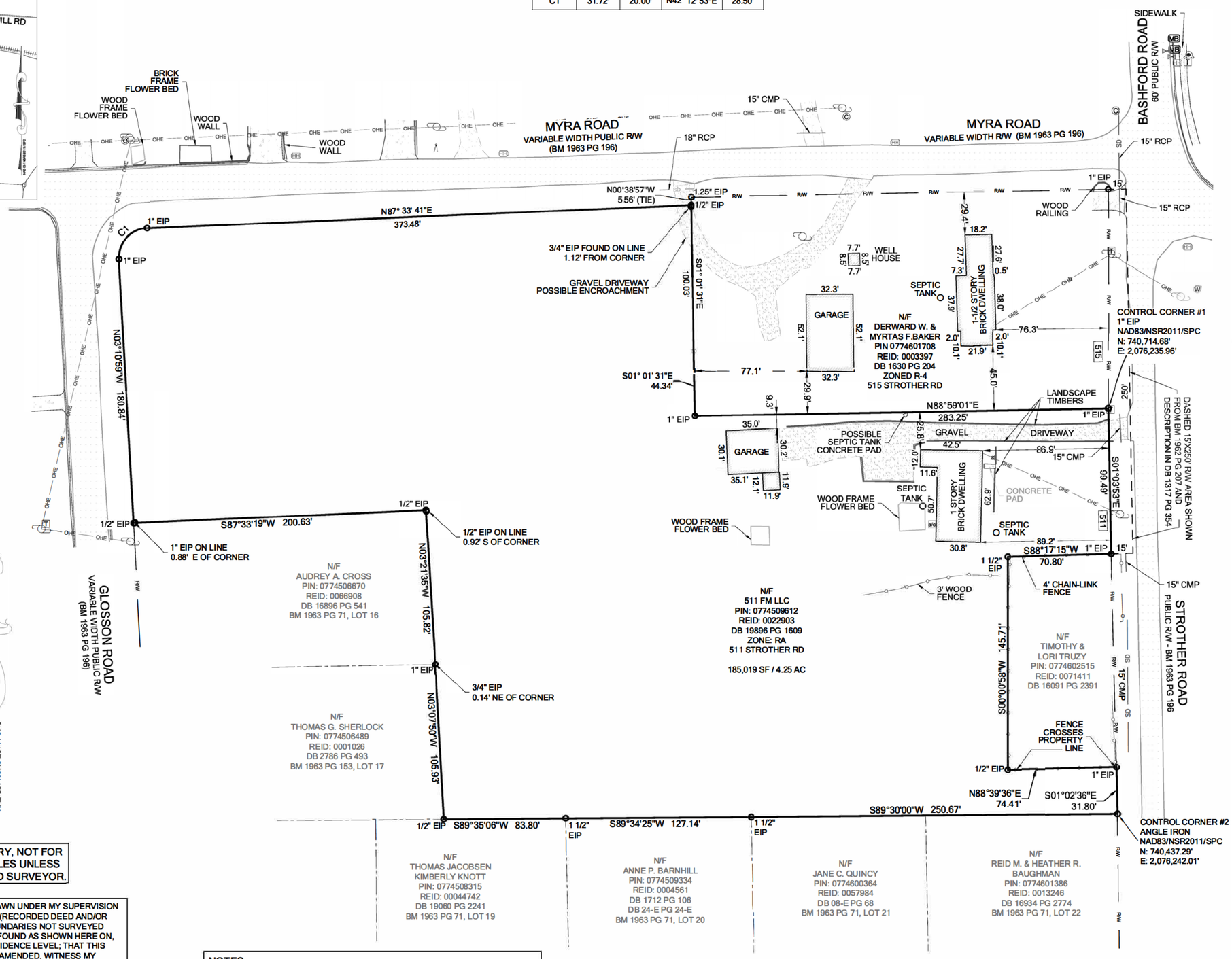
ANNEXATION / SURVEY MAP (PAGE 1 OF 1)



CURVE TABLE				
CURVE#	LENGTH	RADIUS	BEARING	CHORD
C1	31.72'	20.00'	N42° 12' 53"E	28.50'

LEGEND

- BOUNDARY CORNER FOUND
- BOUNDARY CORNER SET
- COMPUTED POINT
- WATER METER
- MANHOLE
- ELECTRIC BOX
- CABLE BOX
- TELEPHONE PEDESTAL
- UTILITY POLE
- LIGHT POLE
- FIRE HYDRANT
- BURIED UTILITY MARKER
- EIP EXISTING IRON PIPE
- CMP CORRUGATED METAL PIPE
- CPO COVERED PORCH
- PO PORCH
- SP SCREENED PORCH
- WD WOOD DECK
- SW SIDEWALK
- DW DRIVEWAY
- P CONCRETE PATIO
- CO CLEAN OUT
- AC AIR CONDITIONER
- 511 PROPERTY ADDRESS
- FENCE
- RETRACED BOUNDARY LINE
- BOUNDARY LINE BY DEED
- BOUNDARY TIE LINE
- R/W RIGHT OF WAY
- EASEMENTS
- SETBACKS
- OHE OHE OVERHEAD UTILITY LINE
- SD SD STORM DRAINAGE LINE
- PAVEMENT
- CONCRETE
- GRAVEL



GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

THIS MAP IS CONSIDERED PRELIMINARY, NOT FOR RECORDATION, CONVEYANCE OR SALES UNLESS SIGNED AND SEALED BY THE LICENSED SURVEYOR.

I, JOSHUA R. DAVIDSON, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (RECORDED DEED AND/OR PLAT DESCRIPTION REFERENCED HEREON); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND AS SHOWN HERE ON, THAT THE POSITIONAL ACCURACY IS < 0.10' AT A 95% CONFIDENCE LEVEL; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER, AND SEAL THIS ___9TH_____ DAY OF __FEBRUARY___, A.D., 2026.

I FURTHER CERTIFY THAT IN ACCORDANCE WITH G.S. 47-30 THAT THE SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND OR ONE OR MORE EXISTING EASEMENTS AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET. FOR THE PURPOSES OF THIS SUBSECTION, AN "EXISTING PARCEL" OR "EXISTING EASEMENT" IS AN AREA OF LAND DESCRIBED IN A SINGLE, LEGAL DESCRIPTION OR LEGALLY RECORDED SUBDIVISION THAT HAS BEEN OR MAY BE LEGALLY CONVEYED TO A NEW OWNER BY DEED IN ITS EXISTING CONFIGURATION.

[redacted]

JO
NC

NOTES

1. THE PROPERTY LIES IN ZONES "X" PER NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAP COMMUNITY NUMBER 3720077400K DATED 07/19/2022.
2. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES AND ALL BEARINGS ARE NAD 83 / NSRS 2011, NORTH CAROLINA STATE PLANE UNLESS OTHERWISE SHOWN.
3. SITE ZONED R-4, FOR RALEIGH, PER WAKE COUNTY GIS.
4. AREAS COMPUTED BY COORDINATE METHOD.
5. THIS SURVEY WAS PREPARED BY BATEMAN CIVIL SURVEY COMPANY, UNDER THE SUPERVISION OF JOSHUA R. DAVIDSON, PLS.
6. PROPERTY LINES SHOWN WERE TAKEN FROM EXISTING FIELD EVIDENCE, EXISTING DEEDS AND/OR PLATS OF PUBLIC RECORD, AND INFORMATION SUPPLIED TO THE SURVEYOR BY CLIENT.
7. BOUNDARY CORNERS SET ARE 3/4" IRON PIPES UNLESS OTHERWISE STATED.
8. THIS MAP HAS NOT BEEN REVIEWED BY A LOCAL GOVERNMENT AGENCY FOR COMPLIANCE WITH ANY APPLICABLE LAND DEVELOPMENT REGULATIONS.
9. SURVEY COMPLETED WITHOUT THE BENEFIT OF A TITLE COMMITMENT OR SEARCH.

CLASS OF SURVEY: A
POSITIONAL ACCURACY: 0.07
TYPE OF GPS FIELD PROCEDURE: NC REALTIME NETWORK
DATES OF SURVEY: JANUARY 2025 & JANUARY 2026
DATUM/EPOCH: NAD83/NSRS2011/NAVD88/SPC
COMBINED GRID FACTOR(S): 0.999897180
CGF SCALE POINT: CONTROL CORNER #1
UNITS: US SURVEY FEET

BATEMAN CIVIL SURVEY COMPANY
ENGINEERS • SURVEYORS • PLANNERS
[redacted]
NCBELS FIRM# C-2378

PROPERTY OWNER
[redacted]

BOUNDARY SURVEY
EXCLUSIVELY FOR 511 FM LLC
511 STROTHER RD, RALEIGH
PIN: 0774509612, REID: 0022903
AS DESCRIBED IN DB 19896 PG 1609
RALEIGH TOWNSHIP - WAKE COUNTY - NORTH CAROLINA

REVISIONS

1. REVISED BOUNDARY 12/19/25 (ELS)
2. REVISED BOUNDARY 01/05/26 (ELS)
3.
4.

DRAWN BY:	MJP
CHECKED BY:	FRC
SCALE:	1" = 50'
DATE:	01/15/2025
DRAWING #:	241155

SHEET 1 OF 1

P:\2024 Projects\241155 Strothers Projects\SURVEY\DWG\241155 511 Strother Rd Project.dwg, 2/9/2026 12:56:31 PM

LEGAL DESCRIPTION (PAGE 1 OF 1)

BCSC
BATEMAN CIVIL SURVEY COMPANY

Bateman Civil Survey Company, PC
[redacted]
[redacted]

511 STROTHER RD - PIN# 0774509612

BEING ALL OF THAT PARCEL OF LAND NOW OR FORMERLY OF 511 FM, LLC (PIN: 0774509612) AS DESCRIBED IN DB 19896 AT PAGE 1609 AND BM 2025 PG 776, LYING IN RALEIGH TOWNSHIP, WAKE COUNTY, NORTH CAROLINA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A 1" IRON PIPE FOUND ON THE WESTERN RIGHT OF WAY OF STROTHER ROAD AND THE NORTHEASTER CORNER OF THE HEREIN DESCRIBED PARCEL, SAID IRON BEING THE TRUE POINT OF BEGINNING AND HAVING NORTH CAROLINA STATE PLAIN COORDINATES OF N: 740,714.68' AND E: 2,076,235.96'; THENCE, FROM THE POINT OF BEGINNING AND WITH SAID RIGHT OF WAY, S01°03'53"E A DISTANCE OF 99.49 FEET TO A 1" IRON PIPE FOUND; THENCE, LEAVING SAID RIGHT OF WAY, S88°17'15"W A DISTANCE OF 70.80 FEET TO A 1.5" IRON PIPE FOUND; THENCE, S00°00'58"W A DISTANCE OF 145.71 FEET TO A ½" IRON PIPE FOUND; THENCE, N88°39'36"E A DISTANCE OF 74.41 FEET TO A 1" IRON PIPE FOUND ON THE WESTERN RIGHT OF WAY OF STROTHER ROAD; THENCE, WITH SAID RIGHT OF WAY, S01°02'36"E A DISTANCE OF 31.80 FEET TO AN INGLE IRON FOUND; THENCE, LEAVING SAID RIGHT OF WAY, S89°30'00"W A DISTANCE OF 250.67 FEET TO A 1.5" IRON PIPE FOUND; THENCE, S89°34'25"W A DISTANCE OF 127.14 FEET TO A 1.5" IRON PIPE FOUND; THENCE, S89°35'06"W A DISTANCE OF 83.80 FEET TO A ½" IRON PIPE FOUND; THENCE, N03°07'50"W A DISTANCE OF 105.93 FEET TO A 1" IRON PIPE FOUND; THENCE, N03°21'35"W A DISTANCE OF 105.82 FEET TO A ½" IRON PIPE FOUND; THENCE, S87°33'19"W A DISTANCE OF 200.63 FEET TO A 1" IRON PIPE FOUND ON THE EASTERN RIGHT OF WAY OF GLOSSON ROAD; THENCE, WITH SAID RIGHT OF WAY, N03°10'59"W A DISTANCE OF 180.84 FEET TO A 1" IRON PIPE FOUND; THENCE, ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 20.00 FEET, A CHORD OF 28.50 FEET BEARING N42°12'53"E AND AN ARC LENGTH OF 31.72 FEET TO A 1" IRON PIPE FOUND ON THE SOUTHERN RIGHT OF WAY OF MYRA ROAD; THENCE, WITH SAID RIGHT OF WAY, N87°33'41"E A DISTANCE OF 373.48 FEET TO A ½" IRON REBAR FOUND; THENCE, LEAVING SAID RIGHT OF WAY, S01°01'31"E A DISTANCE OF 144.37 FEET TO A 1" IRON PIPE FOUND; THENCE, N88°59'01"E A DISTANCE OF 283.25 FEET TO THE POINT OF BEGINNING.
THE DESCRIBED PARCEL CONTAINS 185,019 SQUARE FEET OR 4.25 ACRES, MORE OR LESS.

SOLID WASTE/STORMWATER COST REVENUE ANALYSIS

Property Characteristics for 511 Strother Road	
Property Information	
Population at Buildout	28.8
Housing Units at Buildout	12
Unit Mix/Unit Type	Single-Family Home
Commercial Square Footage	0
Linear Feet of Public Streets	293
Road Type	City
Acres	4.25
Investment and Land Value (Wake County property data (2026))	$618,211.00
Estimated Property Value at Buildout	$1,800,000.00

Solid Waste Cost and Revenue	
Solid Waste Pickup	$50,107.25
Solid Waste Revenue	$40,827.00
Total Solid Waste Revenue from annexation	-$9,280.25
Stormwater Revenue	$1,183.68
Total Additional Revenue from Annexation (Not included in 10 Yr. Impact Analysis)	-$8,096.57

Notes

Solid Waste Revenue	This is a standard calculation of $164.40 for garbage/trash pickup, $67.20 for yard waste collection and $57.60 for recycling that is multiplied by the number of single family, or multifamily units in the development. The figures provided are only for City provided services, for multifamily garbage collection the city contracts with private haulers who have a rate set by contract and are not assessed the residential solid waste collection fee.

CITY OF RALEIGH

10 YEAR FINANCIAL IMPACT ANALYSIS

AX-05-26 511 Strother Rd

PROJECTED ANNEXATION TAX REVENUES										
GENERAL FUND REVENUES	**FY2025-26**	**FY2026-27**	**FY2027-28**	**FY2028-29**	**FY2029-2030**	**FY2030-31**	**FY2031-32**	**FY2032-33**	**FY2033-34**	**FY2034-35**
Personal & Real Property Tax	$ 10,783	$ 21,566	$ 21,997	$ 22,437	$ 22,886	$ 23,344	$ 23,811	$ 24,287	$ 24,773	$ 25,268
Sales Tax - Population Tax	4,687	9,502	9,633	9,766	9,901	10,037	10,175	10,316	10,458	10,602
TOTAL ESTIMATED TAX REVENUES	**15,470**	**31,069**	**31,631**	**32,203**	**32,787**	**33,381**	**33,986**	**34,603**	**35,230**	**35,870**
PROJECTED ANNUAL DEPARTMENTAL REVENUES										
Fire	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Police	-	-	-	-	-	-	-	-	-	-
ECC	-	-	-	-	-	-	-	-	-	-
General Government	-	-	-	-	-	-	-	-	-	-
TOTAL ANNUAL REVENUES	-	-	-	-	-	-	-	-	-	-
TOTAL GENERAL FUND REVENUES	**15,470**	**31,069**	**31,631**	**32,203**	**32,787**	**33,381**	**33,986**	**34,603**	**35,230**	**35,870**
TOTAL REVENUES RECEIVED	**15,470**	**31,069**	**31,631**	**32,203**	**32,787**	**33,381**	**33,986**	**34,603**	**35,230**	**35,870**

PROJECTED ONGOING DEPARTMENTAL EXPENDITURES										
GENERAL FUND EXPENDITURES	**FY2025-26**	**FY2026-27**	**FY2027-28**	**FY2028-29**	**FY2029-2030**	**FY2030-31**	**FY2031-32**	**FY2032-33**	**FY2033-34**	**FY2034-35**
Public Safety -> Fire	-	-	5,377	5,538	5,704	5,875	6,052	6,233	6,420	6,613
Public Safety -> Police	-	-	8,287	8,536	8,792	9,056	9,328	9,607	9,896	10,193
Public Safety -> ECC	-	-	956	985	1,014	1,044	1,076	1,108	1,141	1,176
General Government	-	-	7,389	7,611	7,839	8,074	8,317	8,566	8,823	9,088
TOTAL ESTIMATED ONGOING EXPENDITURES	-	-	**22,009**	**22,670**	**23,350**	**24,050**	**24,772**	**25,515**	**26,280**	**27,069**
ESTIMATED FISCAL IMPACT TO GENERAL FUND	**15,470**	**31,069**	**9,621**	**9,534**	**9,437**	**9,331**	**9,214**	**9,088**	**8,950**	**8,801**
Estimated Cumulative Impact	**15,470**	**46,538**	**56,160**	**65,693**	**75,130**	**84,461**	**93,675**	**102,763**	**111,713**	**120,514**

PROJECTED CAPITAL IMPROVEMENT PROJECTS (CIP)										
Pro-rated costs of capital projects	-	-	2,511	2,586	2,664	2,743	2,826	2,911	2,998	3,088
TOTAL ESTIMATED CAPITAL IMPROVEMENT PROJECTS	-	-	**2,511**	**2,586**	**2,664**	**2,743**	**2,826**	**2,911**	**2,998**	**3,088**
ESTIMATED FISCAL IMPACT WITH CIP (ALL COSTS)	**15,470**	**31,069**	**7,111**	**6,948**	**6,773**	**6,587**	**6,389**	**6,177**	**5,952**	**5,713**
Estimated Cumulative Impact with CIP	$ 15,470	$ 46,538	$ 53,649	$ 60,597	$ 67,370	$ 73,957	$ 80,346	$ 86,523	$ 92,475	$ 98,189

Key Annexation Statistics

Unit Type	Count of Units	Acres	Estimated population	Units per Acre	Population per Acre
SF	12	4.25	27.6	2.82	6.49

KEY ASSUMPTIONS:

Current Tax Rate = $0.3550 One penny on the current tax rate = $ 11,600,000

The model considers operating revenues, operating expenses, and capital infrastructure costs assumed to be impacted by the annexation case. The annexation financial impact analysis is not intended to assign financial responsibility or to be considered a budget. In addition, given the model uses metrics defined below it does not assess true service impacts for the city. This document includes assumptions and should be reviewed in conjunction with the financial impact model for full context.

Operating Revenue Estimates

Revenue estimates in the model include real property tax, vehicle tax and sales tax collections. These are the largest revenue sources in the general fund. Property taxes are based at the current adopted tax rate and assume a fixed percent growth over time. Property revaluations and any other rate changes are not included in this analysis given future changes are unable to be determined and are dependent upon future decisions made by the City Council.
Sales tax is estimated using a per capita metric. The assumption includes incremental population growth associated within the annexation area and a fixed % growth over time. For commercial annexations, sales tax is excluded.
In addition to real property tax noted above, residential annexation cases also include the collection of vehicle taxes and utilizes the per capita metric. Other General Fund revenues consist primarily of various state allocations as well as user fees for development services and parks and represent approximately 20% of the annual revenue budget. Annexations may generate additional revenues; however, for the purposes of this analysis those revenues are excluded as they have been considered de minims.

Operating Cost Estimates

Costs for departments are estimated using a cost per acre unit of measure based on the City's annual operating budget for departments such as Public Safety, Transportation and Parks. These costs may be adjusted as needed for incremental data provided that is specific to the analysis. Operating costs include: All personnel costs such as salary and benefits. Vehicle costs as the City funds these purchases via an annual cost allocation, referred to as a EUC. Operational needs such as fuel, contracted services, uniforms, and supplies. A cost escalator is assumed into the future; however, the actual future costs to provide services in the annexation will depend upon future decisions made by City Council as a part of the annual budget.

Capital Cost Estimates

Capital infrastructure estimates are considered and applied using a historical budgeted average applied to a cost per acre unit of measure. Infrastructure funded via General Obligation Bonds, examples include Transportation, Streets and Housing, are typically funded with incremental property taxes and therefore have been excluded from this analysis. Other City infrastructure is typically funded from operational revenues (pay-go) and include infrastructure such as fire stations, police stations, vehicle operation centers. Also, capital costs for streets resurfacing, parks maintenance and housing initiatives are included.

Enterprise Services

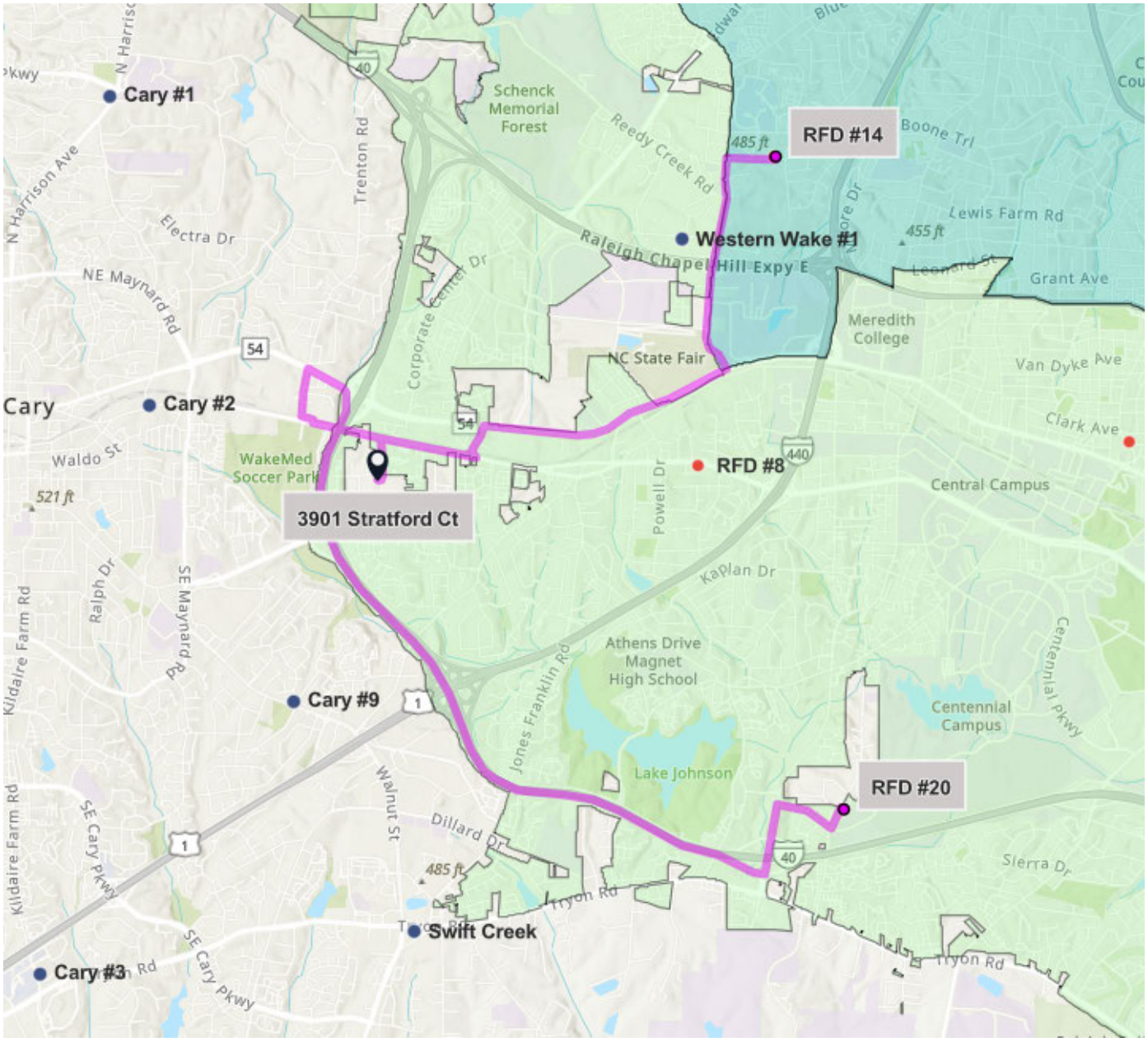
Enterprise services (examples, Raleigh Water, Stormwater) are excluded from the financial impact analysis as revenues and associated costs are deemed to be fully recovered by the enterprise. With one exception, Solid Waste Services is currently subsidized by the General Fund but for purposes of this analysis has been excluded.

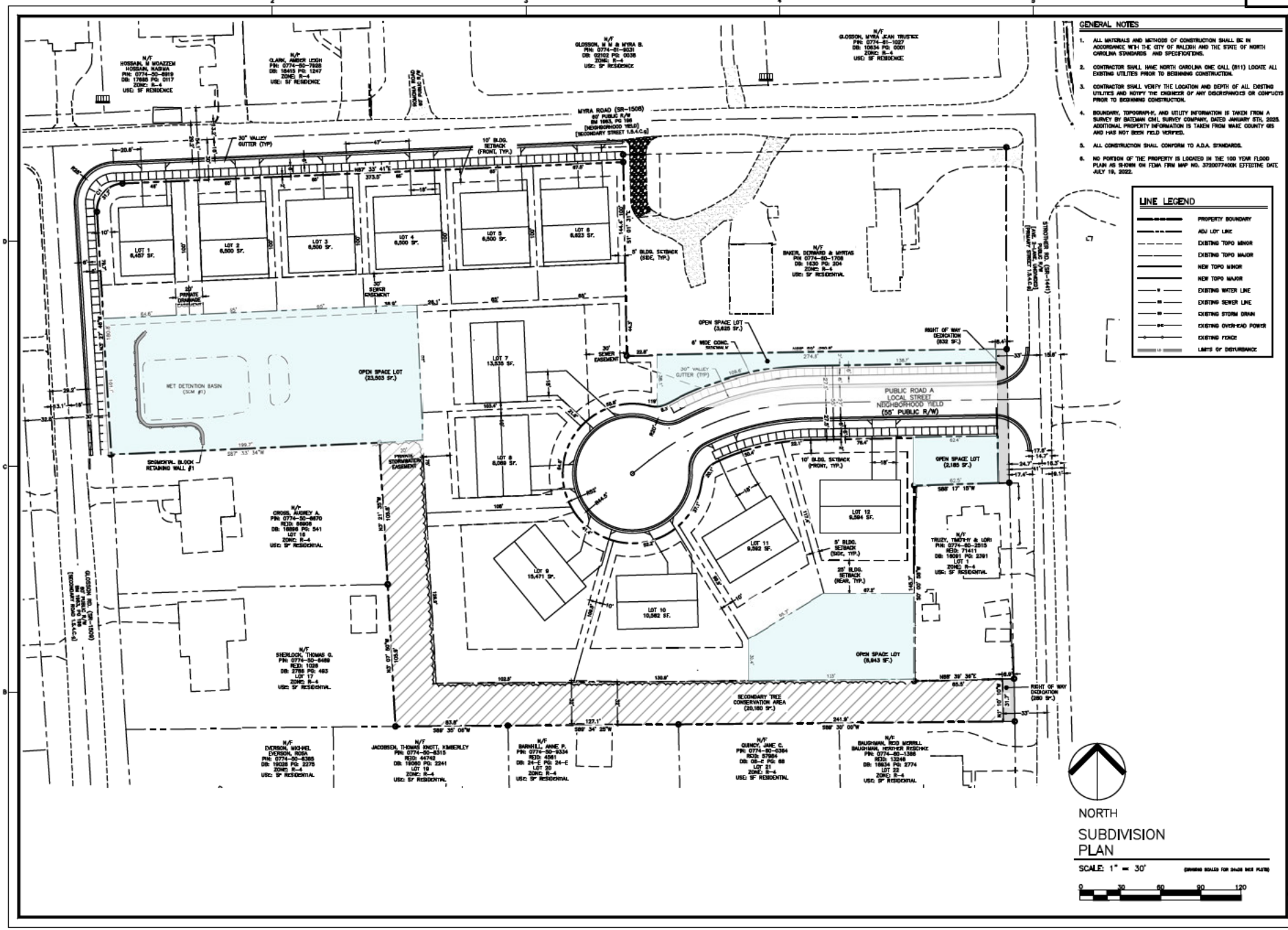
RFD Service Review

Case Number: AX-05-26
Box Response: 511 Strother Rd
Council District: District D
Date: 03/13/2026

1st Alarm Fire Response Units	Time (min)	Distance (mi)
Engine 8 (5001 Western Blvd)	4	2.2
Squad 14 (3500 Harden Rd)	10	4.3
Ladder 14 (3500 Harden Rd)	10	4.3
Engine 20 (1721 Trailwood Dr)	10	6.8
Ladder 20 (1721 Trailwood Dr)	10	6.8
Engine 2 (263 Pecan St)	12	9.2
Mutual Aid Unit		
Cary Station 2 (601 E Chatham St)	4	1.7
NFPA Standard Impact		
NOT MET: NFPA 1710 4.1.2.1 Sec 4 - 360 seconds (6 min) or less travel time for the arrival of the second company with a minimum staffing of 4 personnel at a fire suppression incident		
NOT MET: NFPA 1710 4.1.2.1 Sec 5 - For other than high-rise, 480 seconds (8 min) or less travel time for deployment of an initial full alarm assignment at a fire suppression incident		
Hydrant Distance		
Nearest hydrant approximately 500 ft away on Bashford Rd.		
Additional Comments		

Ladder Travel Distance




GENERAL NOTES
1. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF RALEIGH AND THE STATE OF NORTH CAROLINA STANDARDS AND SPECIFICATIONS.
2. CONTRACTOR SHALL HAVE NORTH CAROLINA ONE CALL (811) LOCATE ALL EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION.
3. CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR CONFLICTS PRIOR TO BEGINNING CONSTRUCTION.
4. BOUNDARY, TOPOGRAPHY, AND UTILITY INFORMATION IS TAKEN FROM A SURVEY BY BATEMAN CIVIL SURVEY COMPANY, DATED JANUARY 8TH, 2025. ADDITIONAL PROPERTY INFORMATION IS TAKEN FROM WAKE COUNTY GIS AND HAS NOT BEEN FIELD VERIFIED.
5. ALL CONSTRUCTION SHALL CONFORM TO A.D.A. STANDARDS.
6. NO PORTION OF THE PROPERTY IS LOCATED IN THE 100 YEAR FLOOD PLAIN AS SHOWN ON FEMA FIRM MAP NO. 3720077400K EFFECTIVE DATE JULY 19, 2022.
LINE LEGEND
PROPERTY BOUNDARY
ADJ LOT LINE
EXISTING TOPO MINOR
EXISTING TOPO MAJOR
NEW TOPO MINOR
NEW TOPO MAJOR
EXISTING WATER LINE
EXISTING SEWER LINE
EXISTING STORM DRAIN
EXISTING OVERHEAD POWER
EXISTING FENCE
LIMITS OF DISTURBANCE
MYRA ROAD (SR-1505)
PUBLIC ROAD A
LOCAL STREET
NEIGHBORHOOD YIELD
(55' PUBLIC R/W)
WET DETENTION BASIN (SCM #1)
SECONDARY TREE CONSERVATION AREA (30,180 SF.)
OPEN SPACE LOT (23,503 SF.)
OPEN SPACE LOT (3,625 SF.)
OPEN SPACE LOT (2,185 SF.)
OPEN SPACE LOT (8,843 SF.)
RIGHT OF WAY DEDICATION (832 SF.)
RIGHT OF WAY DEDICATION (289 SF.)
NORTH
SUBDIVISION PLAN
SCALE: 1" = 30'
0 30 60 90 120
THE SITE GROUP
CIVIL ENGINEERS • LANDSCAPE ARCHITECTS
T+F SITE GROUP, PLLC.
PRELIMINARY FOR REVIEW ONLY
PRELIMINARY SUBDIVISION (SUB-XXXX-2025) FOR:
STROTHER ROAD SUBDIVISION
511 STROTHER ROAD
RALEIGH, NORTH CAROLINA
Drawn By MRK
Checked By SRN
DATE: 22 AUG 2025
PRELIMINARY SUBDIVISION
SUBDIVISION PLAN
Job Code SP511S
Dwg No. PS 2.0

Housing and Community Development

2026 Housing Bond

March 10, 2026

Raleigh

Photo Credit: Chris Council & Emily Chaplin

Agenda

- State of Current Housing Bond
- Considerations for Next Bond
- Recommendations

State of Current Housing Bond

Raleigh's Current Housing Bond

- $80M bond passed in November 2020 with 5-year spend through FY26.

Total CIP Affordable Housing Resources (millions)[1]					
	Year 1	**Year 2**	**Year 3**	**Year 4**	**Year 5**
Bond Funds	$16.0	$16.0	$16.0	$16.0	$16.0
Designated Penny for Housing	$6.3	$7.8	$7.9	$11.4[2]	$11.6[2]
Total	**$22.3**	**$23.8**	**$23.9**	**$27.4**	**$27.6**

[1]Does not include additional General Fund, grant, or other standalone CIP support for housing
[2]Includes allocation from Designated Affordable Housing Funds for homelessness response

Recap: 2020 Housing Bond
$80 million

With investments in:

$68M
Housing Development & Preservation

$12M
Homebuyer Assistance & Preservation

$0M
Homelessness Response

$0M
Mixed-Income Development

Considerations for Next Bond

2026 Housing Bond Considerations

- 2020 Housing Bond:
  - 5 years of resources **($16M/year),** next bond in 6 years
- 2026 Housing Bond Considerations:
  - Provide 4 years of resources with next bond scheduled for 2030.
  - Maintain unit production numbers from prior bond and incorporate funding to implement Unsheltered Homelessness Response Strategy **($20M/year).**
  - Plus one-time capitalization of **at least $20M** to seed a mixed-income development revolving loan fund

Recommendations

2026 Housing Bond Recommendation: **$101.5 Million**

With estimated investments in:

$57.6M
Housing Development & Preservation

$10.4M
Homebuyer Assistance & Preservation

$12M
Homelessness Response

$21.5M
Mixed-Income Development

Annual Amount (each year for 4 years): $20 Million

With estimated yearly investments in:

$14.4M
Housing Development & Preservation

$2.6M
Homebuyer Assistance & Preservation

$3M
Homelessness Response

One-time capitalization (year 1)

$21.5M
Mixed-Income Development

Estimated Production for $20 Million/Year Bond

Item B.3.a

$14.4M
Housing Development & Preservation

160-510
units annually

$2.6M
Homebuyer Assistance & Preservation

40-50
units annually

$3M
Homelessness Response

125+
households

$21.5M
Mixed-Income Development

~200
units every 3-5 years

Raleigh

Housing Development and Preservation

- **$57.6M** to power the pipeline of affordable housing development and preservation
- Funds gap financing for construction, preservation, site acquisition, and soft costs
- Supports tax credit, small-scale rental, and homeownership projects led by the City and development partners
- Includes **$500,000** for flexible pre-development assistance to support 5-10 emerging nonprofit or faith-based projects per year

Homebuyer Assistance and Preservation

- **$10.4M** for homebuyer assistance and owner-occupied home repair
- Estimated investment range based on:
    - **$60,000** per homebuyer unit
    - **$50,000** per home repair unit (based on average total costs of the Revitalization program, including soft costs)
- Preserves existing homeownership and creates new homeownership opportunities

Homelessness Response

- Funds partial operationalization of the Unsheltered Homelessness Response Strategy
- Supports decommissioning of encampments by connecting people to housing and services
- Helps alleviate shelter burden by reducing need for emergency beds
- **$12M** for **rent assistance, diversion, case management,** and to help coordinate community-wide **homelessness response**

Investment into a Mixed-Income Revolving Loan Fund

- Center for Public Enterprise provided preliminary market testing on several Raleigh sites
- Estimated **$10-25M** per project
- Project investments would revolve every 3-5 years
- A one-time **$21.5M** capitalization would create a standalone fund that could be immediately deployed and attract additional private and mission-driven capital

Questions?

Photo Credit: Brian Strickland

Transportation
Engineering Services

Transportation Bond Follow-Up

City Council Work Session

March 10, 2026

Raleigh

Agenda

- **2026 Bond Considerations**
- **Advanced Planning Considerations**

Steady State

$203M – New Capacity

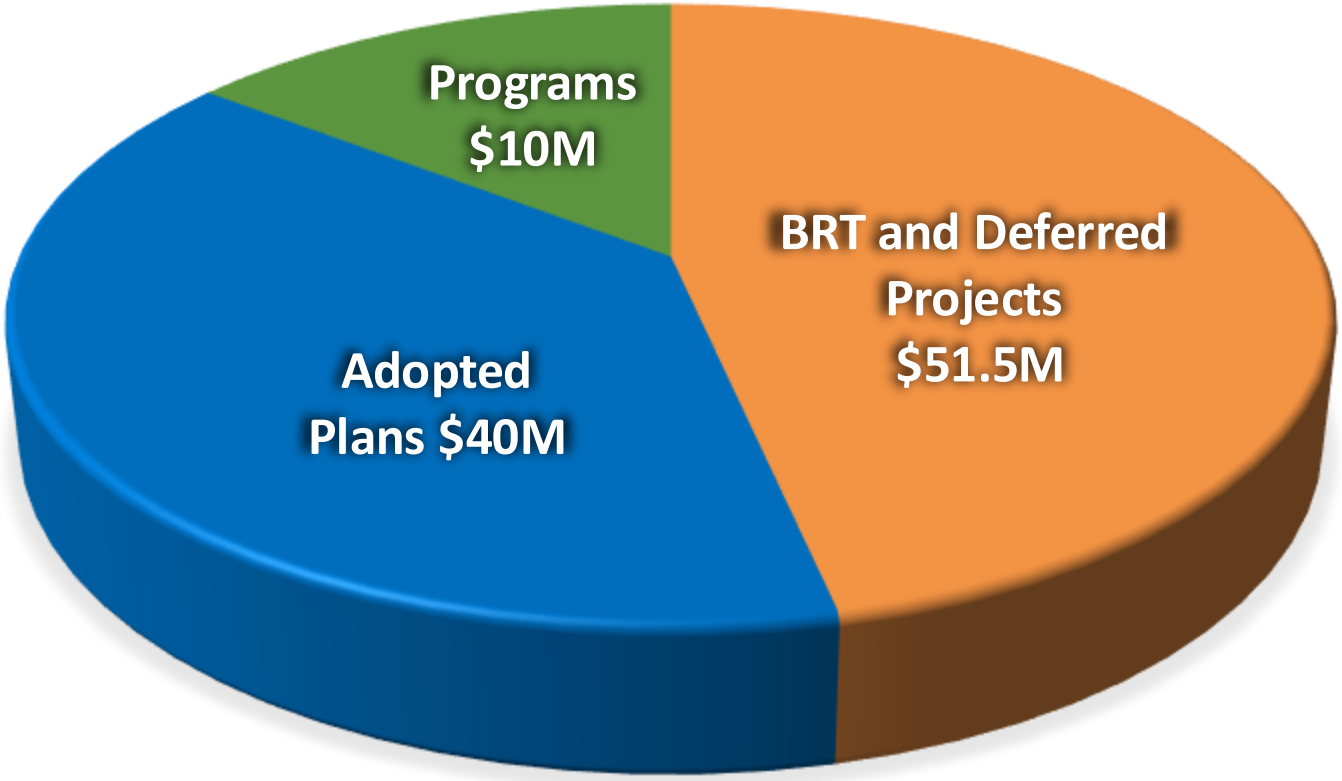
Every 4 years

Voted Debt

City Infrastructure

2026 Transportation $101.5M

2026 Bond Considerations



2026 Bond Considerations

BRT & Deferred Projects ($51.5M)

- BRT general purpose lanes
- Marsh Creek Road
- Trawick Road - West
- Ebenezer Church Road

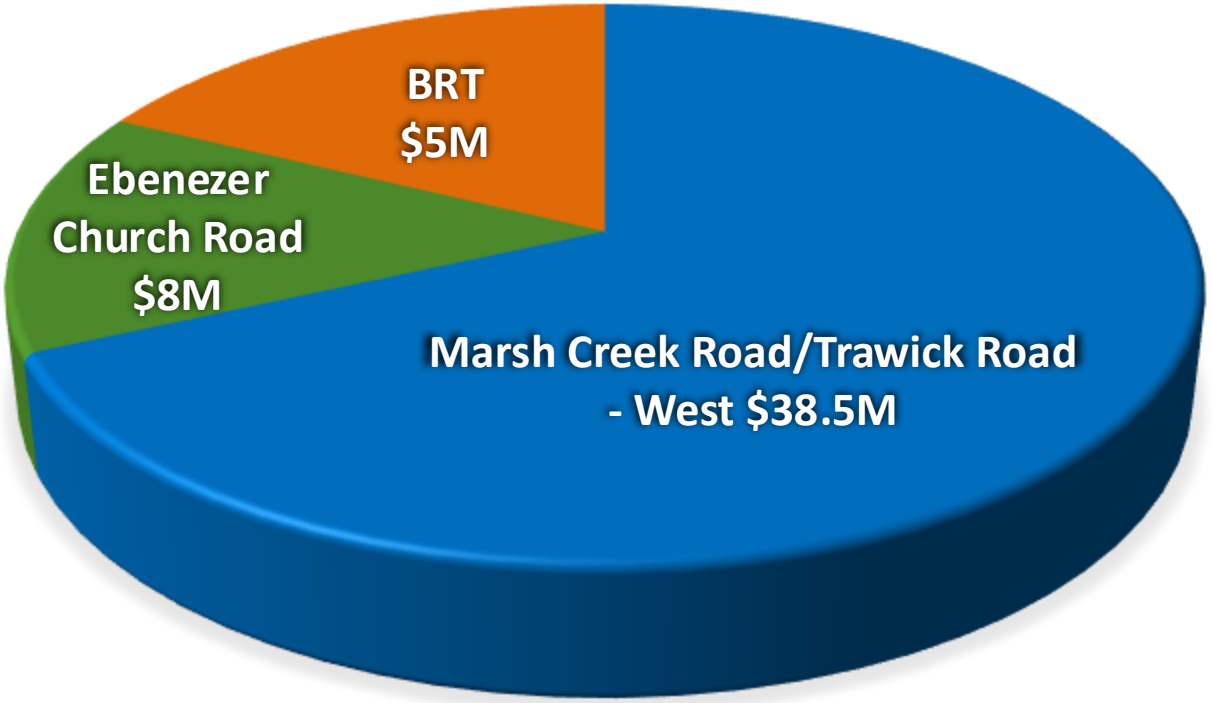
Adopted Plans ($40M)

- "Big Jump"
  - Sidewalks
  - Bike facilities
- Safety

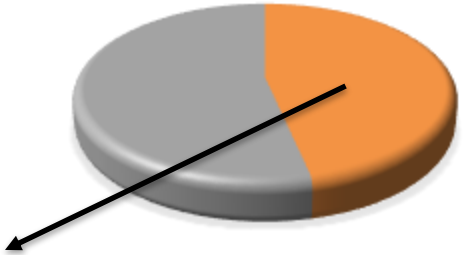
Programs ($10M)

- Neighborhood Traffic Management
- Partnerships

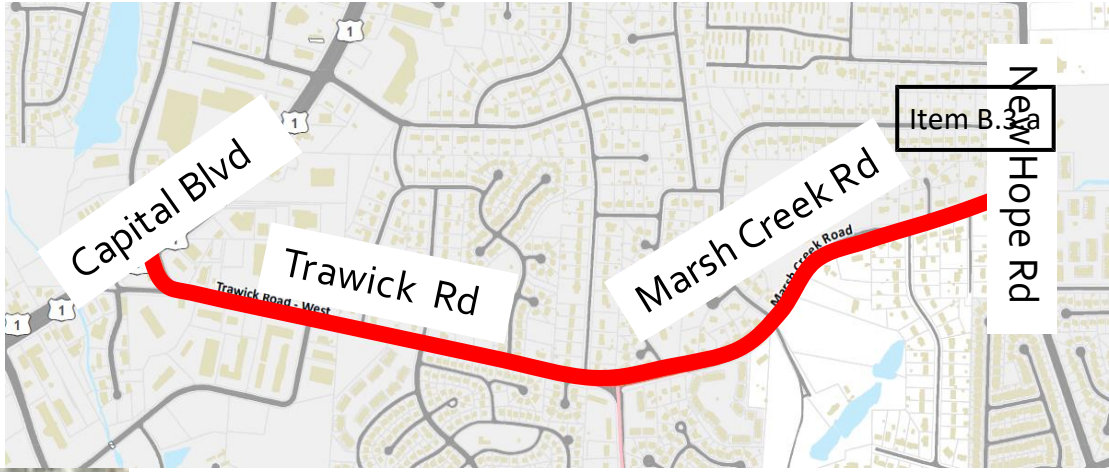
BRT & Deferred Projects ($51.5M)



2026 Bond Considerations



Marsh Creek Road & Trawick Road



Marsh Creek Road and Trawick Road – West

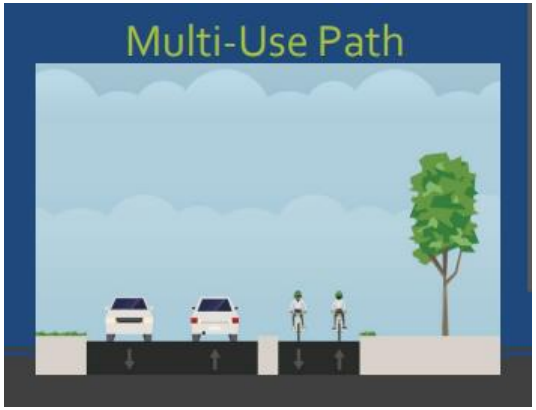
Timeline

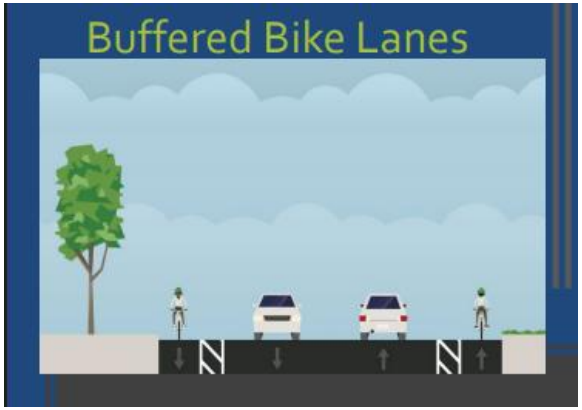
2017	2019	2022	Current
Bond Referendum	Design contract awarded	Construction funding reallocated	Design at 65% Pre-property acquisition

Marsh Creek Road & Trawick Road

Projected Schedule

Ebenezer Church Road





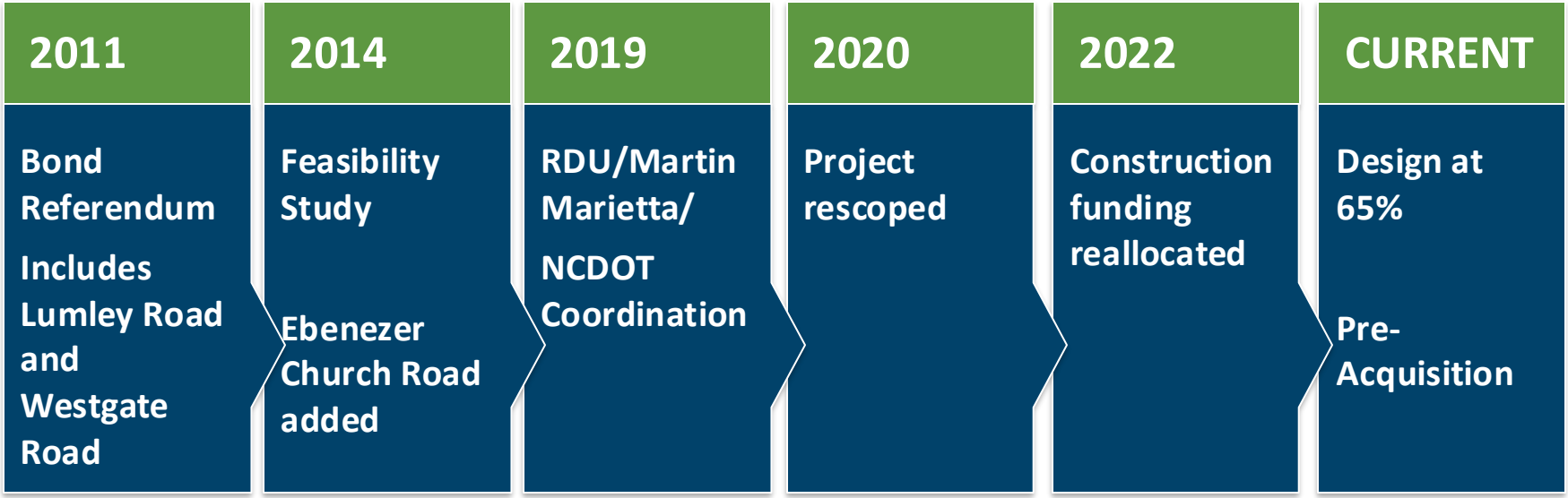
Umstead State Park

Westgate Road

Ebenezer Church Road

Item B.3.a

Timeline



Ebenezer Church Road

Projected Schedule

Wake BRT: Southern Corridor

General Purpose Lanes

Wake BRT: Southern Corridor

Item B.3.a

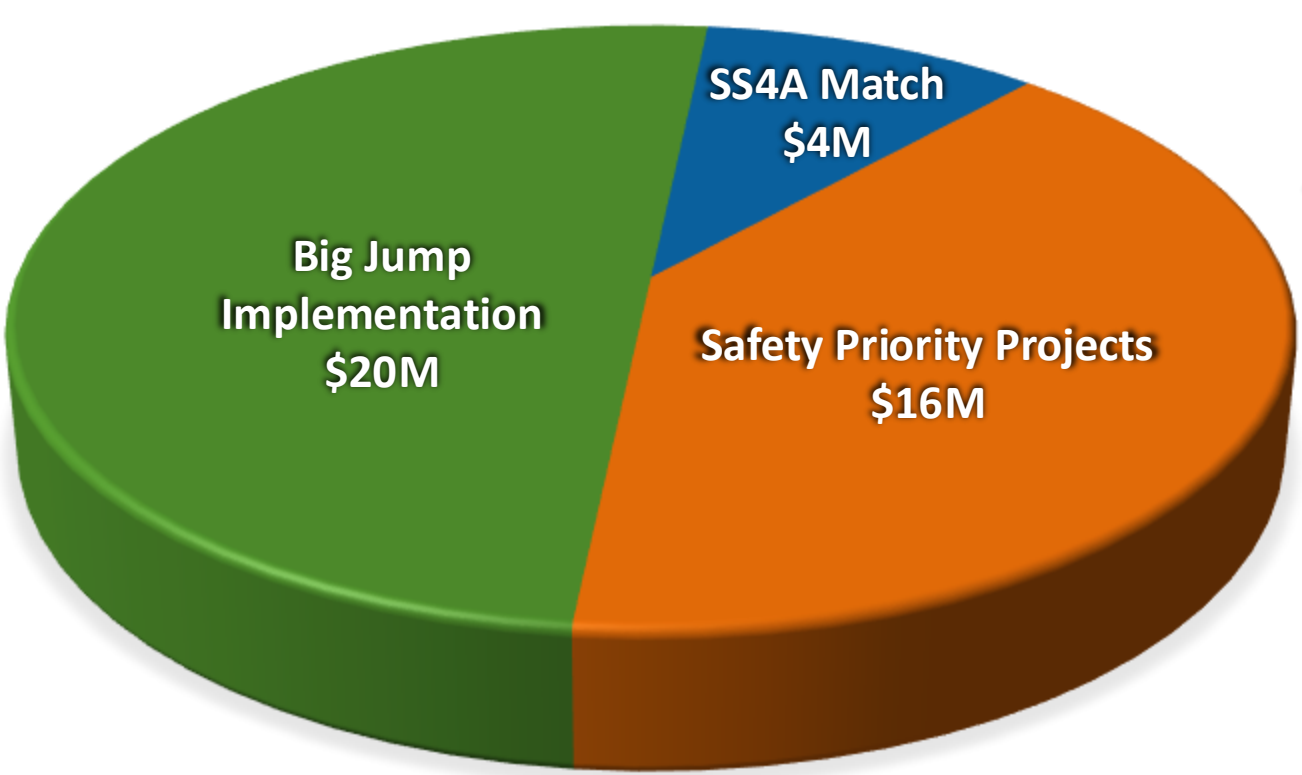
Projected Schedule

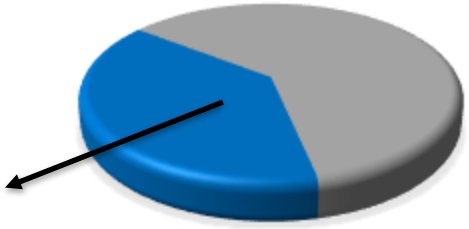
2023-2027	2027	2028	2032
Final Design	Anticipated federal grant agreement	Anticipated construction advertisement and start of construction*	Anticipated revenue service*

***Contingent on federal Project Development process completion and grant execution in 2027.**

Adopted Plans ($40M)

2026 Bond Considerations





Active Mobility Plan “Big Jump”

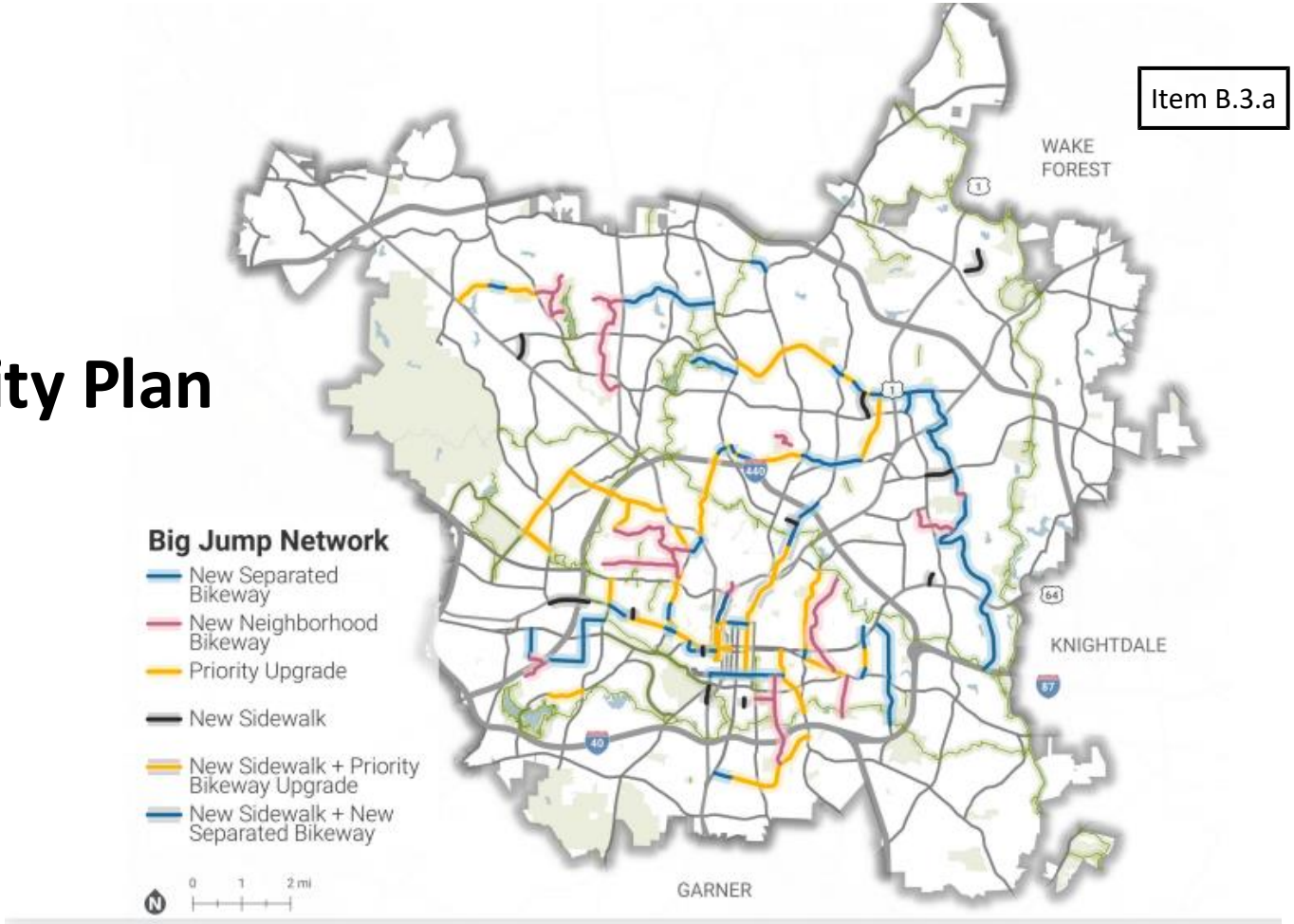
BIG JUMP

5 YEARS

5+ miles new sidewalks

50 miles High-comfort bikeways

Active Mobility Plan
“Big Jump”

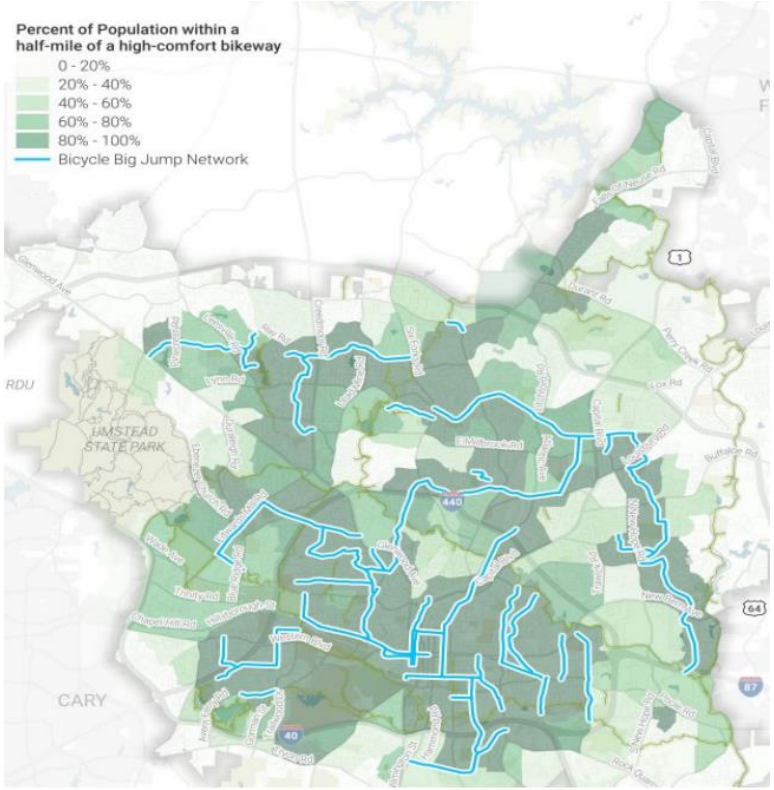


Active Mobility Plan “Big Jump”

Sidewalk Projects

Street Name	To	From
S Person Street	Bragg Street	Hoke Street
E Six Forks Road	Industrial Drive	Atlantic Avenue
Wake Forest Road	Louisburg Road	Glascock Street
N West Street	Wade Avenue	W Peace Street
Atlantic Avenue	Crabtree Creek Greenway	Whitaker Mill Road
Corporation Parkway	Lake Woodard Drive	New Bern Avenue
Wild Wood Forest Drive	Wadford Drive	Sandy Banks Road
Hilburn Drive	Lynn Road	Glenwood Avenue
S Saunders Street	S Dawson Street	Lake Wheeler Road
Hargrove Road	E Millbrook Road	Spring Forest Road
Buffaloe Road	Valley Stream Drive	N New Hope Road
St Marys Street	Hillsborough Street	Hargett Street
N West Street	W Johnson Street	Tucker Street
Beryl Road	RR Crossing	Blue Ridge Road
Dixie Trail	Everett Avenue	Hillsborough Street

Bikeway Projects

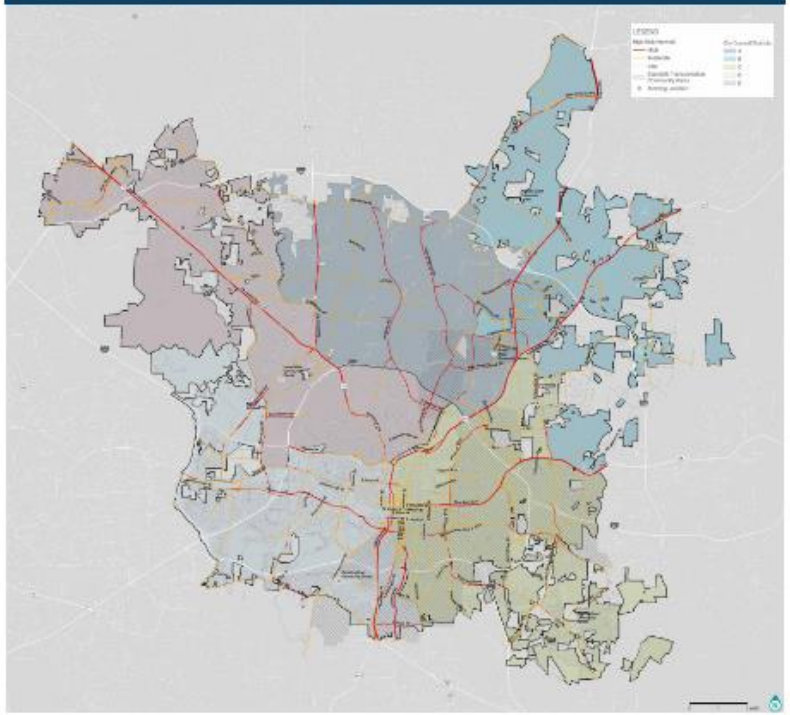


Comprehensive Safety Action Plan

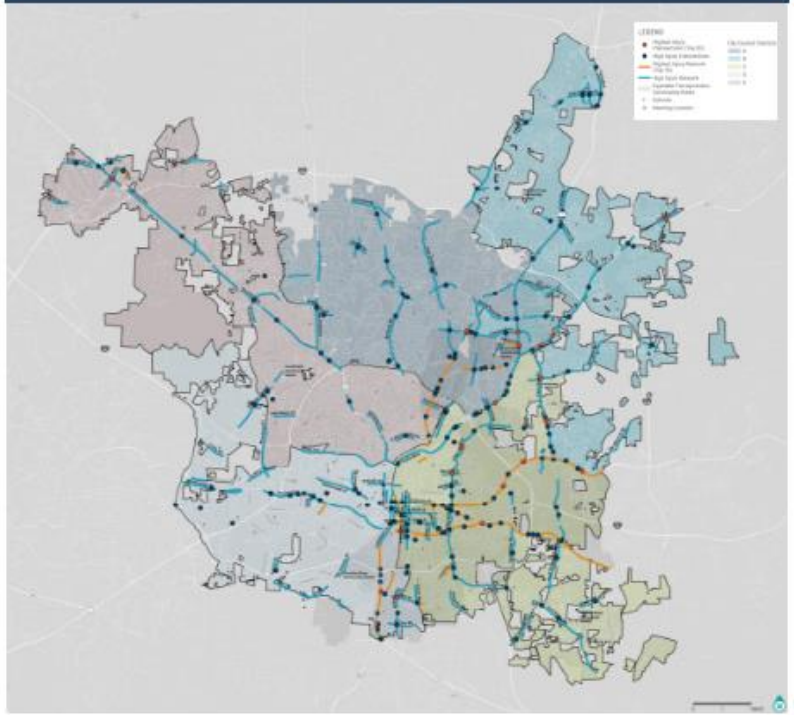
Coming March 17, 2026

Item B.3.a

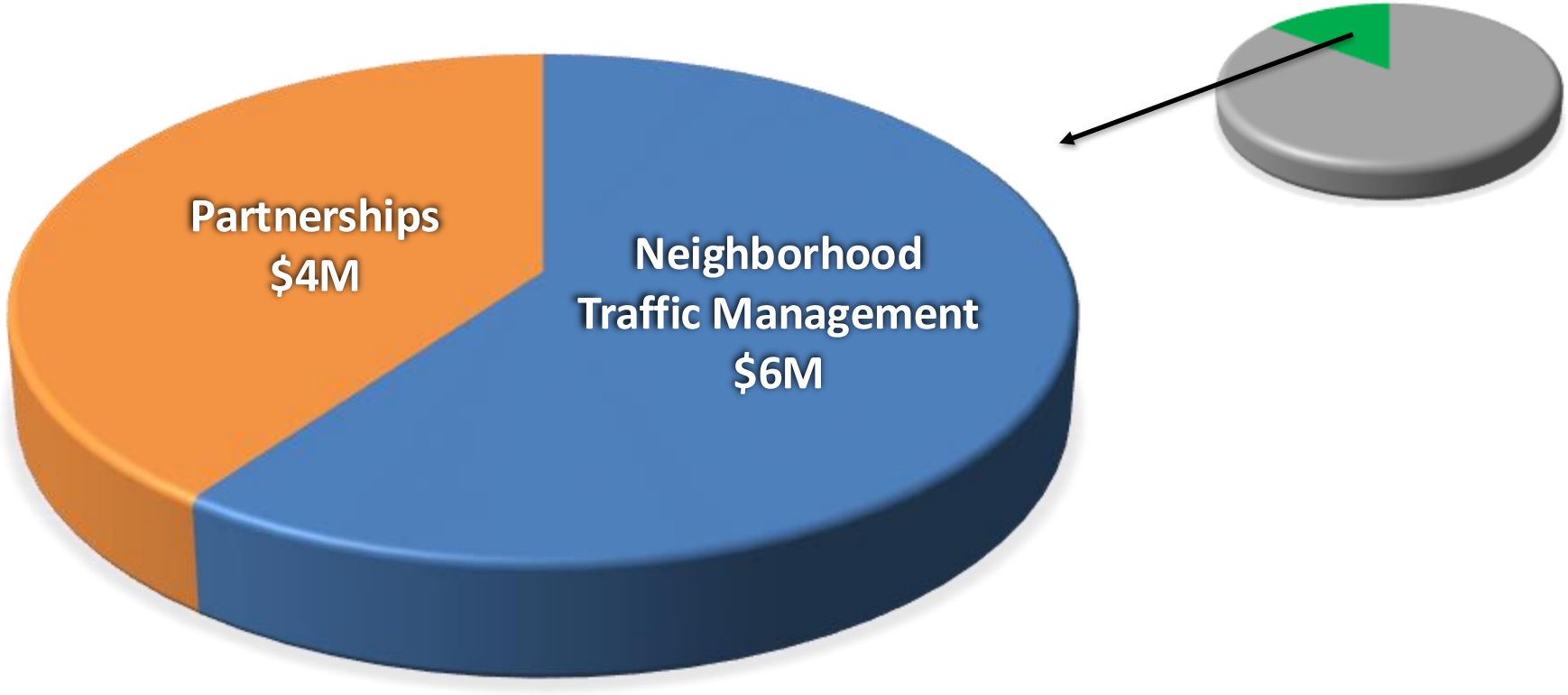
Citywide High Risk Network



Citywide High Injury Network



Programs ($10M)



Programs

Neighborhood Traffic Management

15-20 projects annually
~$1.25M annually

Partnerships

NCDOT
Private development

Advanced Planning

- **Steady State budget amendment approved 2/3/26**
  - **Recognized and appropriated $18M from FY25 General Capital Reserves**
- **Intended to fund preliminary feasibility/design and strategic acquisitions in advance of future bond investments.**

Projects in Advanced Planning

“Big Jump” Mobility and Safety
$2.5M

Capital Blvd Corridor Study Preliminary Design
$3M

Southern Gateway Implementation
$0.5M

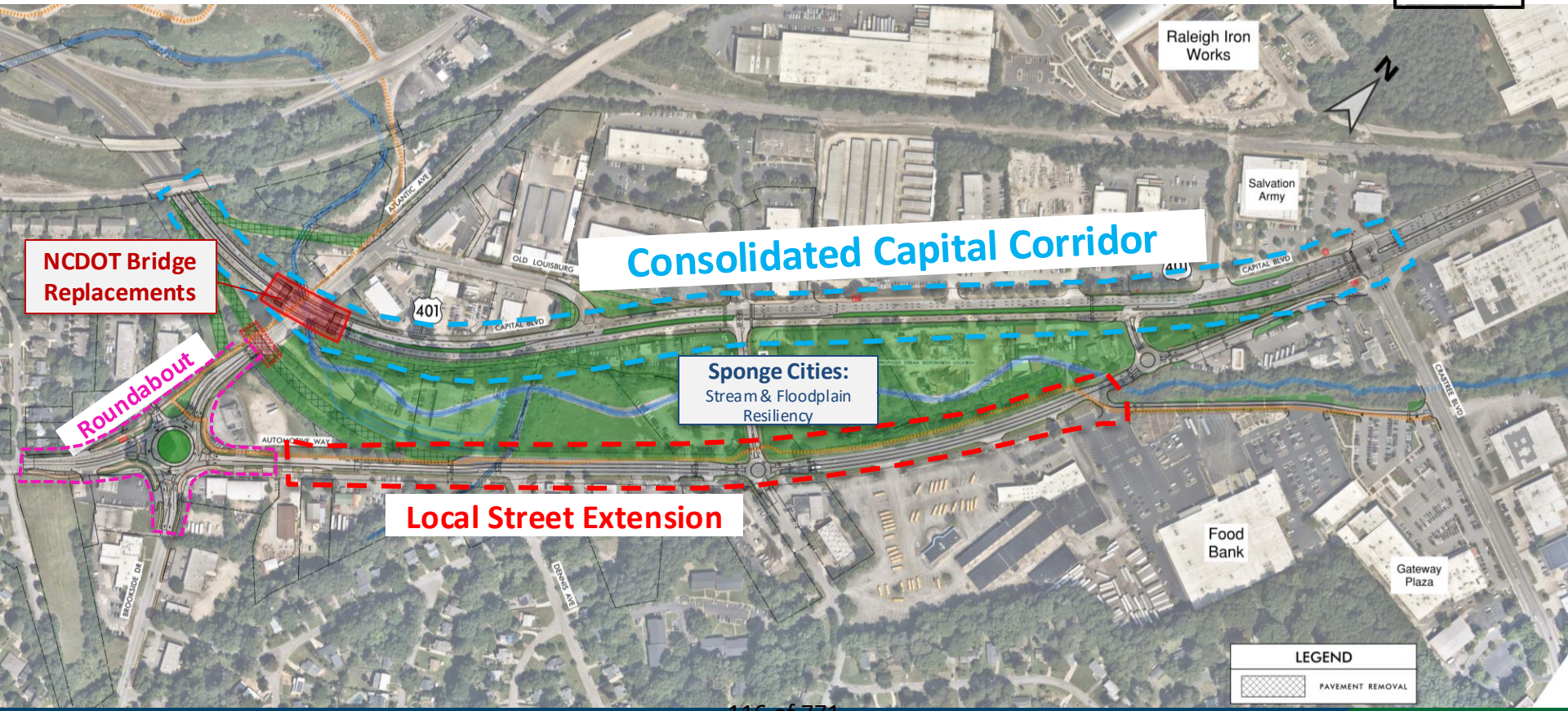
Tryon Road Extension Advanced Acquisition
$3M

“Big Jump” – Mobility & Safety

Project Feasibility & Design for Improvements Identified in:

- Downtown Mobility Study (DMS)
- Active Mobility Plan (AMP)
- Vision Zero Safe Streets For All (SS4A)

Capital Boulevard Corridor Transformation

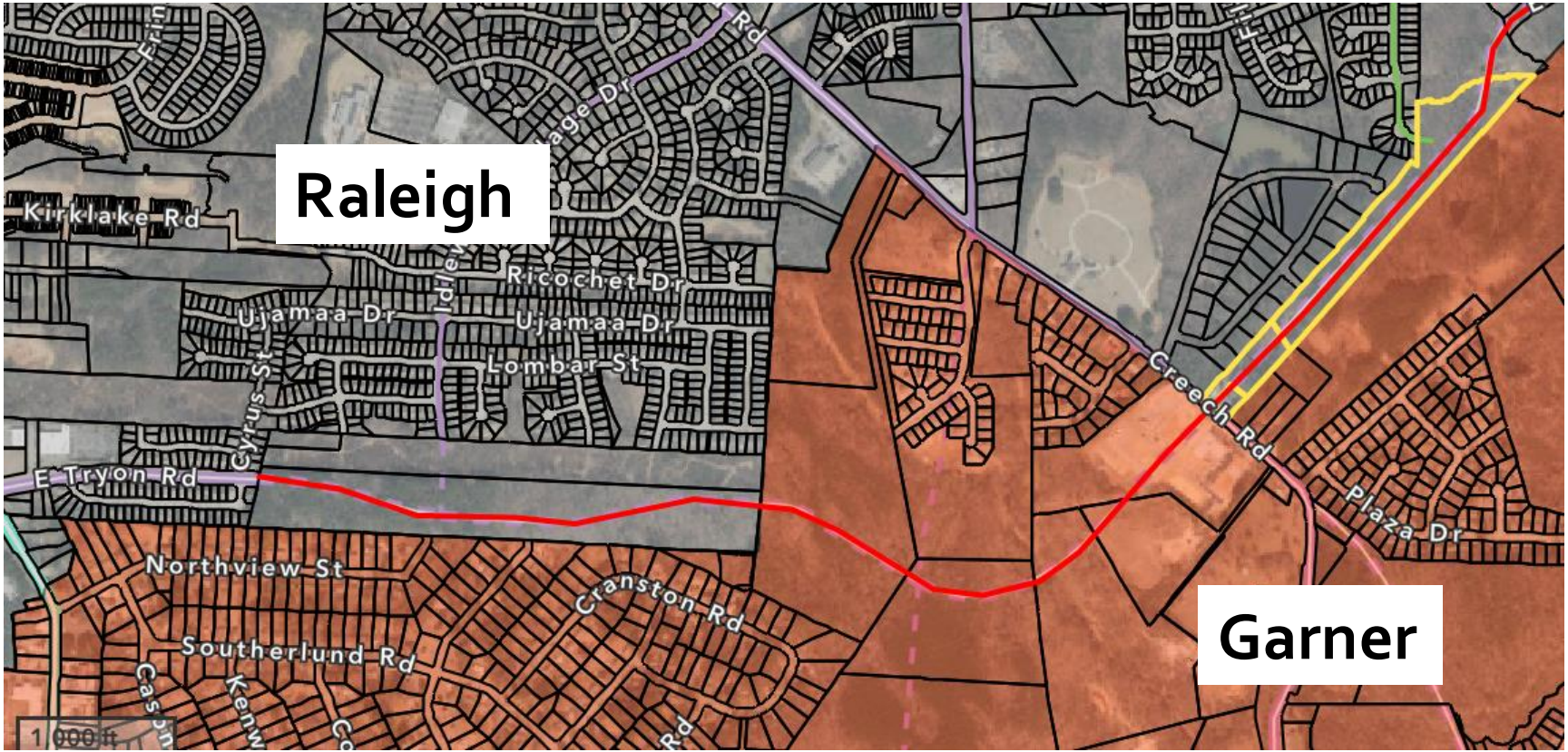


Southern Gateway Implementation

- Adopted in Comprehensive Plan
- BRT corridor
- Connectivity to Dix to Downtown
- Partnership opportunities

Tryon Road Extension Advanced Acquisition

Item B.3.a



Questions?

Finance Department

2026 General Obligation Bonds:

Housing Bond
Transportation Bond

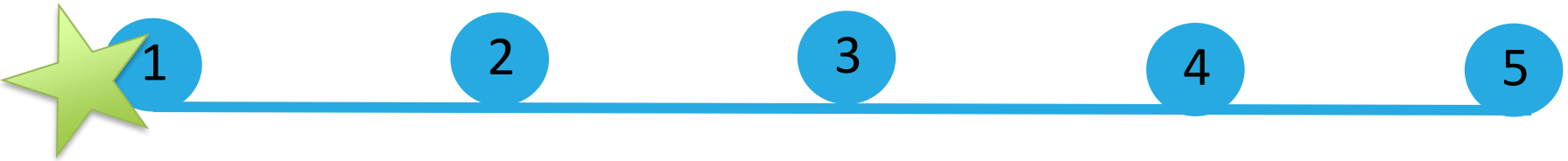
City Council Meeting
April 21, 2026

Raleigh

Agenda

- Referendum Timeline
- Debt Affordability
- Proposed Bond Categories
- Proposed Ballot Language
- Bond Transparency Act
- Next Steps

2026 Referendum Timeline



- Purpose
- Amount

- Bond Orders
- Sworn Statements
- Call Public Hearing

- Hold Public Hearing
- Adopt Purpose
- Adopt Amount
- Call for Referendum

- Declare Results

Based on Board of Elections Timeline

2026 Government Obligation (GO) Bonds

Debt Affordability

- $203M Capacity
- Every 4 Years
- No Tax Increase

Recommended Use of Capacity

Transportation Bond

$101.5M

Housing Bond

$101.5M

2026 Transportation GO Bond - $101.5M

2026 Bond Considerations

BRT & Deferred Projects ($51.5M)	Adopted Plans ($40M)	Programs ($10M)

• BRT general purpose lanes
• Marsh Creek Road
• Trawick Road - West
• Ebenezer Church Road
	• "Big Jump"
	  • Sidewalks
	  • Bike facilities
	• Safety
		• Neighborhood Traffic Management
		• Partnerships

2026 GO Transportation Bond

Ballot Date: November 3, 2026

Transportation Bond

$101.5M

…providing funds, together with any other available funds, for various transportation related improvements inside and outside the corporate limits of said City, including, without limitation, street, sidewalk and streetscape improvements, bridges, bicycle lanes, curbs and drains, traffic controls, greenways, bus and train station and shelter improvements, and the acquisition of any related land, rights of way and equipment…

2026 Housing GO Bond - $101.5M

Bond Categories

Housing Development and Preservation	Homebuyer Assistance and Preservation	Homelessness Response	Major Project Development
$57.6M	$10.4M	$12M	$21.5M

2026 GO Housing Bond

Ballot Date: November 3, 2026

Housing Bond

$101.5M

…providing funds, together with any other available funds, for community development programs to provide and rehabilitate multifamily and single family housing inside the corporate limits of said City, principally for the benefit of persons of low and moderate income, including, without limitation, (a) the construction or rehabilitation of housing or neighborhood revitalization improvements, (b) programs to provide loans and other financial assistance to such persons and to public and private providers of housing and (c) the acquisition of any related land, rights of way and equipment…

General State Statute Changes

Bond Transparency Act

Total Estimated Cost of the Bond

- Highest interest rate charged for similar deals

(1) The estimated cumulative cost over the life of said bonds, using the highest interest rate charged for similar debt over the last 20 years, would be $_____, consisting of the $101,500,000 principal amount of said bonds, plus $_____ of estimated interest.

Property Tax Liability Estimate

- Impact on $100,000 of assessed property value

(2) The estimated amount of property tax liability increase for each one hundred thousand dollars ($100,000) of property tax value to service the cumulative cost over the life of said bonds provided above would be $____ per year.

Estimates are reviewed by the Local Government Commission (LGC).

All Ballots after 1/1/24

Recommendation and Next Steps

Staff Recommend Approval

- Authorization to Proceed
  - Not to Exceed $203 M
    - $101.5M Transportation GO Bond
    - $101.5M Housing GO Bond
- File an application with the LGC

Next Steps

- May 5 Council Consent Agenda
- May 19 Council Public Hearing

Thank You

A regular meeting of the City Council of the City of Raleigh, North Carolina was held in the City Council Chambers of the Avery C. Upchurch Government Complex located at 222 West Hargett Street in Raleigh, North Carolina, the regular place of meeting, at __:00 __.m. on May 5, 2026.

Present: Mayor Janet Cowell, presiding, and Council Members

Absent: Council Members

Also Present:

* * * * *

_____ introduced the following order authorizing bonds the title of which was read and a copy of which had been distributed to each Council Member:

Order No. (2026)-_____

ORDER AUTHORIZING $101,500,000 HOUSING BONDS

BE IT ORDERED by the City Council of the City of Raleigh, North Carolina:

1. That pursuant to The Local Government Bond Act, as amended, the City of Raleigh, North Carolina is hereby authorized to contract a debt, in addition to any and all other debt which said City may now or hereafter have power and authority to contract, and in evidence thereof to issue Housing Bonds in an aggregate principal amount not exceeding $101,500,000 for the purpose of providing funds, together with any other available funds, for community development programs to provide and rehabilitate multifamily and single family housing inside the corporate limits of said City, principally for the benefit of persons of low and moderate income, including, without limitation, (a) the construction or rehabilitation of housing or neighborhood revitalization improvements, (b) programs to provide loans and other financial assistance to such persons and to public and private providers of housing and (c) the acquisition of any related land, rights of way and equipment.

2. That taxes will be levied in an amount sufficient to pay the principal of and the interest on said bonds.

3. That a sworn statement of debt of said City has been filed with the City Clerk and is open to public inspection.

4. That this order shall take effect when approved by the voters of said City at a referendum as provided in said Act.

Upon motion of _____, seconded by _____, the foregoing order entitled "ORDER AUTHORIZING $101,500,000 HOUSING BONDS" was adopted upon introduction by the following vote:

Ayes:_____

_____

Noes:_____

_____

Thereupon, _____ introduced the following order authorizing bonds the title of which was read and a copy of which had been distributed to each Council Member:

Order No. (2026)-_____

ORDER AUTHORIZING $101,500,000 TRANSPORTATION BONDS

BE IT ORDERED by the City Council of the City of Raleigh, North Carolina:

1. That pursuant to The Local Government Bond Act, as amended, the City of Raleigh, North Carolina is hereby authorized to contract a debt, in addition to any and all other debt which said City may now or hereafter have power and authority to contract, and in evidence thereof to issue Transportation Bonds in an aggregate principal amount not exceeding $101,500,000 for the purpose of providing funds, together with any other available funds, for various transportation related improvements inside and outside the corporate limits of said City, including, without limitation, street, sidewalk and streetscape improvements, bridges, bicycle lanes, curbs and drains, traffic controls, greenways, bus and train station and shelter improvements, and the acquisition of any related land, rights of way and equipment.

2. That taxes will be levied in an amount sufficient to pay the principal of and the interest on said bonds.

3. That a sworn statement of debt of said City has been filed with the City Clerk and is open to public inspection.

4. That this order shall take effect when approved by the voters of said City at a referendum as provided in said Act.

Upon motion of _____, seconded by _____, the foregoing order entitled "ORDER AUTHORIZING $101,500,000 TRANSPORTATION BONDS" was adopted upon introduction by the following vote:

Ayes:_____

_____

Noes:

The City Council thereupon designated the Chief Financial Officer to make and file with the City Clerk, the sworn statement of debt of said City which is required by The Local Government Bond Act, as amended, to be filed after the bond orders have been introduced and before the public hearing thereon. The City Council also designated the Chief Financial Officer to file with the City Clerk the statement of disclosures which is required by The Local Government Bond Act, as amended, to be filed with the City Clerk at the time the bond orders are introduced and further directed the City Clerk to file a copy of such statement with the Local Government Commission.

Thereupon, the City Clerk presented the sworn statement of debt and the statement of disclosures previously delivered to the City Clerk by the Chief Financial Officer as so required.

On motion duly made, seconded and carried, the City Council of said City fixed 1:00 p.m. on May 19, 2026, in the City Council Chambers of the Avery C. Upchurch Government Complex located at 222 West Hargett Street in Raleigh, North Carolina as the hour, day and place for the public hearing upon the foregoing orders and directed the City Clerk to publish said orders, as required by The Local Government Bond Act, as amended, once in The News and Observer not later than the sixth day before said date.

* * * * *

I, Louis M. Buonpane, City Clerk of the City of Raleigh, North Carolina, DO HEREBY CERTIFY that the foregoing is a true copy of so much of the proceedings of the City Council of said City at a regular meeting held on May 5, 2026, as it relates in any way to the introduction and adoption upon introduction of the foregoing orders authorizing housing bonds and transportation bonds of said City and the calling of a public hearing upon such orders and that said proceedings are recorded in the minutes of said City Council.

I DO HEREBY FURTHER CERTIFY that proper notice of such meeting was given as required by North Carolina law.

WITNESS my hand and the official seal of said City this 5th day of May, 2026.

City Clerk

[SEAL]

CITY OF RALEIGH, NORTH CAROLINA
SWORN STATEMENT OF DEBT MADE PURSUANT TO THE
LOCAL GOVERNMENT BOND ACT, AS AMENDED

I, Allison E. Bradsher, Chief Financial Officer of the City of Raleigh, North Carolina, having been designated by the City Council of said City to make and file with the City Clerk a statement of the debt of said City pursuant to The Local Government Bond Act, as amended, DO HEREBY CERTIFY that the following is a true statement as shown by the books in my office, not taking into consideration any debt incurred or to be incurred in anticipation of the collection of taxes or other revenues or in anticipation of the sale of bonds other than funding and refunding bonds:

(a) GROSS DEBT

a(1) Outstanding general obligation debt evidenced by bonds:

DATE	ISSUE	AMOUNT
June 25, 2015	Housing, Series 2015C	$ 5,000,000
March 2, 2016	Refunding, Series 2016A	44,490,000
March 2, 2016	Housing, Series 2016C	3,000,000
February 14, 2017	Public Improvement, Series 2017	37,400,000
April 27, 2023	Public Improvement, Series 2023A	117,120,000
April 27, 2023	Housing, Series 2023B	3,990,000
May 8, 2025	Public Improvement, Series 2025A	75,215,000
May 8, 2025	Housing, Series 2025B	23,750,000
March 12, 2026	Refunding, Series 2026	39,850,000
	Subtotal	$349,815,000

a(2) Bonds authorized by an order introduced on May 5, 2026, but not yet adopted:

Housing Bonds	$101,500,000
Transportation Bonds	101,500,000
Subtotal	$203,000,000

a(3) Unissued bonds authorized by adopted orders:

Transportation Bonds (2017)	$103,595,000
Housing Bonds (2020)	55,000,000
Parks and Recreational Facilities (2022)	251,715,000
Subtotal	$410,310,000

a(4) Outstanding debt, not evidenced by bonds:	$ 0[1]
(a) GROSS DEBT, being the sum of a(1), a(2), a(3) and a(4):	$963,125,000
(b) DEDUCTIONS	
b(1) Funding and refunding bonds authorized by orders introduced but not yet adopted:	$ 0
b(2) Funding and refunding bonds authorized but not yet issued:	$ 0
b(3) The amount of money held in sinking funds or otherwise for the payment of any part of the principal of gross debt other than debt incurred for water, gas, electric light or power purposes or sanitary sewer purposes (to the extent that the bonds are deductible under G.S. 159-55(b)):	$ 0
b(4) Bonded debt included in gross debt and incurred, or to be incurred, for water, gas, electric light or power purposes:	$ 0
b(5) Bonded debt included in gross debt and incurred, or to be incurred, for sanitary sewer system purposes (to the extent that said debt is made deductible by G.S. 159-55(b)):	$ 0
b(6) Uncollected special assessments heretofore levied for local improvements for which any part of the gross debt (that is not otherwise deducted) was or is to be incurred to the extent that such assessments will be applied, when collected, to the payment of any part of the gross debt:	$ 0
b(7) The amount, as estimated by the Chief Financial Officer, of special assessments to be levied for local improvements for which any part of the gross debt (that is not otherwise deducted) was or is to be incurred, to the extent that the special assessments, when collected, will be applied to the payment of any part of the gross debt:	$ 0
(b) DEDUCTIONS, being the sum of b(1), b(2), b(3), b(4), b(5), b(6) and b(7):	$ 0

[1] The City has a Bond Anticipation Note program under which general obligation bond anticipation notes are issued from time to time in anticipation of the issuance of Bonds referred to in (a)(3). The debt represented by the notes is included in (a)(3) as authorized but unissued Bonds.

(c) NET DEBT

(c) NET DEBT, being the difference between the GROSS DEBT (a) and the DEDUCTIONS (b): $963,125,000

(d) ASSESSED VALUE

(d) ASSESSED VALUE of property subject to taxation by the City, as revealed by the City tax records and certified to the City by the assessor: $117,528,498,691

(e) Percentage which the NET DEBT (c) bears to the ASSESSED VALUE (d): .08195%

The foregoing statement is true as of the 5th day of May, 2026.

_____
Chief Financial Officer

STATE OF NORTH CAROLINA)
) ss:
COUNTY OF WAKE)

Subscribed and sworn to before me this _____ day of May, 2026.

[SEAL]

_____
Notary Public

Printed Name:_____

My Commission expires _____.

* * * * * *

I, Louis M. Buonpane, City Clerk of the City of Raleigh, North Carolina, DO HEREBY CERTIFY that the foregoing is a true copy of a statement which was delivered for filing with me by the Chief Financial Officer of said City on the aforementioned date.

WITNESS my hand and the official seal of said City this 5th day of May, 2026.

[SEAL]

_____
City Clerk

CITY OF RALEIGH, NORTH CAROLINA

STATEMENT OF DISCLOSURES IN CONNECTION WITH A GENERAL OBLIGATION BOND AUTHORIZATION PURSUANT TO THE LOCAL GOVERNMENT BOND ACT, AS AMENDED

I, Allison E. Bradsher, Chief Financial Officer of the City of Raleigh, North Carolina (the "City"), having been designated by the City Council of the City (the "City Council") to make and file with the City Clerk of the City a statement of disclosures in connection with the introduction of bond orders for the issuance of bonds pursuant to The Local Government Bond Act, as amended, DO HEREBY CERTIFY as follows:

1. The Bond Orders. On May 5, 2026, the City Council introduced bond orders authorizing the issuance by the City of not exceeding (a) $101,500,000 Housing Bonds (the "Housing Bonds"), for the purpose of providing funds, together with any other available funds, for community development programs to provide and rehabilitate multifamily and single family housing inside the corporate limits of the City, principally for the benefit of persons of low and moderate income, including, without limitation, (i) the construction or rehabilitation of housing or neighborhood revitalization improvements, (ii) programs to provide loans and other financial assistance to such persons and to public and private providers of housing and (iii) the acquisition of any related land, rights of way and equipment and (b) $101,500,000 Transportation Bonds (the "Transportation Bonds" and, together with the Housing Bonds, the "Bonds"), for the purpose of providing funds, together with any other available funds, for various transportation related improvements inside and outside the corporate limits of the City, including, without limitation, street, sidewalk and streetscape improvements, bridges, bicycle lanes, curbs and drains, traffic controls, greenways, bus and train station and shelter improvements, and the acquisition of any related land, rights of way and equipment.

2. Estimated Interest. If the Housing Bonds are duly authorized and issued, I have estimated that the total amount of interest to be paid by the City over the expected term of the Housing Bonds to be $66,385,618. If the Transportation Bonds are duly authorized and issued, I have estimated that the total amount of interest to be paid by the City over the expected term of the Transportation Bonds to be $63,107,118. *Such estimates are based on a number of assumptions regarding certain future events and circumstances, including the following:*

(a) A bond anticipation note (BAN) program will be utilized for the Bonds. Under the BAN program, two issues of BANs will initially be issued. $50,750,000 will be issued in anticipation of the issuance of a corresponding principal amount of Housing Bonds, and $50,750,000 will be issued in anticipation of the issuance of a corresponding principal amount of Transportation Bonds. The proceeds of the BANs will be used to fund the costs of the projects to be financed by the Bonds in anticipation of which the BANs are issued over a period of eighteen to thirty-six months. Following such period, the BANs will be refinanced by the Bonds in anticipation of which the BANs are issued.

After the first issues of the BANs are refinanced by Bonds, two new issues of BANs will be issued in the amounts of $50,750,000 each in anticipation of the issuance of a corresponding principal amount of Housing Bonds and Transportation Bonds. The second issues of BANs will similarly fund costs of the projects to be financed by the Bonds in anticipation of which the

BANs are issued over a period of eighteen to thirty-six months, and at the end of such period will be refinanced by such Bonds.

(b) The Bonds when issued will mature or be payable in twenty (20) equal installments of principal payable annually, the first principal payment which will come due on the first anniversary date of issuance of the respective Bonds.

(c) All of the Housing Bonds will bear interest at a rate of 5.5921% per annum, payable semiannually. Such interest rate was determined by the North Carolina Local Government Commission to be the highest charged for similar non-tax-exempt debt over the past twenty (20) years and will be used for the purpose of determining the estimated cumulative interest cost for the Bonds to be specified in the ballot question for authorization of the Housing Bonds. Such rate assumes that interest on the Housing Bonds will be includable in the gross income of the owners thereof for federal income tax purposes.

All of the Transportation Bonds will bear interest at a rate of 5.344% per annum, payable semiannually. Such interest rate was determined by the North Carolina Local Government Commission to be the highest charged for similar tax-exempt debt over the past twenty (20) years and will be used for the purpose of determining the estimated cumulative interest cost for the Transportation Bonds to be specified in the ballot question for authorization of the Transportation Bonds. Such rate assumes that interest on the Transportation Bonds will not be includable in the gross income of the owners thereof for federal income tax purposes

(d) There will not be any change from the current perceived credit quality of the City. Changes in the City's perceived credit quality would have an effect on the interest rates the City is able to achieve upon sale of the Bonds.

(e) There will not be any change from the current prevailing market demand for municipal bonds in general, and bonds issued by or on behalf of North Carolina local government entities. A change in demand in general for obligations such as the Bonds would have an effect on the interest rate on and prices for the Bonds at the time of sale.

(f) The current federal and State tax treatment arising from ownership of the Bonds, receipt of payments of principal and interest thereon and the ownership or disposition thereof will continue in their present forms. Changes in income tax rates or other State or federal tax treatment arising from ownership on the Bonds could have an effect on the interest rate on the Bonds at the time of sale.

(g) Neither the City nor any purchaser of the Bonds will obtain any credit enhancement (such as a policy of municipal bond insurance) to assure payment of principal of and interest on the Bonds. The arrangement of such an instrument would have an effect on the interest rate on the Bonds.

3. Property Tax Rate Increase. If the Bonds are duly authorized and issued using the assumptions set forth in Section 2 hereof, I have estimated that no property tax increase will be needed to provide sufficient funds to pay principal and interest on the Bonds. Such estimate is based on the schedule of expected retirement of existing debt of the City over the period when the Bonds will be issued and natural growth in the property tax base.

4. Differences May Occur. The information contained in this Statement of Disclosures is preliminary and is for general informational purposes only. There is no assurance that the assumptions upon which the disclosures are based will occur and the occurrence of certain of the assumptions is beyond the control of the City. Differences between the actual circumstances at the time the Bonds are issued from the assumptions included in this Statement of Disclosures could result in significant differences between the disclosures made and the actual occurrences.

4. "Two-thirds" Capacity. At present, the City has no capacity to issue general obligation bonds without a referendum on account of a net reduction in its general obligation bond indebtedness for the fiscal year ended June 30, 2025.

5. Validity of the Bonds. Pursuant to N.C.G.S. 159-55.1(b), the validity of the Bonds is not subject to challenge on the grounds that the actual interest to be paid on the Bonds or the actual property tax increase required to provide funds to pay principal and interest on the Bonds when issued are different than the estimated amounts set forth above.

Signed this ____ day of May, 2026.

_____
Director of Finance

* * * * *

I, Louis M. Buonpane, City Clerk of the City of Raleigh, North Carolina, DO HEREBY CERTIFY that the foregoing is a true copy of a statement of disclosures which was filed with me at a meeting of the City Council of said City held on May 5, 2026, upon the introduction of orders authorizing general obligation bonds of said City, and that said statement is open to public inspection in my office.

WITNESS my hand and official seal of said City this 5th day of May, 2026.

[SEAL]

_____
City Clerk

To be published once in The News and Observer on Friday, May 8, 2026:

ORDER AUTHORIZING $101,500,000 HOUSING BONDS

BE IT ORDERED by the City Council of the City of Raleigh, North Carolina:

1. That pursuant to The Local Government Bond Act, as amended, the City of Raleigh, North Carolina is hereby authorized to contract a debt, in addition to any and all other debt which said City may now or hereafter have power and authority to contract, and in evidence thereof to issue Housing Bonds in an aggregate principal amount not exceeding $101,500,000 for the purpose of providing funds, together with any other available funds, for community development programs to provide and rehabilitate multifamily and single family housing inside the corporate limits of said City, principally for the benefit of persons of low and moderate income, including, without limitation, (a) the construction or rehabilitation of housing or neighborhood revitalization improvements, (b) programs to provide loans and other financial assistance to such persons and to public and private providers of housing and (c) the acquisition of any related land, rights of way and equipment.

2. That taxes will be levied in an amount sufficient to pay the principal of and the interest on said bonds.

3. That a sworn statement of debt of said City has been filed with the City Clerk and is open to public inspection.

4. That this order shall take effect when approved by the voters of said City at a referendum as provided in said Act.

ORDER AUTHORIZING $101,500,000 TRANSPORTATION BONDS

BE IT ORDERED by the City Council of the City of Raleigh, North Carolina:

1. That pursuant to The Local Government Bond Act, as amended, the City of Raleigh, North Carolina is hereby authorized to contract a debt, in addition to any and all other debt which said City may now or hereafter have power and authority to contract, and in evidence thereof to issue Transportation Bonds in an aggregate principal amount not exceeding $101,500,000 for the purpose of providing funds, together with any other available funds, for various transportation related improvements inside and outside the corporate limits of said City, including, without limitation, street, sidewalk and streetscape improvements, bridges, bicycle lanes, curbs and drains, traffic controls, greenways, bus and train station and shelter improvements, and the acquisition of any related land, rights of way and equipment.

2. That taxes will be levied in an amount sufficient to pay the principal of and the interest on said bonds.

3. That a sworn statement of debt of said City has been filed with the City Clerk and is open to public inspection.

4. That this order shall take effect when approved by the voters of said City at a referendum as provided in said Act.

The foregoing orders have been introduced and a sworn statement of debt has been filed under the Local Government Bond Act showing the appraised value of the City of Raleigh, North Carolina to be $117,528,498,691 and the net debt thereof, including the proposed bonds, to be $963,125,000. The Chief Financial Officer of the City has filed a statement estimating that the total amount of interest that will be paid on the proposed housing bonds over the expected term of the bonds, if issued, is $66,385,618 and the total amount of interest that will be paid on the proposed transportation bonds over the expected term of the bonds, if issued, is $63,107,118 (using, for each estimate, the highest interest rate charged for similar debt over the last 20 years). Taxes are authorized to be levied to pay the principal of and interest on the bonds if they are issued. The Chief Financial Officer of the City has filed a statement estimating that a property tax increase will not be required to provide sufficient funds to pay principal and interest on the proposed bonds. These estimates are preliminary, are for general informational purposes only, and may differ from the actual interest paid on such bonds or the property tax increases required to provide sufficient funds to pay the principal of and interest on the bonds. Such statement includes certain assumptions upon which the estimates are based, and there is no assurance that the circumstances included in such assumptions will occur. The validity of the proposed bonds is not subject to challenge on the grounds that the actual interest cost on the bonds when issued is or the actual property tax increase required to provide funds to pay principal and interest on the bonds is different than the estimated amounts set forth above.

Anyone who wishes to be heard on the questions of the validity of the bond orders and the advisability of issuing the bonds may appear at a public hearing or an adjournment thereof to be held at 1:00 p.m. on May 19, 2026, in the City Council Chambers of the Avery C. Upchurch Government Complex located at 222 West Hargett Street in Raleigh, North Carolina.

By: Louis M. Buonpane
City Clerk of the
City of Raleigh, North Carolina

BOND REFERENDUM
CITY OF RALEIGH, NORTH CAROLINA

November 3, 2026

Form of Ballot Questions

$101,500,000 HOUSING BONDS

Additional property taxes may be levied on property located in the City of Raleigh, North Carolina in an amount sufficient to pay the principal of and interest on bonds if approved by the following ballot question.

Shall the order adopted on May 19, 2026, authorizing not exceeding $101,500,000 HOUSING BONDS of the City of Raleigh, North Carolina, plus interest, for the purpose of providing funds, together with any other available funds, for community development programs to provide and rehabilitate multifamily and single family housing inside the corporate limits of said City, principally for the benefit of persons of low and moderate income, including, without limitation, (a) the construction or rehabilitation of housing or neighborhood revitalization improvements, (b) programs to provide loans and other financial assistance to such persons and to public and private providers of housing and (c) the acquisition of any related land, rights of way and equipment, and providing that additional taxes may be levied in an amount sufficient to pay the principal of and interest on the bonds, be approved, in light of the following:

(1) The estimated cumulative cost over the life of said bonds, using the highest interest rate charged for similar debt over the last 20 years, would be $167,885,618, consisting of the $101,500,000 principal amount of said bonds, plus $66,385,618 of estimated interest.

(2) The estimated amount of property tax liability increase for each one hundred thousand dollars ($100,000) of property tax value to service the cumulative cost over the life of said bonds provided above would be $0 (zero dollars) per year.

[ ] YES

[ ] NO

$101,500,000 TRANSPORTATION BONDS

Additional property taxes may be levied on property located in the City of Raleigh, North Carolina in an amount sufficient to pay the principal of and interest on bonds if approved by the following ballot question.

Shall the order adopted on May 19, 2026, authorizing $101,500,000 TRANSPORTATION BONDS of the City of Raleigh, North Carolina, plus interest, for the purpose of providing funds, together with any other available funds, for various transportation related improvements inside and outside the corporate limits of said City, including, without limitation, street, sidewalk and streetscape improvements, bridges, bicycle lanes, curbs and drains, traffic controls, greenways, bus and train station and shelter improvements, and the acquisition of any related land, rights of way and equipment, and providing that additional taxes may be levied in an amount sufficient to pay the principal of and interest on the bonds, be approved, in light of the following:

(1) The estimated cumulative cost over the life of said bonds, using the highest interest rate charged for similar debt over the last 20 years, would be $164,607,118, consisting of the $101,500,000 principal amount of said bonds, plus $63,107,118 of estimated interest.

(2) The estimated amount of property tax liability increase for each one hundred thousand dollars ($100,000) of property tax value to service the cumulative cost over the life of said bonds provided above would be $0 (zero dollars) per year.

[ ] YES

[ ] NO

Raleigh

memo

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Matthew Burns, CZO, Senior Planner
Department	Planning and Development
Date	April 27, 2026
Subject	Raleigh-Knightdale Annexation Agreement Renewal

North Carolina state law allows adjacent cities to enter into agreements concerning future annexations they undertake. These agreements are meant to promote the orderly planning of the participating municipalities and to avoid potential conflicts. Annexation agreements designate which municipality a property owner may apply to for annexation, but do not address inter-municipal arrangements for delivery of services, such as water or public safety. Under North Carolina Statute, agreements last 20 years. The most recent of Raleigh's agreements was executed in 2024 with the Town of Garner.

The City of Raleigh has an annexation agreement with the Town of Knightdale that was adopted by both municipalities in October of 2006 with an expiration date of October 6, 2026. Staff from both jurisdictions have been in ongoing conversation about the renewal of the agreement.

If the two cities wish to continue to have an annexation agreement, they will need to adopt a new agreement. A new agreement can be adopted before the existing one expires as long as it has language stating that it replaces the existing agreement. If the current agreement expires, there will be a lapse in the policies associated with it. However, there are no additional procedural requirements for adopting a new agreement if the agreement is allowed to expire. Each city participating in an annexation agreement must hold a public hearing before adopting it.

Raleigh and Knightdale staff concur that the new agreement is ready to move forward. To do so, each municipality must hold a public hearing before adoption. Staff expects to place the new agreement on City Council's consent agenda on May 5, 2026, recommending a public hearing on May 19, 2026. The corresponding Knightdale Town Council public hearing is anticipated to be held by June of 2026. If approved, the new annexation agreement would be in effect until 2046.

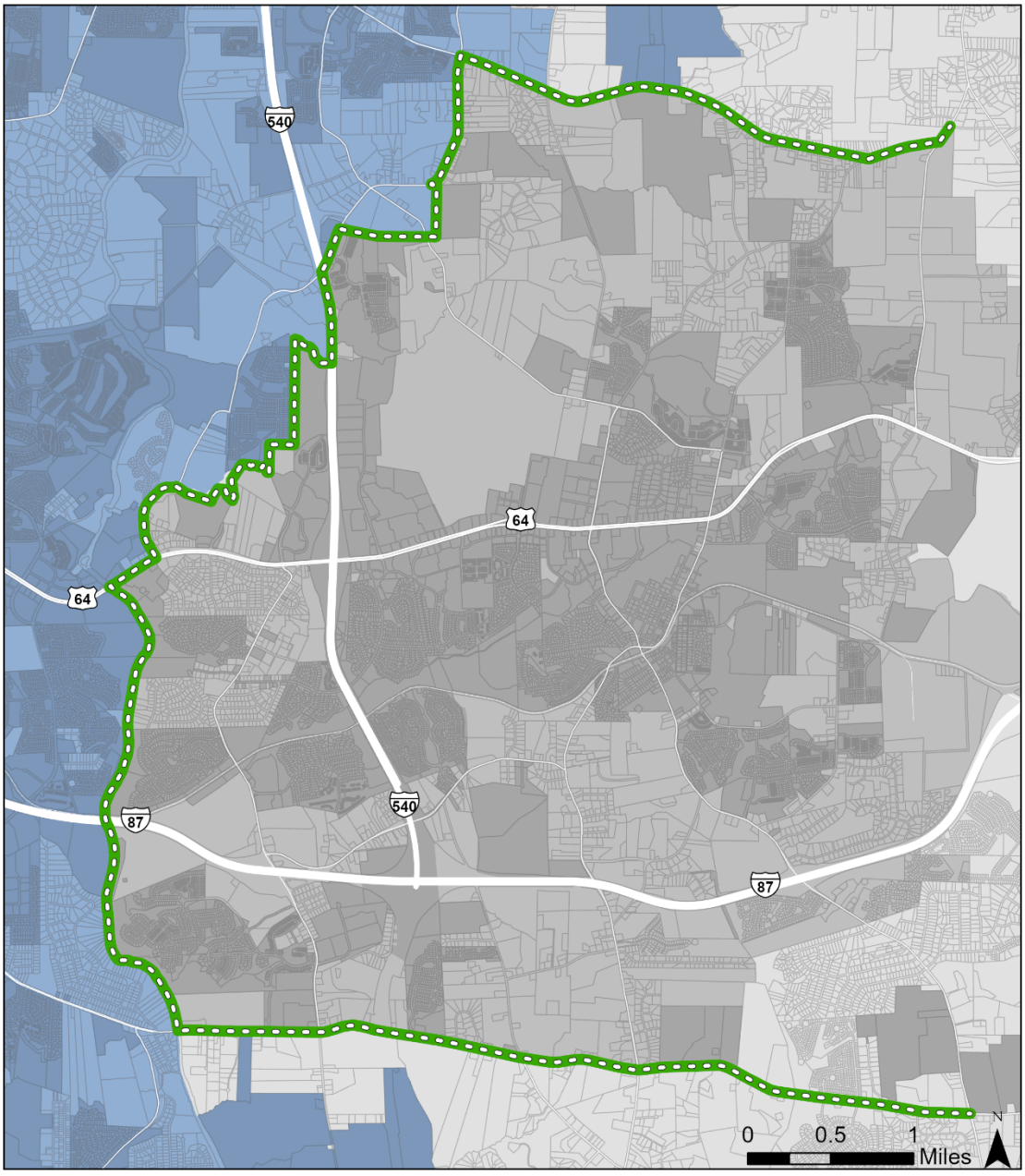
No major changes have been proposed by staff from either municipality. No changes to the current boundary line are proposed. The legal description underlying the current

boundary line has been updated with contemporary references to the Wake County Registry to account for subdivisions, recombinations, and other development activity that has occurred since 2006.

Attachments:

1. Map of Existing/Proposed Annexation Boundary Line
2. Draft Legal Description

Proposed Knightdale Annexation Agreement Boundary



Current Knightdale Annexation Agreement Boundary

Proposed Annexation Agreement Boundary

Corporate Limits

Raleigh

Knightdale

Planning Jurisdictions

Raleigh

Knightdale

EXHIBIT A

BEGINNING at a point where the centerline of Todd Road (SR 2923) intersects the centerline of Mark's Creek Road (SR 2234);

https://maps.raleighnc.gov/iMAPS/?pin=1765295445

thence along the centerline of Mark's Creek Road in a southerly direction ± 630 feet to a point of intersection with the centerline of Horton Road (SR 2231);

https://maps.raleighnc.gov/iMAPS/?pin=1765274573

Thence with the centerline of Horton Road (SR 2231) in a westerly direction ± 2,270 feet to a point of intersection with the centerline of Buffaloe Road (SR 2215);

https://maps.raleighnc.gov/iMAPS/?pin=1765077172

Thence with the centerline of Buffaloe Road (SR 2215) in a westerly direction ± 13,830 feet to a point of intersection with the centerline of Old Milburnie Road (SR 2217);

https://maps.raleighnc.gov/iMAPS/?pin=1746719050

Thence with the centerline of Old Milburnie Road (SR 2217) in a southerly direction the following courses and distances ± 4,930 feet to a point, ± 27.83 feet to a point, ± 35.59 feet to a point in the southern boundary of the right-of-way of Old Milburnie Road, also a point in the northern boundary of the property of now or formerly Watson Family II LLC, as shown on plat recorded in Book of Maps 2018, page 325, Wake County Registry (the "Watson Family II LLC Property");

https://maps.raleighnc.gov/iMAPS/?pin=1745665117

Thence with northern boundary of the Watson Family II LLC Property the following courses and distances: South 89°23'45" East 165.51 feet to a point; South 00°50'00" West 1,653.86 feet to a point, also the northeast corner in the property of now or formerly the City of Raleigh, as shown on plat recorded in Book of Maps 2005, page 2451, Wake County registry (the "City of Raleigh Property");

https://maps.raleighnc.gov/iMAPS/?pin=1745659029

Thence with the northern line of the City of Raleigh Property North 89°25'28" West 300.30 feet to a control corner, also a point in the eastern boundary of the right-of-way of Forestville Road (SR 2049); thence across the right-of-way in a westerly direction ± 60 feet to a point in the western boundary of the right-of-way of Forestville Road (SR 2049), also the northeast corner in the property of now or formerly Allen Park LLC & Michael J. Natelli,

containing 23.24 acres, as shown on plat recorded in Book of Maps 2023, page 882, Wake County registry (the “First Allen Park Property”);

https://maps.raleighnc.gov/iMAPS/?pin=1745545662

Thence with the northern line of the First Allen Park LLC Property in a westerly direction ± 1,548 feet to a point, also the northeast corner in the property of now or formerly Allen Park LLC, known as “Tract 1,” as shown on plat recorded in Book of Maps 2021, page 2326, Wake County registry (the “Second Allen Park LLC Property”);

https://maps.raleighnc.gov/iMAPS/?pin=1745540187

Thence with the northern line of the Second Allen Park LLC Property in a northwesterly direction the following distances: ± 294 feet to a point, ± 320 feet to a point, also the northeast corner in the property of now or formerly Allen Park LLC, known as "Common Area 3" as shown on plat recorded in Book of Maps 2024, page 791, Wake County Registry (the "Third Allen Park LLC Property");

https://maps.raleighnc.gov/iMAPS/?pin=1745451391

Thence with the northern line of the Third Allen Park LLC Property in a northwesterly direction the following distances: ± 208 feet to a point, ± 313 feet to a point; thence ± 50 feet from the northern line extended to a point, also a point in the centerline of Old Milburnie Road (SR 2217);

Thence with the centerline of Old Milburnie Road (SR 2217) in a southerly direction ± 1,530 feet to a point of intersection with the centerline of Interstate 540;

Thence with the centerline of Interstate 540 in a southerly direction the following courses and distances: ±2,930 feet to a point; ± 149.55 feet to a point, also the southeast corner in the western tract of the property of now or formerly Grace D. Ramsey, containing 61.59 acres, described as tax parcel 1745.03-22-2467, Wake County Department of Revenue, and also shown on plat recorded in Book of Maps 1981, page 367, Wake County registry (the “Ramsey Property”);

https://maps.raleighnc.gov/iMAPS/?pin=1745222467

Thence with the southern line of the Ramsey Property the following courses and distances: North 85°11’20” West ± 189 feet to an iron pin; North 40°42’20” West 159.34 feet to an iron pin; North 37°33’20” West 129.23 feet to an iron pin; North 08°05’20” West 196.78 feet to an iron pin; North 36°22’40” West 149.52 feet to an iron pin; North 68°47’20” West 241.12 feet to an iron pin; North 34°02’00” West 181.88 feet to an iron pin; North 64°03’40” West 143.56 feet to a concrete monument, also the northeast corner in the property of now or

formerly 540 West Homeowners Association, Inc., containing 4.74 acres as shown on plat recorded in Book of Maps 2023, page 68, Wake County registry (the "First 540 West HOA Property");

https://maps.raleighnc.gov/iMAPS/?pin=1745212759

Thence with the eastern line of the First 540 West HOA Property in a southerly direction ± 372.53 feet to a point, also the southeast corner of that same property;

Thence with the eastern line of the First 540 West HOA Property extended in a southerly direction ± 59 feet to a point, also the northeast corner in the property of now or formerly 540 West Homeowners Association, Inc., containing 0.83 acres as shown on plat recorded in Book of Maps 2022, page 909, Wake County registry (the "Second 540 West HOA Property");

https://maps.raleighnc.gov/iMAPS/?pin=1745214232

Thence with the eastern line of the Second 540 West HOA Property in a southerly direction ± 315 feet to a point, also the northeast corner in the property of now or formerly Kathryn Dietrich, containing 1.24 acres, described as tax parcel 1745.03-21-3075, Wake County Department of Revenue, also known as "New Lot 1" as shown on plat recorded in Book of Maps 2018, page 2437, Wake County registry (the "Dietrich Property");

Thence with the eastern line of the Dietrich Property in a southerly direction ± 222 feet to a point, also the northeast corner in the property of now or formerly 540 West Homeowners Association, Inc., containing 1.61 acres as shown on plat recorded in Book of Maps 2022, page 911, Wake County registry (the "Third 540 West HOA Property");

https://maps.raleighnc.gov/iMAPS/?pin=1745204667

Thence with the eastern line of the Third 540 West HOA Property in a southerly direction ± 827 feet to a point, also the northeast corner in the property of now or formerly Pulte Home Company, LLC, containing 0.14 acres, also known as "Open Space – Lot 417" as shown on plat recorded in Book of Maps 2022, page 370, Wake County registry (the "First Pulte Home Property");

https://maps.raleighnc.gov/iMAPS/?pin=1744295828

Thence with the eastern line of the First Pulte Home Property in a southerly direction ± 400 feet to a point, also the southeast corner of that same property;

Thence with the eastern line of the First Pulte Home Property extended in a southerly direction ± 55 feet to a point, also the northeast corner in the property of now or formerly Pulte Home Company, LLC, containing 0.12 acres, also known as "Open Space – Lot 418"

as shown on plat recorded in Book of Maps 2020, page 370, Wake County registry (the "Second Pulte Home Property");

https://maps.raleighnc.gov/iMAPS/?pin=1744295426

Thence with the eastern line of the Second Pulte Home Property in a southerly direction ± 346 feet to a point, also the northeast corner in the property of now or formerly 540 West Homeowners Association, Inc., containing 0.4 acres, also known as "Open Area – Lot 419" as shown on plat recorded in Book of Maps 2021, page 1000, Wake County Registry (the "Fourth 540 West HOA Property");

https://maps.raleighnc.gov/iMAPS/?pin=1744284584

Thence with the eastern and southern lines of the Fourth 540 West HOA Property the following courses and distances: South 00°28'09" West 701.61 feet to a mathematical point; South 00°30'41" West 67.54 feet to a mathematical point; North 88°48'42" West 563.03 feet to an iron pipe; North 88°44'42" West 210.5 feet to a mathematical point; South 01°10'59" West 893.40 feet to a mathematical point; also a point in the centerline of Peach Tree Creek and the southeast corner in the property of now or formerly 540 West Homeowners Association, Inc., containing 5.25 acres, known as "Lot 421," as shown plat recorded in Book of Maps 2021, page 998, Wake County registry (the "Fifth 540 West HOA Property");

https://maps.raleighnc.gov/iMAPS/?pin=1744187679

Thence with the southern line of the Fifth 540 West HOA Property the following courses and distances: South 69°59'20" West 32.68 feet to a point; North 40°01'13" West 67.88 feet to a point; North 00°55'29" East 30.48 feet to a point; North 48°44'46" West 39.62 feet to a point; North 60°24'20" West 53.18 feet to a point; North 01°59'25" East 23.99 feet to a point; North 36°00'41" West 13.47 feet to a point; North 00°38'12" East 39.03 feet to a point, also the southeast corner in the property of now or formerly 540 West Homeowners Association, Inc., known as "Remaining Lands 1002" and containing 3.98 acres as shown on plat recorded in Book of Maps 2021, page 998, Wake County registry (the "Sixth 540 West HOA Property");

https://maps.raleighnc.gov/iMAPS/?pin=1744185342

Thence with the with the southern line of the Sixth 540 West HOA Property the following courses and distances: North 42°04'25" West 12.37 feet to a point; North 73°14'35" West 40.48 feet to a point; South 08°24'39" East 25.58 feet to a point; South 66°02'46" West 25.27 feet to a point; South 06°22'34" East 22.26 feet to a point; South 51°52'13" West 17.02 feet to a point; North 45°02'48" West 44.35 feet to a point; North 69°32'06" West 8.38

feet to a point; South 64°56'39" West 26.58 feet to a point; South 74°22'58" West 26.70 feet to a point; South 33°24'48" West 26.42 feet to a point, also the southeast corner in the property of now or formerly 540 West Homeowners Association, Inc., known as "Lot 423" and containing 12.60 acres as shown on plat recorded in Book of Maps 2021, page 998, Wake County registry (the “Seventh 540 West HOA Property”);

https://maps.raleighnc.gov/iMAPS/?pin=1744181215

Thence with the southern line of the Seventh 540 West HOA Property the following courses and distances: North 48°14'58" West 34.97 feet to a point; North 65°38'15" West 28.96 feet to a point; North 36°11'51" West 40.88 feet to a point; North 62°06'39" West 46.40 feet to a point; South 86°27'54" West 9.80 feet to a point; South 24°47'13" West 26.10 feet to a point; North 88°09'15" West 24.19 feet to a point; North 41°05'03" West 16.08 feet to a point; North 47°47'30" West 13.93 feet to a point; South 66°48'32" West 51.67 feet to a point; North 78°31'34" West 50.39 feet to a point; North 39°06'01" West 15.11 feet to a point; North 50°11'33" West 18.43 feet to a point; North 77'35'40" West 45.53 feet to a point; South 89°42'42" West 17.23 feet to a point; South 42°25'56" West 17.72 feet to a point; North 86°02'25" West 71.58 feet to a point; North 72°42'33" West 43.72 feet to a point; South 80"41'01" West 45.42 feet to a point; South 64°10'01" West 15 feet to a point, also the northeast corner in the property of now or formerly the Milburnie Fishing Club, containing 56.57 acres and described as tax parcel 1734.02-97-5626, Wake County Department of Revenue (the “Club Property”);

https://maps.raleighnc.gov/iMAPS/?pin=1734977564

Thence with the eastern line of the Club Property in a southerly direction the following distances: ± 593 feet to a point, ± 525 feet to a point, ± 127 feet to a point, also the northeast corner in the property now or formerly Beacon KG LLC, known as “Lot 1 Remaining” and containing 46.54 acres and also shown on plat recorded in Book of Maps 2025, page 949, Wake County registry (the “Beacon KG LLC Property”);

https://maps.raleighnc.gov/iMAPS/?pin=1734965370

Thence with the northern line of the Beacon KG LLC Property in a northwesterly direction the following distances: ± 219 feet to a point, ± 212 feet to a point; thence in a westerly direction ± 230 feet to a point; thence in a southwesterly direction the following distances: ± 135 feet to a point, ± 125 feet to a point; ± 200 feet to a point; thence in a northwesterly direction the following distances: ± 526 feet to a point, ± 310 feet to a point, ± 160 feet to a point, also a corner in the property of now or formerly the Patrick H. Simmons Revocable Trust, containing 7.00 acres and described as tax parcel 1734.02-87-3051, Wake County Department of Revenue (the “Simmons Property”);

https://maps.raleighnc.gov/iMAPS/?pin=1734873051

Thence with the northern line of the Simmons Property in a westerly direction ± 195 feet to a point in the centerline of Old Milburnie Road (SR 2217);

Thence with the centerline of Old Milburnie Road (SR 2217) in a southwesterly direction ± 3,000 feet to a point of intersection with the centerline of New Bern Avenue/ Knightdale Boulevard (US HWY 64 BUS);

Thence with the centerline of New Bern Avenue (US HWY 64 BUS) in a westerly direction ± 1,725 feet to a point of intersection with the centerline of the Neuse River;

Thence with the centerline of the Neuse River in a southerly direction ± 16,125 feet to a point of intersection with the centerline of Poole Road (SR 1007);

https://maps.raleighnc.gov/iMAPS/?pin=1733903005

Thence with the centerline of Poole Road (SR 1007) in an easterly direction ± 25,660 feet to a point of intersection with the centerline of Smithfield Road (SR 2233), also the point of termination.

https://maps.raleighnc.gov/iMAPS/?pin=1762377713

Raleigh

City Council
Agenda Item

Agenda Title: NCDOT Easement Request – 975 Buffaloe Rd. and 2301 Benson Rd.

Meeting Date: May 5, 2026

Meeting Type: City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department: Planning and Development - Real Estate
Sponsor: Robert Mathes

Agenda Item Description:

Robert Mathes, Planning and Development

The North Carolina Department of Transportation (NCDOT) is proposing to widen Benson Road between Rand and Buffaloe Roads as part of Project No. HL-0008J. This will include the installation of a concrete median, concrete sidewalk on the south side and a multi-use path on the north side of Benson Road.

The proposed improvements will increase roadway and pedestrian safety. NCDOT has requested various easements across two city properties located at 975 Buffaloe Road (Lake Benson) and 2301 Benson Road (Dempsey E. Benton Water Treatment Plant).

Raleigh Water manages the properties and has no objections to the requests.

Recommended Action: Authorize staff to proceed deed of easement execution and authorize appropriate City Officials to execute all required documents subject to final document approval by the City Manager and City Attorney.

Agenda Item Details:
Due to the proposed improvement to Benson Rd., NCDOT has offered $21,850.00 for the conveyance of Permanent Right of Way containing .498 ac., a Temporary Drainage Easement containing .087 ac., and a Temporary Construction Easement containing .099 ac. for the impacts to the property at 975 Buffaloe Rd. In addition, an offer of $54,600.00 for the conveyance of a Permanent Utility Easement containing .054 ac., Permanent Drainage Easement containing .118 ac., Temporary Drainage Easement containing .959 ac., and a Temporary Construction Easement containing .025 ac. for the impacts to the property at 2301 Benson Rd.

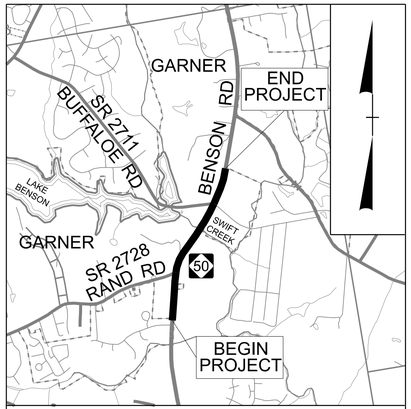
Raleigh Water manages both properties and has reviewed this request and is in support of granting the easements needed for this project.

The NCDOT construction plans included with the agenda materials are for illustrative purposes only based on present project projections and the specific easement needs are subject to change as needed to support the project construction.

TIP PROJECT: HL-0008J

CONTRACT:

See Sheet 1B For Conventional Symbols



VICINITY MAP (NTS)

RIGHT-OF-WAY PLANS COMPLETE (RPC) SET

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

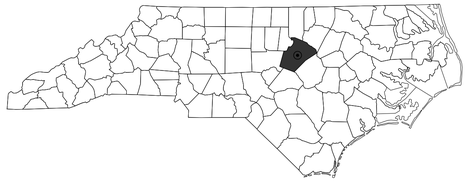
WAKE COUNTY

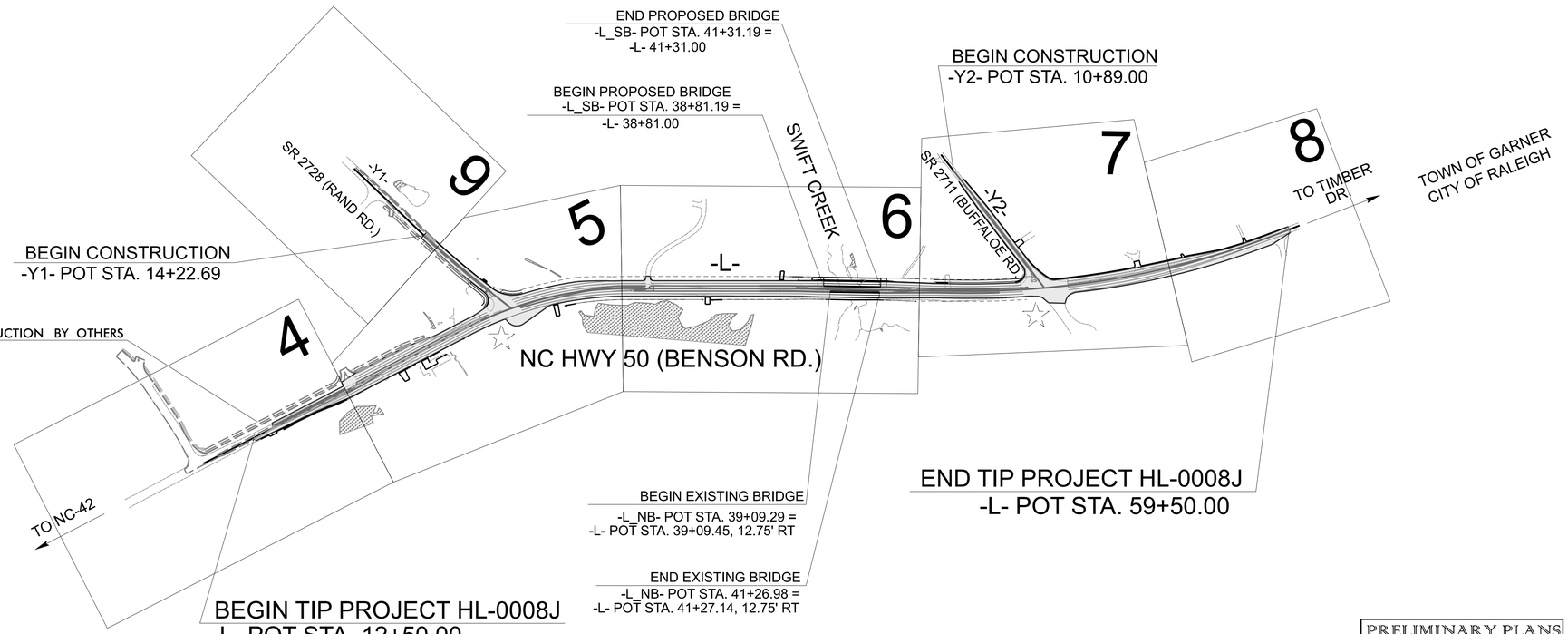
LOCATION: *WIDEN NC HWY 50 (BENSON RD) FROM SOUTH OF SR 2728 (RAND ROAD) TO NORTH OF SR 2711 (BUFFALOE ROAD)*

TYPE OF WORK: *DRAINAGE, GRADING, PAVING STRUCTURE, AND SIGNALS*

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	HL-0008J	1	

STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
49367.1.7		PE
49367.2.7	4936701	R/W
49367.2.8	4936701	UTIL.
49367.3.7		CONST.





THIS PROJECT IS WITHIN THE MUNICIPAL LIMITS OF THE TOWN OF GARNER
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III

☆ EXISTING SIGNAL TO BE MODIFIED

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES

50 25 0 50 100
PLANS

50 25 0 50 100
PROFILE (HORIZONTAL)

10 5 0 10 20
PROFILE (VERTICAL)

DESIGN DATA

ADT 2026 = 25,130
ADT 2045 = 33,340
K = 9 %
D = 65 %
T = 6 % *
V = 50 MPH
* TTST 1% DUAL 5%
FUNC CLASS =
MINOR ARTERIAL

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT HL-0008J = 0.843 MILES
LENGTH OF STRUCTURE TIP PROJECT HL-0008J (L_SB) = 0.047 MILES
TOTAL LENGTH OF TIP PROJECT HL-0008J = 0.890 MILES

NCDOT Contact: BETH QUINN, PE

Prepared in the Office of: VHB Engineering NC, P.C. (C-3705) 940 Main Campus Drive, Suite 500 Raleigh, NC 27606

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JANUARY 24, 2025

LETTING DATE: OCTOBER 8, 2026

JONATHAN SOIKA, PE
PROJECT ENGINEER

RYAN SARGENT, PE
PROJECT DESIGN ENGINEER

HYDRAULICS ENGINEER

SIGNATURE: *P.E.*

ROADWAY DESIGN ENGINEER

SIGNATURE: *P.E.*

STATE OF NORTH CAROLINA • DEPARTMENT OF TRANSPORTATION •

REID: 0102533
PIN: 1609778854
PIN Extension: 000
Land Value: $10760202
Building Value: $526818
Total Value Assessed: $11287020
Deed Acres: 664.21
Year Built: 2009
Heated Area: 3800
Type and Use: WAREHSE
Design Style: Conventional
Planning Jurisdiction: WC
Township: Panther Branch
Owner: RALEIGH CITY OF
Mailing Address 1: PO BOX 590
Mailing Address 2: RALEIGH NC 27602-0590
Deed Book: 001115
Deed Page: 00017
Deed Date: 2/2/1953
Land Class: EXEMPT
Map Name: 1609 02
Billing Class: Exempt
Property Description: LAKE BENSON BM1952 -00098
Address: 975 BUFFALOE RD
Street Name: BUFFALOE RD
Old Parcel Number: 748-00000-0001
Exempt Description: RALEIGH
Exempt Status: RA1
Total Structures: 1
Other Building Value: $51900
ZIP: 27529
TYPE_AND_USE: 83
DESIGNSTYL: CVL

N

0 1,600 3,200 6,400 ft

1 inch equals 3,200 feet

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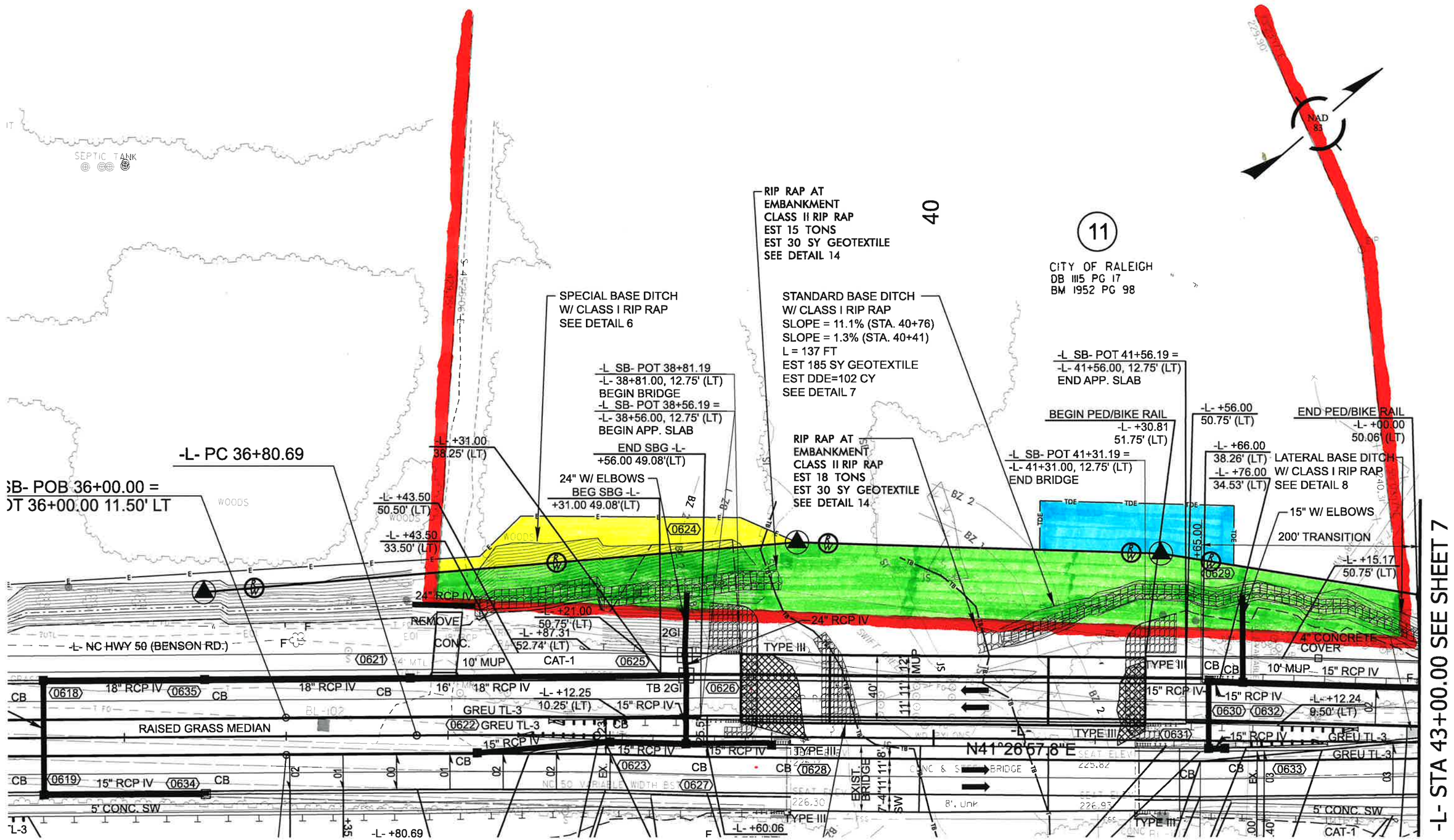
SEPTIC TANK
-L- PC 36+80.69
SB- POB 36+00.00 =
T 36+00.00 11.50' LT
WOODS
-L- +31.00
38.25' (LT)
-L- +43.50
50.50' (LT)
-L- +43.50
33.50' (LT)
SPECIAL BASE DITCH
W/ CLASS I RIP RAP
SEE DETAIL 6
-L SB- POT 38+81.19
-L- 38+81.00, 12.75' (LT)
BEGIN BRIDGE
-L SB- POT 38+56.19 =
-L- 38+56.00, 12.75' (LT)
BEGIN APP. SLAB
END SBG -L-
+56.00 49.08'(LT)
24" W/ ELBOWS
BEG SBG -L-
+31.00 49.08'(LT)
RIP RAP AT
EMBANKMENT
CLASS II RIP RAP
EST 15 TONS
EST 30 SY GEOTEXTILE
SEE DETAIL 14
STANDARD BASE DITCH
W/ CLASS I RIP RAP
SLOPE = 11.1% (STA. 40+76)
SLOPE = 1.3% (STA. 40+41)
L = 137 FT
EST 185 SY GEOTEXTILE
EST DDE=102 CY
SEE DETAIL 7
RIP RAP AT
EMBANKMENT
CLASS II RIP RAP
EST 18 TONS
EST 30 SY GEOTEXTILE
SEE DETAIL 14
40
11
CITY OF RALEIGH
DB 1115 PG 17
BM 1952 PG 98
-L SB- POT 41+56.19 =
-L- 41+56.00, 12.75' (LT)
END APP. SLAB
BEGIN PED/BIKE RAIL
-L- +30.81
51.75' (LT)
-L SB- POT 41+31.19 =
-L- 41+31.00, 12.75' (LT)
END BRIDGE
-L- +56.00
50.75' (LT)
-L- +66.00
38.26' (LT)
-L- +76.00
34.53' (LT)
LATERAL BASE DITCH
W/ CLASS I RIP RAP
SEE DETAIL 8
END PED/BIKE RAIL
-L- +00.00
50.06' (LT)
15" W/ ELBOWS
200' TRANSITION
-L- +15.17
50.75' (LT)
NAD
83
-L- NC HWY 50 (BENSON RD.)
24" RCP IV
REMOVE
CONC.
-L- +21.00
50.75' (LT)
-L- +87.31
52.74' (LT)
10' MUP
CAT-1
2GI
TB 2GI
-L- +12.25
10.25' (LT)
GREU TL-3
RAISED GRASS MEDIAN
18" RCP IV
16'
15" RCP IV
TYPE III
TYPE II
4" CONCRETE
COVER
-L- +12.24
9.50' (LT)
N41°26'57.8"E
BRIDGE
EXIST.
BRIDGE
5' CONC. SW
-L- +80.69
-L- +60.06
-L- STA 43+00.00 SEE SHEET 7

REID: 0011600
PIN: 1619762696
PIN Extension: 000
Land Value: $6173421
Building Value: $11367403
Total Value Assessed: $17540824
Deed Acres: 95.4
Year Built: 2009
Heated Area: 68099
Type and Use: WAREHSE
Design Style: Conventional
City: GARNER
Planning Jurisdiction: GA
Township: St. Mary's
Owner: RALEIGH CITY OF
Mailing Address 1: PO BOX 590
Mailing Address 2: RALEIGH NC 27602-0590
Deed Book: 012224
Deed Page: 00149
Deed Date: 10/19/2006
Land Class: EXEMPT
Map Name: 1619 02
Billing Class: Exempt
Property Description: CITY OF RALEIGH RCMB BM2019 -00295
Address: 2301 BENSON RD
Street Name: BENSON RD
Old Parcel Number: --
Exempt Description: RALEIGH
Exempt Status: RA1
Total Structures: 4
Other Building Value: $184890
ZIP: 27529
TYPE_AND_USE: 83

N

0 400 800 1,600 ft

1 inch equals 800 feet

Disclaimer
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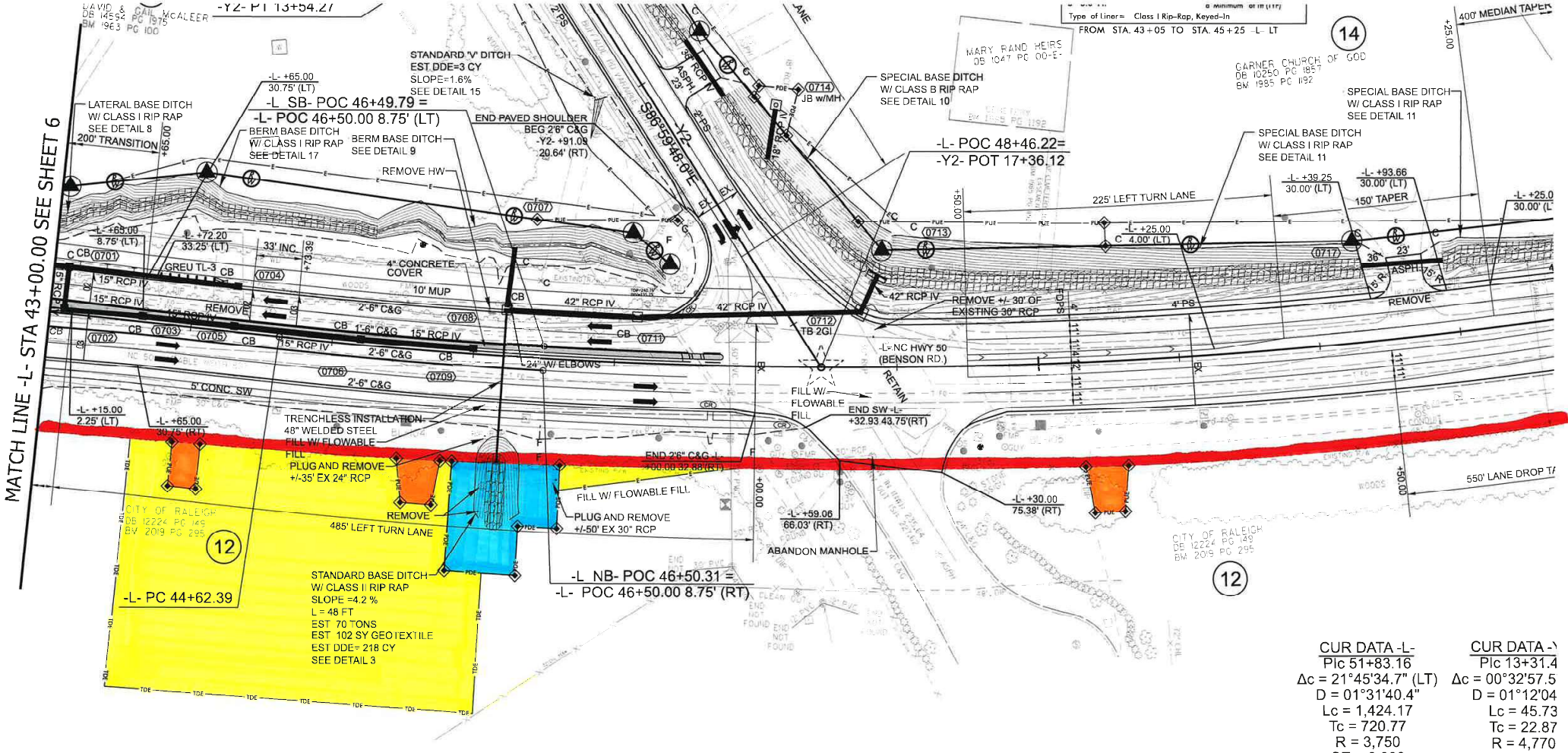

MATCH LINE -L- STA 43+00.00 SEE SHEET 6
-Y2- PT 13+54.27
DAVID & GAIL MCALEER
DB 14552 PG 1875
BM 1963 PG 100
STANDARD 'V' DITCH
EST DDE=3 CY
SLOPE=1.6%
SEE DETAIL 15
LATERAL BASE DITCH
W/ CLASS I RIP RAP
SEE DETAIL 8
200' TRANSITION
-L- +65.00
30.75' (LT)
-L SB- POC 46+49.79 =
-L- POC 46+50.00 8.75' (LT)
END PAVED SHOULDER
BEG 2'6" C&G
-Y2- +91.09
20.64' (RT)
BERM BASE DITCH
W/ CLASS I RIP RAP
SEE DETAIL 17
BERM BASE DITCH
SEE DETAIL 9
REMOVE HW
SB3°59'48.0"E
-Y2-
2 PS
SPECIAL BASE DITCH
W/ CLASS B RIP RAP
SEE DETAIL 10
-L- POC 48+46.22=
-Y2- POT 17+36.12
Type of Liner= Class I Rip-Rap, Keyed-In
FROM STA. 43+05 TO STA. 45+25 -L- LT
MARY RAND HEIRS
DB 1047 PG 00-E-
CARNER CHURCH OF GOD
DB 10250 PG 1857
BM 1985 PG 1192
SPECIAL BASE DITCH
W/ CLASS I RIP RAP
SEE DETAIL 11
400' MEDIAN TAPER
225' LEFT TURN LANE
150' TAPER
-L- +39.25
30.00' (LT)
-L- +93.66
30.00' (LT)
-L- +25.00
4.00' (LT)
-L- +72.20
33.25' (LT)
33' INC.
-L- +65.00
8.75' (LT)
GREU TL-3
4" CONCRETE COVER
10' MUP
15" RCP IV
REMOVE
2'-6" C&G
1'-6" C&G
42" RCP IV
REMOVE +/- 30' OF EXISTING 30" RCP
4" PS
ASPH.
REMOVE
TB 2GI
-L- NC HWY 50
(BENSON RD.)
24" W/ ELBOWS
5' CONC. SW
-L- +15.00
2.25' (LT)
-L- +65.00
30.75' (RT)
TRENCHLESS INSTALLATION
48" WELDED STEEL
FILL W/ FLOWABLE FILL
PLUG AND REMOVE
+/-35' EX 24" RCP
FILL W/ FLOWABLE FILL
END SW -L-
+32.93 43.75'(RT)
END 2'6" C&G -L-
+00.00 32.88'(RT)
FILL W/ FLOWABLE FILL
PLUG AND REMOVE
+/-50' EX 30" RCP
-L- +59.06
66.03' (RT)
-L- +30.00
75.38' (RT)
ABANDON MANHOLE
550' LANE DROP TA
CITY OF RALEIGH
DB 12224 PG 149
BM 2019 PG 295
12
485' LEFT TURN LANE
-L- PC 44+62.39
STANDARD BASE DITCH
W/ CLASS II RIP RAP
SLOPE =4.2 %
L = 48 FT
EST 70 TONS
EST 102 SY GEOTEXTILE
EST DDE= 218 CY
SEE DETAIL 3
-L NB- POC 46+50.31 =
-L- POC 46+50.00 8.75' (RT)
14
CUR DATA -L-
PIc 51+83.16
Δc = 21°45'34.7" (LT)
D = 01°31'40.4"
Lc = 1,424.17
Tc = 720.77
R = 3,750
SE = 0.030
CUR DATA -Y
PIc 13+31.4
Δc = 00°32'57.5
D = 01°12'04
Lc = 45.73
Tc = 22.87
R = 4,770
SE = EXIST

Raleigh

Consent Agenda
Contracts and Consultant Services - Amendment

Agenda Title:	Interlocal Agreement – GoPass Fee Sharing Revenue Agreement – GoTriangle – Contract Amendment No 1		
Meeting Date:	May 5, 2026		
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions		
Department:	Transportation		
Sponsor(s):	Paul Kallam		
Fiscal Impact	Yes	**Dollar Amount:**	$275,701
Budgeted	No	**Budget Source:**	Operating Budget

Agenda Item Description:

Het Patel, Transportation
.
GoTriangle, serving as lead manager of the Regional GoPass program, collects fare revenue on GoRaleigh's behalf and then distributes the agreed upon share to GoRaleigh. The GoPass program is a regional transit pass and includes access via physical smart card or mobile app. This request is to increase the original contract amount by $275,701 due to higher than projected ridership and fare collections in the region. The increase represents additional revenue that the City is anticipated to receive over the remainder of the three-year contract term ending June 30, 2027.

Recommended Action: Authorize the City Manager to execute the revenue contract amendment with GoTriangle.

Agenda Item Details:

The revenue share amount is determined by an agreed upon formula utilizing trips completed on GoRaleigh-operated service by Regional GoPass holders.

The Regional GoPass is an agreement between the City of Raleigh and GoTriangle to improve the transit rider experience across the Triangle Region. The Regional GoPass is a flat-fee subscription based program in which organizations, businesses, nonprofits, or other entities can purchase a set number of annual passes for their employees, customer base, constituents, etc. for use on the local transit systems. Examples of past

and/or current Regional GoPass holders include NC State University, the University of North Carolina at Chapel Hill, and the State of North Carolina. Holders of the Regional GoPass can use any GoRaleigh or GoTriangle operated transit services using a single device or card.

This program existed prior to the COVID-19 pandemic and fare suspension. This agreement is part of the restart of the program. The purpose of this agreement is to establish how the interoperability will occur and to create an established formula for fare revenue allocation. GoTriangle leads the majority of new business sales and contract management, and GoRaleigh receives a proportion of the fixed fee contract, based on system ridership and fare rates for each system. The established formula provides a clear outline of how much revenue is anticipated to be remitted to the City of Raleigh based on ridership and the number of GoPass memberships purchased.

Contract Properties:

Name of Project:	GoPass Fee Sharing Revenue Agreement
Name of Vendor:	GoTriangle
Managing Division:	Transportation - Transit
Approval Request:	Contract Award
Reason for Council Review:	Contract Amount > $300,000
Original Contract:	$287,692
Amount of this Amendment:	$275,701
Encumbered this approval:	N/A - revenue agreement
Budget Transfer	N/A

Raleigh

Consent Agenda
Contracts and Consultant Services

Agenda Title:	Lease Agreement – State of North Carolina Property at Chavis Park
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Planning and Development - Real Estate
Sponsor(s):	Sarah Gentry, Shawsheen Baker
Fiscal Impact	Yes
Dollar Amount:	$1,500.00
Budgeted	Yes
Budget Source:	Operating Budget

Agenda Item Description:

Sarah Beth Gentry, Planning and Development

Shawsheen Baker, Parks, Recreation and Cultural Resources

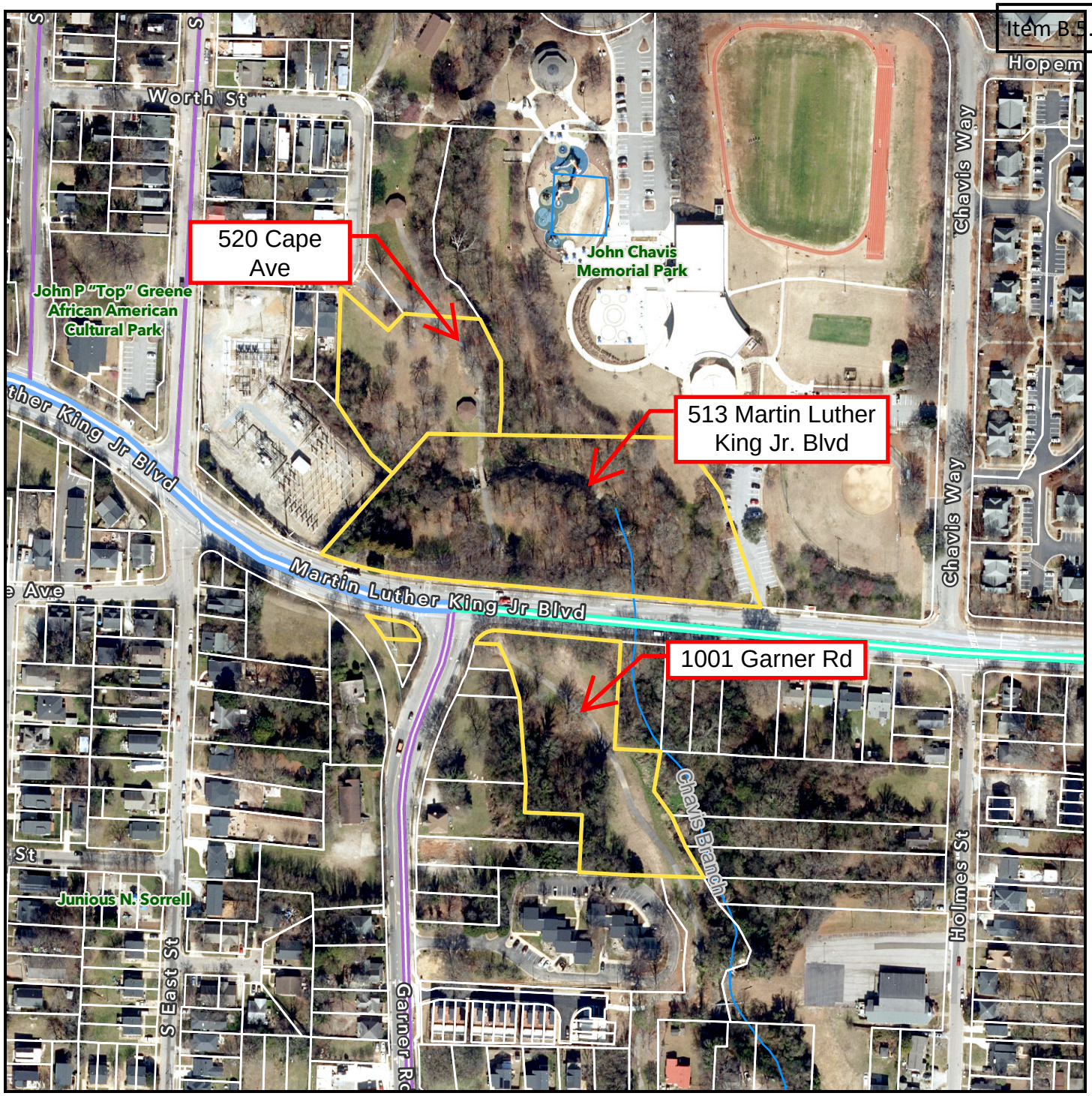
.
In 1974, the City entered into a lease agreement with the State of North Carolina for the lease of three parcels located at Chavis Park for the purpose of operating a public park and recreation area. The parcels are identified as 1001 Garner Road, 513 Martin Luther King, Jr. Boulevard and 520 Cape Avenue. The lease has terminated and both parties desire to continue use of the properties for public park and recreation area purposes for a 30 -year term at a rate of $50 per year in rent. The North Carolina Council of State has approved this agreement. Use of the properties includes greenway trail and park pavilion locations.

Recommended Action: Authorize staff to proceed with lease execution and authorize appropriate City Officials to execute all required documents subject to final document approval by the City Manager and City Attorney.

Agenda Item Details:
Contract Properties:

Name of Project:	Chavis Park – State of North Carolina Lease

Name of Vendor/Landlord:	State of North Carolina
Managing Division:	Parks, Recreation and Cultural Resources
Approval Request:	Contract Award
Reason for Council Review:	Contract Term over 12 months
Annual Rent:	$50
Total Term:	30 years
Total Contract/Rents:	$1,500
Options for renewal:	None



State of North Carolina - Chavis Park Lease

N

0 125 250 500 ft

1 inch equals 250 feet

Property

Street Plan

C. Mixed Use Streets

- Avenue 2-Lane, Undivided
- Avenue 2-Lane, Divided

D. Major Streets

- Avenue 4-Lane, Divided
- Avenue 6-Lane, Divided

- USGS Blue Line Streams

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Raleigh

Consent Agenda

Contracts and Consultant Services - Amendment

Agenda Title:	Contract Services – Professional Maintenance and Asset Management for Water Storage Tanks – Utility Service Company Inc. – Contract Amendment No. 3		
Meeting Date:	May 5, 2026		
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions		
Department:	Public Utilities - Capital Improvement Mgmt		
Sponsor(s):	Aaron Levitt		
Fiscal Impact	Yes	**Dollar Amount:**	$2,428,838
Budgeted	Yes	**Budget Source:**	Capital Improvement Program

Agenda Item Description:

Aaron Levitt, Raleigh Water

The City currently has 32 water tanks, each requiring ongoing inspection and maintenance provided through a service contract approved in 2019. City Council approved the proposal-based selection of Utility Service Company Inc. to provide contract services for maintenance on Raleigh Water tank assets for seven initial years, with an option to extend for 3 years.

The initial seven-year term is coming to an end, and staff is requesting an amendment to the contract in the amount of $2,428,838 to exercise renewal terms for these contract services.

Recommended Action: Authorize the City Manager to execute the contract amendment for three additional one-year terms with Utility Service Company Inc. in an amount not to exceed $2,428,838.

Agenda Item Details:

On December 13, 2018, two responses were received for services for the Request for Proposals for Professional Maintenance and Asset Management for Water Storage Tanks.

The goal of this project is to maintain structural integrity and water quality for the City's water storage tanks. The proposed contract will provide professional maintenance and

asset management services for the City's thirty potable water storage tanks and the two reclaimed water storage tanks. The work includes annual tank inspections, corrective action repairs, periodic biofilm washouts, interior and exterior coating rehabs, and emergency response efforts. This work has historically been contracted out due to its specialized nature and safety requirements.

.

Proposals were evaluated based on combined criteria of price, performance, and references. After review of the responses, Utility Services was selected for this project. Staff previously negotiated a contract in the amount of $5,225,785, for an initial term of seven years with an option to renew for three additional years, for the professional maintenance and asset management services for water storage tanks. The initial seven-year term will be completed soon, and the scope has been well executed by the vendor, so staff is requesting an amendment to exercise renewal terms for these contract services.

.

Available funding appropriated in the Water Tank Rehab/Maintenance capital budget will be used for this project.

.

Contract Properties:

Name of Project:	Professional Maintenance and Asset Management for Water Storage Tanks
Name of Vendor:	Utility Service Company Inc.
Managing Division:	Raleigh Water – Capital Improvements Management
Approval Request:	Contract Award
Reason for Council Review:	Contract Amount > $300,000
Original Contract Amount:	$5,255,785
Amendment Number One:	$5,750 Administrative Approval
Amendment Number Two:	$5,750 Administrative Approval
Amount of this Amendment:	$2,428,838
Encumbered this approval:	$1,463,210
Budget Transfer	N/A

Raleigh

Consent Agenda
Contracts and Consultant Services

Agenda Title:	Contract Services – Triangle Regional Transit Survey – Cambridge Systematics, Inc.; Interlocal Agreement – Triangle Regional Transit Survey – GoTriangle, City of Durham, Orange County
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Transportation
Sponsor(s):	Paul Kallam
Fiscal Impact	Yes
Dollar Amount:	$930,290
Budgeted	No
Budget Source:	Grants Fund

Agenda Item Description:

Het Patel, Transportation

Staff recommends a contract with Cambridge Systematics, Inc. to conduct a region-wide, tablet-based survey of fixed-route riders for regional routes serving Durham, Orange, and Wake Counties to obtain ridership, origin-destination and demographic data.

The contract is being procured through the CAMPO on-call for planning and associated services. The total contract amount is not to exceed $930,290. GoRaleigh transit will fund the survey efforts within Wake County by utilizing Federal Transit Administration (FTA) Section 5303 federal funds for a total of $603,018. Staff recommends entering into an interlocal funding agreement with GoTriangle, the city of Durham, and Orange County for the remaining amount of $327,272.

Recommended Action: Authorize the City Manager to execute an interlocal funding agreement with GoTriangle, City of Durham and Orange County in the amount of $327,272, and execute a contract with Cambridge Systematics, Inc. in an amount not to exceed $930,290. Authorize budget amendment in the amount of $327,272.

Agenda Item Details:

On February 15, 2022, City Council authorized the City Manager to execute a Memorandum of Understanding (MOU) with CAMPO, GoTriangle and the Town of Cary. The MOU recognized CAMPO as the leading procurement partner to develop an on-call contract for planning, technical, engineering and other associated services available for use by transit partners, as related to Wake County Transit Plan efforts. The Request for Proposals (RFP) process under the MOU recommended Cambridge Systematics, Inc. as the selected firm for transit planning activities, including on board origin and destination surveys and associated demographic data collection.

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Transit requests to contract with Cambridge Systematics, Inc. to conduct a region-wide tablet-based survey of fixed-route riders for regional routes serving Durham, Orange, and Wake Counties to obtain demographic, ridership and origin-destination data. The total contract amount is not to exceed $930,290.

.

Information obtained from the surveys will be used to support Capital Area Metropolitan Planning Organization (CAMPO) and Durham-Chapel Hill-Carrboro MPO (DCHC-MPO) Metropolitan Transportation Plan (MTP) updates and three (3) county transit plans, to improve the Triangle regional travel demand model, to meet air quality requirements, provide up to date data for the Bus Rapid Transit STOPS model and support long range transportation network plans across modes. Survey efforts will review and be consistent with past surveying efforts in Wake, Durham and Orange counties and build on discussions and draft materials (survey instrument and methodology) previously developed. Survey data will also support Title VI and equity evaluations, allow for analysis of trends in relation to past surveys, and provide an updated baseline for future analysis and surveys.

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The consultant will coordinate with City of Raleigh, who is acting as the lead procurement agency and coordinate on behalf of the City with CAMPO, TWTPO, NC State's Institute for Transportation Research and Education (ITRE) and regional partners including GoCary, GoDurham, GoTriangle, Orange County Transportation Services, and Wolfline.

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Funding for the survey was included with Council's adoption of the FY2025 budget.

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The survey will be conducted through an interlocal agreement and regional partnership with GoTriangle, Durham, and Orange County. City Transit staff also coordinated with

partner agencies to identify funding participation defined in the interlocal agreement. The agreement stipulates that the partners will contribute up to the following amounts towards survey expenses: GoTriangle $53,372; GoDurham $262,770; and Orange County $11,130. Approval of a $327,272 budget amendment is requested to receive the revenue.

Contract Properties:

Name of Project:	Triangle Region Transit Survey
Name of Vendor:	Cambridge Systematics, Inc.
Managing Division:	Transportation - Transit
Approval Request:	Contract Award
Reason for Council Review:	Contract Amount > $300,000
Original Project Budget:	$930,290
Award Amount:	$930,290
Encumbered this approval:	$930,290
Budget Transfer	N/A
Options for renewal:	N/A

Raleigh

memo

To	Marchell Adams-David, City Manager
From	Het Patel, Transportation
Department	Raleigh Department of Transportation
Date	May 5, 2026
Subject	Triangle Regional Transit Survey Contract & Associated Interlocal Funding Agreement

On February 15, 2022, City Council authorized the City Manager to execute a Memorandum of Understanding (MOU) with CAMPO, GoTriangle and the Town of Cary. The MOU recognized CAMPO as the leading procurement partner to develop an on-call contract for planning, technical, engineering and other associated services available for use by transit partners, as related to Wake County Transit Plan efforts. The Request for Proposals (RFP) process under the MOU recommended Cambridge Systematics, Inc. as the selected firm for transit planning activities, including on board origin and destination surveys and associated demographic data collection.

Transit requests to contract with Cambridge Systematics, Inc. to conduct a region-wide tablet-based survey of fixed-route riders for regional routes serving Durham, Orange, and Wake Counties to obtain demographic, ridership and origin-destination data. The total contract amount is not to exceed $930,290.

Information obtained from the surveys will be used to support Capital Area Metropolitan Planning Organization (CAMPO) and Durham-Chapel Hill-Carrboro MPO (DCHC-MPO) Metropolitan Transportation Plan (MTP) updates and three (3) county transit plans, to improve the Triangle regional travel demand model, to meet air quality requirements, provide up to date data for the Bus Rapid Transit STOPS model and support long range transportation network plans across modes. Survey efforts will review and be consistent with past surveying efforts in Wake, Durham and Orange counties and build on discussions and draft materials (survey instrument and methodology) previously developed. Survey data will also support Title VI and equity evaluations, allow for analysis of trends in relation to past surveys, and provide an updated baseline for future analysis and surveys.

The consultant will coordinate with City of Raleigh, who is acting as the lead procurement agency and coordinate on behalf of the City with CAMPO, TWTPO, NC State's Institute for Transportation Research and Education (ITRE) and regional partners including GoCary, GoDurham, GoTriangle, Orange County Transportation Services, and Wolfline.

GoRaleigh's $603,018 contribution towards the survey is provided by Federal Transit Administration (FTA) Section 5303 federal funds adopted with the FY25 annual budget. Section 5303 planning funds are provided to transit agencies specifically for multimodal transportation planning efforts.

The survey will be conducted through an interlocal agreement and regional partnership with GoTriangle, Durham, and Orange County. City Transit staff also coordinated with partner agencies to identify funding participation defined in the interlocal agreement. The agreement stipulates that the partners will contribute up to the following amounts towards survey expenses: GoTriangle $53,372; GoDurham $262,770; and Orange County $11,130. Approval of a $327,272 budget amendment is requested to receive the revenue.

Raleigh

memo

To	Marchell Adams-David, City Manager
Thru	Sadia Sattar, Budget and Management Services Director
From	Hannah Osborne, Capital Planning Administrator
Department	Budget and Management Services
Date	April 30, 2026
Subject	Triangle Regional Transit Survey

The following accounts will be modified subject to the approval of the budget amendments and transfers outlined on the May 5, 2026 Council Agenda.

Triangle Regional Transit Survey

Amendment
Increase Revenue:

Fund 810 – Fed Transit Metro Plan FY25-Other Match	$327,272

Increase Expense:

Fund 810 – Federal Transit Metro Plan FY25	$327,272

Purpose: To recognize and appropriate GoTriangle, City of Durham, and Orange County's contributions towards the Triangle Regional Transit Survey project.

Raleigh

Consent Agenda
Contracts and Consultant Services

Agenda Title:	Contract Services – Concentra – Medical Services for Employee Health Center
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Human Resources
Sponsor(s):	Sharnell Jones
Fiscal Impact	Yes
Dollar Amount:	$360,000
Budgeted	Yes
Budget Source:	Operating Budget

Agenda Item Description:

Sharnell Jones, Human Resources

Human Resources advertised a Request for Proposals, Employer Directed Medical Care, for medical oversight of the City's Employee Health Center that will include general medical services and worker's compensation medical services. Human Resources received two proposals, Concentra and WorkCare, Inc. Based upon review of proposals received and evaluation criteria, the established committee recommends awarding the contract to Concentra for a one-year initial term and two additional one-year terms renewal options. The annual amount for services is $360,000.

Recommended Action: Authorize the City Manager to execute a contract with Concentra in an amount not to exceed $360,000 for the initial one-year term, and the option to renew for two additional one-year terms and the total contract not to exceed $1,080,000.

Agenda Item Details:

Contract Properties:

Name of Project:	Professional Medical Services

Name of Vendor:	Concentra
Managing Division:	Human Resources
Approval Request:	Contract Award
Reason for Council Review:	Contract Amount > $300,000
Original Project Budget:	360,000
Award Amount:	$360,000
Encumbered this approval:	$360,000
Budget Transfer	N/A
Options for renewal:	Two (2) additional one-year terms in the amount of $360,000

Raleigh

Consent Agenda
Contracts and Consultant Services

Agenda Title:	Contract Services - Convention Center Expansion and Red Hat Amphitheater Relocation Project - Commissioning Services - RMF Engineering, Inc. - Contract and Budget Amendments
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Convention and Performing Arts
Sponsor(s):	Kerry Painter
Fiscal Impact	Yes
Dollar Amount:	$6,009,212
Budgeted	Yes
Budget Source:	Capital Improvement Program

Agenda Item Description:

Kerry Painter, Raleigh Convention Center and Performing Arts Complex

Following a Request for Qualifications (RFQ) procurement process it is appropriate at this time to contract with RMF Engineering, Inc. for building commissioning services as part of the construction project. A Commissioning Agent is an independent, third-party professional responsible for verifying that building systems are properly designed, installed, and operating in accordance with the owner's requirements and project specifications. The Commissioning Agent serves as a key intermediary among the owner, design team, and contractors to ensure optimal system performance. Following qualifications review and negotiation for professional services, a contract in the amount of 1,564,940 is recommended with RMF Engineering Inc.

In addition, project site conditions necessitate contract amendments related to the environmental conditions and utility infrastructure encountered in the field. Funding for the commissioning services contract all contract amendments is available from prior year reserves and requires appropriation of prior year reserves in the amount of $4,612,342. Accounting details are included with the agenda materials.

Initial excavation activity revealed that soil conditions on the amphitheater site were more heavily impacted than previously identified. While environmental considerations

were anticipated, the extent of contamination required significantly expanded remediation efforts. To safely and responsibly manage this condition, the City has engaged environmental specialists and implemented controlled excavation, testing, and disposal procedures. These steps are necessary to ensure compliance with environmental regulations and to protect public health, resulting in additional cost and extended field durations.

Contract amendments with various vendors are necessary in the following amounts, attributable to the conditions described above:

Ratio USA, LLC ($878,717); Skanska USA Building, Inc. ($2,157,869); Terracon Consultants Inc. ($207,686); Cumming Management Group Inc. ($1,200,000)

Additional information is included with the agenda materials.

Recommended Action: Authorize the City Manager to execute a contract for professional services with RMF Engineering Inc. in the amount not to exceed $1,564,940. Authorize the City Manager to execute four contract amendments in the amounts indicated. Authorize associated budget amendment and transfers in the amount of $4,612,342.

Agenda Item Details:

As the expansion and relocation project moved from planning into active fieldwork conditions were encountered that were materially different from project understanding established at design and preconstruction. These conditions fall into two primary categories; 1) subsurface environmental conditions and 2) underground utility complexity.

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The project site is located in a highly constrained downtown corridor that serves as a hub for multiple major utility systems supporting both the existing Convention Center and surrounding infrastructure. As work has progressed, the team identified a higher-than-expected concentration of underground utilities, conflicts with existing and in some cases undocumented infrastructure, and the need for real-time coordination with multiple utility providers. This complexity directly impacted the duration and sequencing of underground work. The additional time required was driven by the need to safely navigate these conflicts, maintain service continuity, and prevent damage to critical infrastructure.

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The project team has taken a proactive approach to manage these conditions, including engaging environmental consultants to properly assess and remediate impacted soils, performing additional substrate investigation to reduce unknowns, and coordinating closely with utility providers to safely relocate and protect infrastructure.

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Contract awards and amendments outlined below are tied to these site conditions and infrastructure constraints as a response to the conditions encountered in the field.

Contract Properties:

Name of Project:	Raleigh Convention Center Expansion and Red Hat Amphitheater Relocation
Name of Vendor:	Ratio USA, LLC
Vendor Type:	Design
Managing Division:	Raleigh Convention and Performing Arts Complex
Approval Request:	Contract Amendment
Reason for Council Review:	Contract Amount > $300,000
Amendment Amount:	$878,717

Name of Project:	Raleigh Convention Center Expansion and Red Hat Amphitheater Relocation
Name of Vendor:	Skanska USA Building, Inc.
Vendor Type:	Construction Manager/General Contractor Construction/Preconstruction
Managing Division:	Raleigh Convention and Performing Arts Complex
Approval Request:	Contract Amendments
Reason for Council Review:	Contract Amount > $300,000
Amendment Amount:	$2,157,869

Name of Project:	Raleigh Convention Center Expansion and Red Hat Amphitheater Relocation
Name of Vendor:	Terracon Consultants Inc.
Vendor Type:	Environmental & Site Consultants
Managing Division:	Raleigh Convention and Performing Arts Complex
Approval Request:	Contract Amendments
Reason for Council Review:	Contract Amount > $300,000
Amendment Amount:	$207,686

Name of Project:	Raleigh Convention Center Expansion and Red Hat Amphitheater Relocation
Name of Vendor:	Cumming Management Group Inc.
Vendor Type:	Owner's Project Management
Managing Division:	Raleigh Convention and Performing Arts Complex
Approval Request:	Contract Amendment
Reason for Council Review:	Contract Amount > $300,000
Amendment Amount:	$1,200,000

Name of Project:	Raleigh Convention Center Expansion and Red Hat Amphitheater Relocation
Name of Vendor:	RMF Engineering Inc.
Vendor Type:	Commissioning Agent
Managing Division:	Raleigh Convention and Performing Arts Complex
Approval Request:	Contract Award
Reason for Council Review:	Contract Amount > $300,000
Amendment Amount:	$1,564,940

Raleigh

memo

To	Marchell Adams-David, City Manager
Thru	Sadia Sattar, Budget and Management Services Director
From	Haley Toresdahl, Budget and Management Services Analyst, Sr.
Department	Budget and Management Services
Date	April 30, 2026
Subject	Raleigh Convention Center Expansion and Red Hat Amphitheater Relocation Project

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The following accounts will be modified subject to the approval of the budget amendments and transfers outlined on the May 5, 2026 Council Agenda.

Raleigh Convention Center Expansion and Red Hat Amphitheater Relocation Project

Amendment

Increase Revenue:	
Fund 642 – Appropriation from Prior Year	$4,612,342
Increase Expense:	
Fund 642 – To 649 RCC Expansion Project Fund	$4,612,342
Increase Revenue:	
To Fund 649 – From 642 RCC/PAC Operations Fund	$4,612,342
Increase Expense:	
Fund 649 – RCC Expansion-Capital Project Reserve	$2,453,943
Fund 649 – RH Relocation-Capital Project Reserve	$2,158,399

Purpose: Authorize a transfer amendment from Fund 642 Raleigh Convention Center Operations Fund Balance to Fund 649 Raleigh Convention Center Expansion Project Fund in the amount of $4,612,342.

Raleigh

Consent Agenda
Contracts and Consultant Services

Agenda Title:	Contract Services – Police Vehicle Leasing – Advantage Leasing Associates, LLC
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Police
Sponsor(s):	Dawn Myers
Fiscal Impact	Yes
Dollar Amount:	$652,284
Budgeted	Yes
Budget Source:	Operating Budget

Agenda Item Description:

Shawn Brown, Police

The Police Department Detective Division utilizes approximately 29 leased vehicles for covert operations. In May 2025, RPD publicly advertised a Request for Proposals seeking contractors capable of providing vehicle leasing services. All three of the proposals that were received contained pricing that was significantly higher than that of the current contract. Upon departmental review of current GSA and Sourcewell contracts, staff discovered Advantage Leasing Associates LLC, which has a current GSA contract.

Based on company references, pricing, and demonstrated understanding of the project requirements, Advantage Leasing has been selected as the preferred vendor to meet the needs of the police department. The contract would begin upon date of execution, and delivery of the vehicles is expected to begin July 1.

Recommended Action: Authorize the City Manager to execute a contract with Advantage Leasing Associates, LLC. in the amount not to exceed $652,284 for a three-year term.

Agenda Item Details:

Contract Properties:

Name of Project:	Police Vehicle Leasing
Name of Vendor:	Advantage Leasing Associates, LLC dba Admiral Leasing
Managing Division:	Police – Administrative Services Division
Approval Request:	Contract Award
Reason for Council Review:	Contract Amount > $300,000
Original Project Budget:	N/A
Award Amount:	$652,284
Encumbered this approval:	$0
Budget Transfer	N/A
Options for renewal:	None

Raleigh

memo

To	Marchell Adams-David, City Manager
Thru	Sadia Sattar, Budget and Management Services Director
From	Jared Johnson, Senior Budget and Management Services Analyst
Department	Budget and Management Services
Date	April 30, 2026
Subject	Council Contingency Requests

The following accounts will be modified subject to the approval of the budget amendments and transfers outlined on the May 5, 2026 Council Agenda.

Request for Council Contingency FY2026

Transfer Expense	
Transfer From:	
Fund 100 – Council Contingency	$20,750
Transfer To:	
Fund 100 – We Plant it Forward	$3,500
Fund 100 – Trees for the Triangle	$3,500
Fund 100 – Raleigh Housing Fund (Emmaus House)	$5,000
Fund 100 – Tamarisk Community	$4,250
Fund 100 – El Centro Hispano	$2,000
Fund 100 – Gabi's Workforce	$2,500

Purpose: Authorize the budget transfers from Council Contingency to fund programs at various organizations.

Raleigh

memo

To	Marchell Adams-David, City Manager
Thru	Sadia Sattar, Budget and Management Services Director
From	Isabelle Christiansen, Senior Budget and Management Services Analyst
Department	Budget and Management Services
Date	April 30, 2026
Subject	WTVD Sponsorship - 4th of July Celebration

The following accounts will be modified subject to the approval of the budget amendments and transfers outlined on the May 5, 2026 Council Agenda.

WTVD Sponsorship - 4th of July Celebration

Amendment
Increase Revenue:

Fund 100 – P&R Miscellaneous Income	$100,000

Increase Expense:

Fund 100 – Professional Services-Other	$100,000

Purpose: Recognize and appropriate $100,000 in sponsorship funds from ABC11 for the 2026 4th of July celebration.

Raleigh

MEMO

TO: Marchell Adams-David, City Manager

FROM: Paul Kallam, Transportation Director

DEPARTMENT: Transportation

DATE: May 5, 2026

SUBJECT: Speed Limit Reductions

Speed limit reductions are a component of the Neighborhood Traffic Management Program (NTMP). Petitions for speed limit reductions are done via mail ballot sent by city staff to the property owners or residents along the street. The adopted NTMP policy indicates a petition will move forward for Council approval if the city receives less than 50% + 1 NO votes from the residents along the street. These requests meet and/or exceed the criteria for a successful petition specified in Section 3 of the NTMP policy adopted by the Raleigh City Council. Streets with average daily volumes greater than 4,000 vehicles per day can be reduced to 30 mph and streets with average daily volumes less than 4,000 vehicles per day can be reduced to 25 mph.

Attached are the engineering evaluation and petition summaries. Staff is recommending a speed limit reduction from 35 mph to 25 mph on La Costa Way and Marcony Way. Schedule should be amended effective 7 days after Council action.

Recommendation:

Approve and amend the following Traffic Schedule:

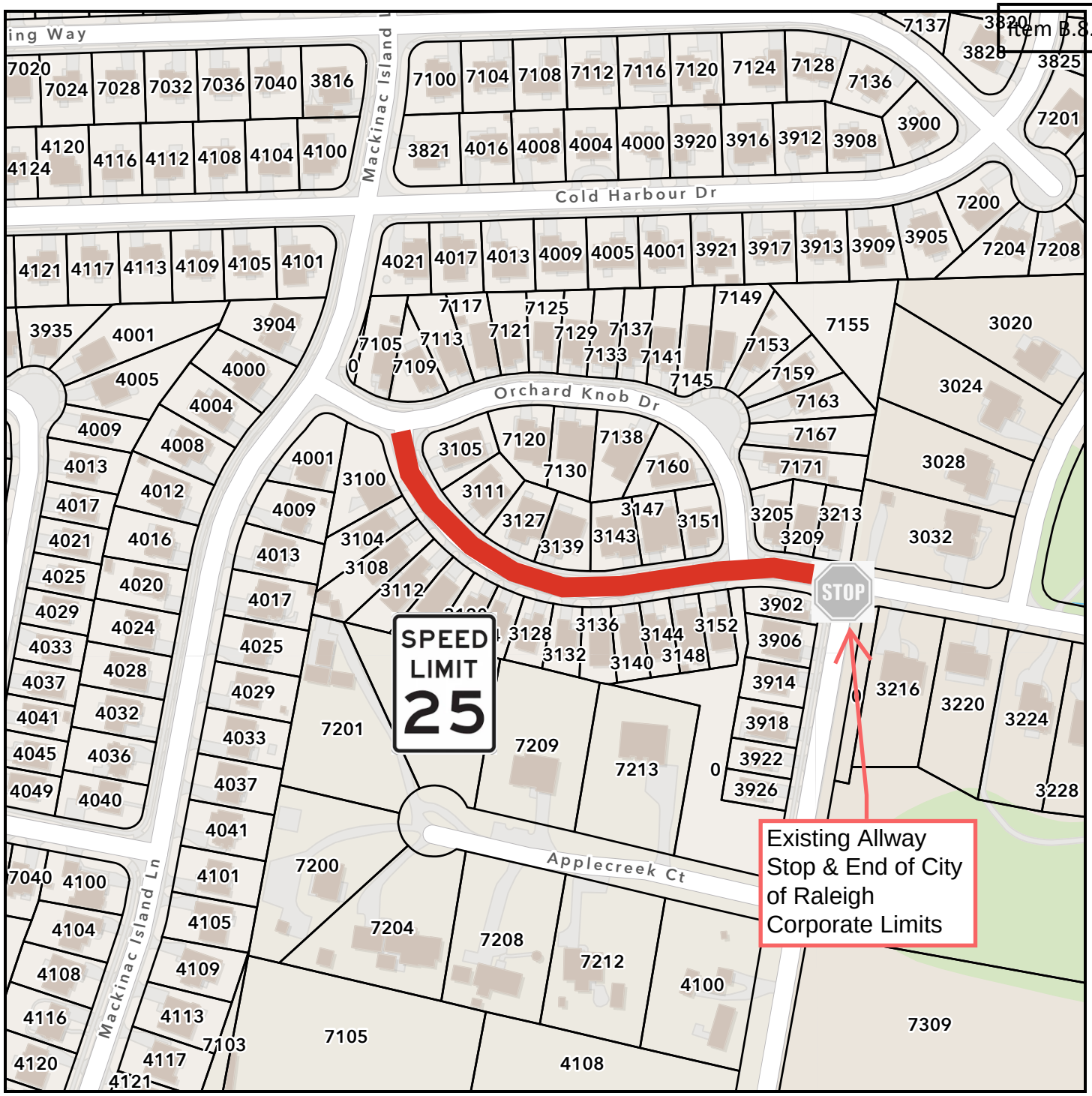
Add to Traffic Schedule 5.A.1 (25 mph):

La Costa Way, in its entirety
Marcony Way, in its entirety

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)



La Costa Way - Speed Limit Reduction

N

0 100 200 400 ft

1 inch equals 200 feet

Property

Disclaimer

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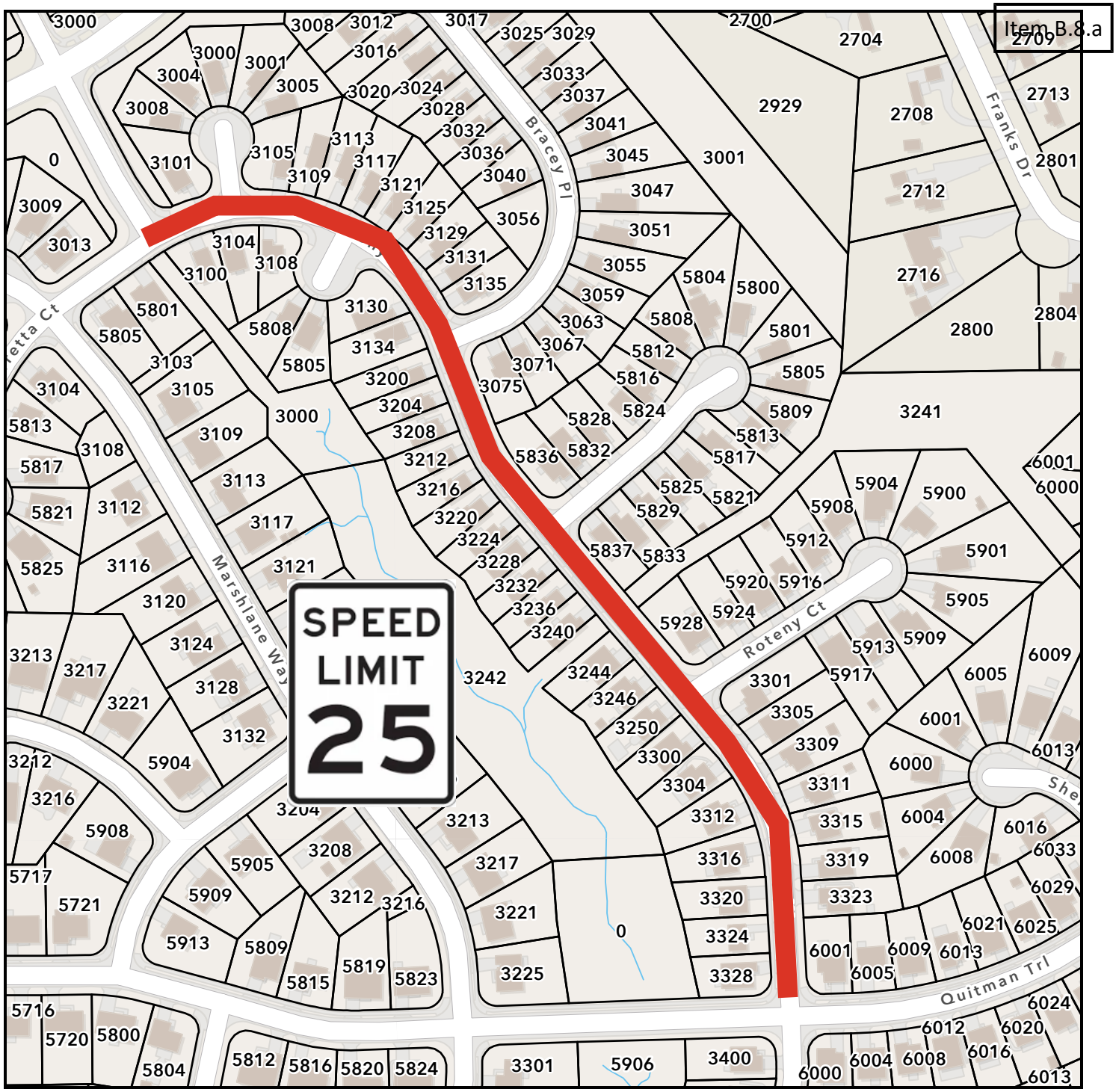
Residential Street Speed Reduction Request Fact Sheet

Street Characteristics	
Street Name:	La Costa Way
Street Section:	Orchard Knob Drive to Magnolia Pond Road
Length:	755'
Development Type:	Residential
Current Speed Limit:	35 MPH - Unposted
Average Daily Volumes:	under 4,000 vpd - proposed speed limit 25 mph

Ballot Information	
Total Responses Received:	7 out of 26 total ballots mailed
No of Positive Responses:	3
No of Negative Responses:	4
Percentage of Positive Responses: *(to the total participation)*	43%

Staff Contact Information	
Contact Name:	Will Shumaker
Phone:	919-996-4066
Email:	william.shumaker@raleighnc.gov



Marcony Way - Speed Limit Reduction

N

0 100 200 400 ft

1 inch equals 200 feet

Property

Disclaimer

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Residential Street Speed Reduction Request Fact Sheet

Street Characteristics	
Street Name:	Marcony Way
Street Section:	Berkeley Lake Road to Quitman Trail
Length:	1,625'
Development Type:	Residential
Current Speed Limit:	35 MPH - Unposted
Average Daily Volumes:	under 4,000 vpd - proposed speed limit 25 mph

Ballot Information	
Total Responses Received:	11 out of 51 total ballots mailed
No of Positive Responses:	11
No of Negative Responses:	0
Percentage of Positive Responses: *(to the total participation)*	100%

Staff Contact Information	
Contact Name:	Will Shumaker
Phone:	919-996-4066
Email:	william.shumaker@raleighnc.gov

Raleigh

MEMO

TO: Marchell Adams-David, City Manager

FROM: Paul Kallam, Transportation Director

DEPARTMENT: Transportation

DATE: May 5, 2026

SUBJECT: All-Way Stops

Part of the Neighborhood Traffic Management Program (NTMP) includes evaluation of intersections for establishing all-way stops for right-of-way control. Staff received a request for an evaluation at the intersection of Milburnie Road at N King Charles Road. This intersection meets and/or exceed the criteria specified in Section 4 of the NTMP policy adopted by the Raleigh City Council.

An existing City ordinance already restricts on-street parking at all intersection approaches by 25 feet (to preserve sight triangles). No additional on-street parking restrictions will be required as a result of this proposed change. Staff notified all properties directly abutting the intersection regarding the multi-way stop conversion. Upon approval, the Traffic Schedule should be amended effective 7 days after Council action.

Recommendation:

Approve and amend the following Traffic Schedule:

Add to Traffic Schedule 2 (Stop Intersections)

Milburnie Road at N King Charles Road
N King Charles Road at Milburnie Road

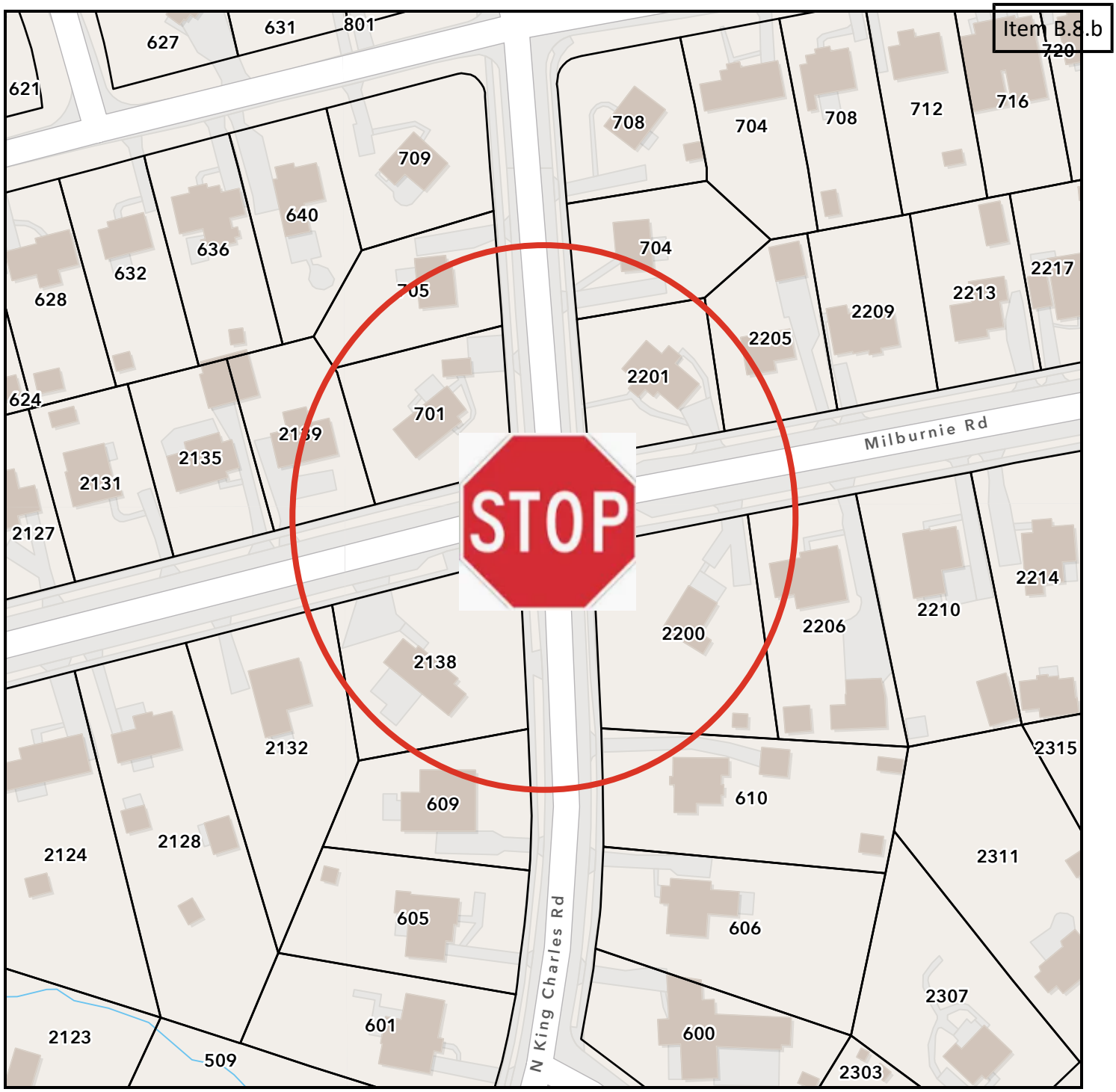
Remove from Traffic Schedule 1.A (Traffic Signals and Pedestrian Signals)

King Charles and Milburnie Roads. *

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)



Milburnie Rd at N King Charles Rd - Allway Stop Conversion

N

0 50 100 200 ft

1 inch equals 100 feet

Property

Disclaimer

*iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied ,are provided for the data therein, its use,or its interpretation.*

RALEIGH MULTI-WAY STOP INTERSECTION REPORT

Intersection: Milburnie Rd at N King Charles Rd Date: 12/11/2024

Major Street Volumes:		Milburnie Rd
	WB:	1252 vpd
	EB:	980 vpd
Minor Street Volumes:		N King Charles Rd
	NB:	424 vpd
	SB:	466 vpd
Major Street 85th% Speed:		36 mph in a 30 mph zone
Reported Vehicle Crashes:		4 reported intersection crashes in the past 36-months
Sight Triangles:		SDT meets minimum requirements
Pedestrian/Bicycle Activity:		8/8 sidewalks along all approaches, Bike markings along both Milburnie Rd approaches
List Trip Generators:		Bus stop for route 10, Maskil Fellowship Church, Larry's Super Market, Longview School
Location of Intersection Within Neighborhood Network:		One of several intersections along Milburnie Rd
Intersection Geometry:		90 degree intersection, straight and flat
Staff Recommendation:		Staff recommends a signal conversion to an allway stop control. Signal warrants are not met and conversion to all way is the best way to dictate vehicluar right of way based on current conditions.
Staff Contact Information:		
	Name:	Will Shumaker
	Phone:	919-996-4066
	Email:	ntmp@raleighnc.gov

Raleigh

memo

To	Marchell Adams-David, City Manager
Thru	Paul Kallam, Transportation Director
From	Tony Howard, Senior Transportation Analyst
Department	Transportation
Date	May 5, 2026
Subject	ADA Parking and Mixed Use Loading Zone – 900 West Morgan Street

It is recommended that a designated ADA Parking Space be established along the west side of the 900 block of West Morgan Street near the intersection of Tryon Hill Drive.

In February 2026, Transportation staff received a request from a newly relocated business at 909 West Morgan Street to install an on-street accessible parking space adjacent to their property to improve access for customers with disabilities. Following a field review, the space directly in front of the establishment was identified as the most appropriate location.

The proposed accessible space provides direct and convenient access to the sidewalk, allowing individuals with disabilities to safely transition between their vehicle and the pedestrian network. Its proximity to nearby destinations along the corridor further supports equitable access and enhances overall safety for all users.

As part of this evaluation, staff also assessed existing curbside operations along this block of West Morgan Street. Observations indicate that large delivery vehicles frequently occupy a posted No Parking zone and encroach into a mid-block crosswalk due to the lack of designated loading areas. This behavior creates significant safety risks for both pedestrians and motorists and conflicts with the City's accessibility and safety objectives.

To address these conditions comprehensively, staff recommends the establishment of a daytime Mixed Use Loading Zone on the west side of West Morgan Street, north of the mid-block crosswalk. This improvement will provide a dedicated space for deliveries, reduce illegal parking activity, and support the effective implementation of the proposed accessible parking space..

All affected property owners including the requesting business owner were duly notified of this proposed change and provided two weeks to respond with any concerns, but no responses were received. The proposed parking restrictions

would result in the loss of three (3) time restricted parking spaces into Mixed Use Loading and the conversion of a single time restricted parking space to an ADA Accessible Parking Space. The proposed ADA parking space and revised loading zone will provide better accessibility to the corridor. Upon approval, the Traffic Schedule should be amended effective seven days after Council action.

Recommendation:

Approve and amend the following Traffic Schedule:

Add to Traffic Schedule 15C (One Hour Parking Time Limits):
Morgan Street, west side, starting at a point 330 feet north of Tryon Hill Drive, northward to Hillsborough Street.

Add to Traffic Schedule 29 (Mixed Use Loading and Unloading Zones):
Morgan Street, west side, starting at a point 271 feet north of Tryon Hill Drive, northward 59 feet.

Add to Traffic Schedule 31B (Non-metered ADA Accessible Parking):
Morgan Street, west side, starting at a point 132 feet north of Tryon Hill Drive, northward 23 feet.

HILLSBOROUGH ST.
W. MORGAN ST.
1 HR Parking
Mixed Use LDZ
Existing 1 HR Parking
W Morgan St
Existing 1 HR Parking
Proposed
ADA Space
1 HR Parking
Tryon Hill Dr
TRYON HILL DR.

Raleigh

memo

To	Marchell Adams-David, City Manager
Thru	Paul Kallam, Transportation Director
From	Tony Howard, Senior Transportation Analyst
Department	Transportation
Date	May 5, 2026
Subject	Evening No Parking Tow Away Zone – Paula Street

It is recommended that an existing No Parking 11:00 p.m. to 6:00 a.m. established on the west side of Paula Street be remove and a stricter No Parking Tow Away Zone from 11:00 p.m. to 6:00 a.m. Monday to Sunday restriction be established along both sides of Paula Street.

Transportation staff received a request from Raleigh Police Department regarding ongoing safety issues on Paula Street during evening hours. These concerns center around the repeated on-street storage of derelict vehicles, which creates safety hazards and limits access.

These concerns have been on-going for a number of years and are a result of an auto repair shop with limited on-site storage. Raleigh Police staff have attempted to work with the business owner responsible for the vehicles. Including outlining those issues observed and providing information regarding applicable City Code violations related to illegal parking behaviors. The business owner was advised that if conditions did not improve, formal parking restrictions could be considered.

Since that time, staff has continued to monitor the area and maintain communication with nearby business owners. Unfortunately, the situation has not improved, and the continued vehicle storage during the evening hours remains a concern. As a result, staff is recommending the implementation of a No Parking Tow-Away Zone during evening hours to discourage the ongoing misuse of on-street parking.

Similar restrictions were successfully implemented by City Council on Brewton Place in December 2017 and on Bur Oak Circle in July 2025. Both measures effectively addressed comparable issues and improved overall safety. Staff and Raleigh Police believe that the updated restrictions on Paula Street will yield the same positive outcome.

All affected property owners were duly notified of this proposed change and provided two weeks to respond with any concerns, but no responses were received.

The proposed parking restriction would result in the loss of approximately fifteen (15) evening parking spaces along Paula Street. The proposed parking restriction would be in affect Monday to Sunday from 11:00 p.m. to 6:00 a.m. and will remain unrestricted all other times. The proposed restriction will enhance safety along this corridor and ensure adequate access for daytime employees and guests of the adjacent businesses.

Upon approval, the Traffic Schedule should be amended effective seven days after Council action.

Recommendation:

Approve and amend the following Traffic Schedule:

Remove from Traffic Schedule 13 (No Parking Zones):
Paula Street, west side, from Hodges Street, southward 565 feet (11:00 p.m. to 6:00 a.m., all nights. #506, 11/10/15

Add to Traffic Schedule 25 (No Parking Two-Away Zones):
Paula Street, both sides, Monday to Sunday, 11:00 p.m. to 6:00 a.m., in it's entirety.

Evening No Parking Tow Away Zone - Paula Street.

Item B.8.d

Raleigh

memo

To	Marchell Adams-David, City Manager
Thru	Paul Kallam, Transportation Director
From	Tony Howard, Senior Transportation Analyst
Department	Transportation
Date	May 5, 2026
Subject	Police Vehicle Parking Zones – 100 West Hargett Street.

It is recommended that ten (10) “Police Vehicle Only” parking spaces be established along West Hargett Street and South McDowell Street to support the Raleigh Police Department operational needs in the area. This solution will provide a context-sensitive solution that balances public safety needs with existing curbside demands.

The proposal also includes converting eight existing police-only spaces on West Cabarrus Street into two-hour metered parking. Although the changes will remove certain loading zones and metered spaces in the immediate area, they will be offset by the addition of eight new two-hour metered spaces nearby. No public concerns were received during the notification period. Overall, the recommendation reflects a coordinated effort to enhance accessibility, maintain efficient corridor operations, and support public safety.

Recommendation:
Approve and amend the following Traffic Schedule:

Remove from Traffic Schedule 20C (One Hour Parking Meter Zones):
Hargett Street, south side, beginning at a point 129 feet east of McDowell Street, eastward 58 feet. #679, 12/8/09
Hargett Street, south side, beginning at a point 40 feet west of Salisbury Street, westward 120 feet. #250, 6/22/21

Remove from Traffic Schedule 20D (Two Hour Parking Meter Zones):
Cabarrus Street, south side, beginning at a point 217 feet east of Dawson Street, eastward to McDowell Street. #636, 6/11/24
McDowell Street, east side, beginning at a point 45 feet south of Hargett Street, southward 44 feet. #908, 1/15/19

Remove from Traffic Schedule 23 (Police Vehicle Parking Zones):
Cabarrus Street, south side, from Dawson Street, eastward 217 feet. #636, 6/11/24

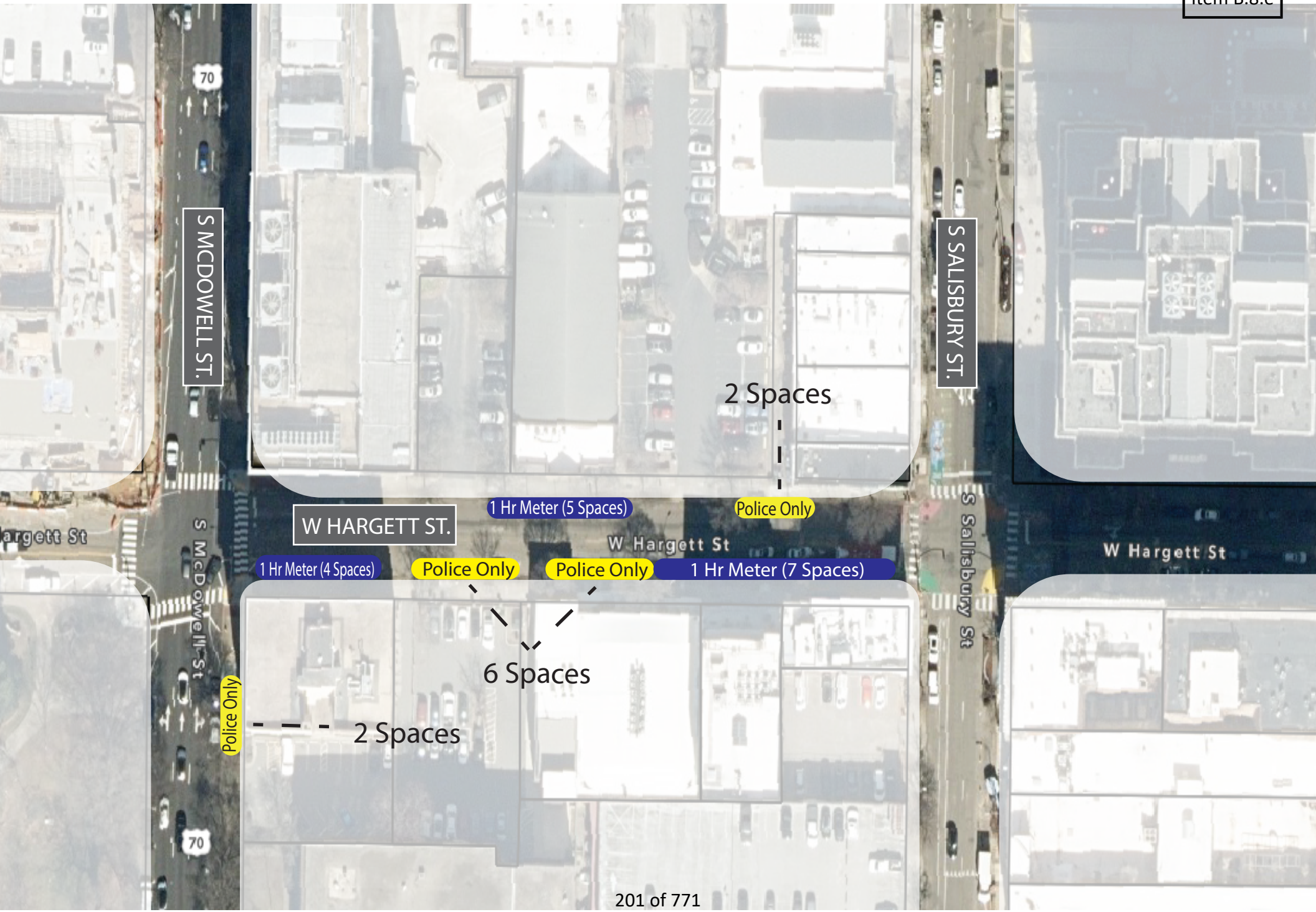
Remove from Traffic Schedule 24 (Commercial Loading Zones):
Hargett Street, north side, beginning at a point 75 feet east of Salisbury Street, westward 40 feet. #989, 7/3/06

Remove from Traffic Schedule 29 (Mixed Use Loading and Unloading Zones):
Hargett Street, south side, beginning at a point 180 feet, west of Salisbury Street, westward 60 feet. #250, 6/22/21

Add to Traffic Schedule 20D (Two Hour Parking Meter Zones):
Cabarrus Street, south side, from McDowell Street to Dawson Street.
Hargett Street, south side, beginning at a point 40 feet west of Salisbury Street, westward 138 feet.

Add to Traffic Schedule 23 (Police Vehicle Parking Zones):
Hargett Street, north side, starting at a point 74 feet west of Salisbury Street, westward 46 feet.
Hargett Street, south side, starting at a point 178 feet west of Salisbury Street, westward 62 feet.
Hargett Street, south side, starting at a point 261 feet west of Salisbury Street, westward 58 feet.
McDowell Street, east side, beginning at a point 45 feet south of Hargett Street, southward 44 feet.

Police Vehicle Parking - 100 West Hargett Street



Two Hour Metered Parking - 200 West Cabarrus Street

Raleigh

City Council
Agenda Item

Agenda Title:	Text Change TC-1-26: School Lot Area Amendment - Request for 60-day Extension
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Planning and Development - Zoning Land Development
Sponsor:	Justin Bucher

Agenda Item Description:

Matthew Klem, Planning and Development
Dwight Otwell, Planning Commission

The Planning Commission requests a 60-day time extension from the City Council to allow the Commission additional time for a thorough review and refinement of the draft ordinance before finalizing its recommended version. The current deadline for a Planning Commission recommendation is May 17th. This extension will allow staff time to make changes and improvements to the ordinance discussed during the March 18th Text Change Committee meeting.

TC-1-26 (School Lot Area Amendment) is a public - or external - request for a text change to the Unified Development Ordinance. The applicant, Morningstar Law Group, requests to modify the minimum school lot area standard of 500 square feet per enrolled pupil contained in UDO Section 6.3.1.D.2.b.

Recommended Action: Council may grant a 60-day time extension to allow the Planning Commission to consider feedback and potentially suggest refinements to the text change.

Agenda Item Details:

TC-1-26

ORDINANCE NO. (XXX-2026)

AN ORDINANCE TO AMEND THE RALEIGH UNIFIED DEVELOPMENT ORDINANCE TO

WHEREAS, K–12 schools, inclusive of both public and private institutions, are regulated pursuant to the use standards established in Section 6.3.1.D of the Unified Development Ordinance; and

WHEREAS, the existing School use standard requiring 500 square feet of lot area per enrolled pupil may unduly restrict the ability to establish or expand schools on smaller sites that would otherwise be suitable for educational use; and

WHEREAS, providing targeted flexibility for schools within Mixed Use zoning districts located in City Growth Centers or Frequent Transit Areas can reduce regulatory barriers and support the City's goals for accommodating growth and educational facilities in higher-intensity, transit-accessible contexts.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF RALEIGH THAT:

Section 1. Section 6.3.1.D, School, Public or Private (K-12), of the Part 10 Raleigh Unified Development Ordinance is hereby amended by adding the language shown in underline and removing the language shown in strikethrough:

D. **School, Public or Private (K-12)**
   1. **Defined**
      A public or private (including charter or religious) school at the primary, elementary, middle, junior high or high school level that provides basic academic education.
   2. **Use Standards**
      a. Meet the curricular teaching certification of instruction approved by the State Board of Education.
      b. Be located on a lot with total area of 500 square feet area per enrolled pupil unless <u>all of the following criteria are met,</u> ~~within a DX- District~~ in which case no minimum area per pupil shall be required~~.~~<u>:</u>
         <u>i. The lot is located within a Mixed Use District;</u>
         <u>ii. The lot is located within a City Growth Center or Frequent Transit Area as designated in the Comprehensive Plan; and</u>

iii. The lot does not immediately abut any area designated as Low Scale Residential on the Future Land Use Map.

c. Be located outside any Airport Overlay District or Primary Reservoir Watershed Protection Area.

d. The additional traffic generated to and from the site during peak travel periods, combined with the background traffic volume traveling on the roadway would not reduce the roadway or nearby intersections' capacity below level-of-service "D," as defined in the Highway Capacity Manual, 1994.

…

Section 2. If this ordinance or application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given separate effect and to this end the provisions of this ordinance are declared to be severable.

Section 3. This text change has been reviewed by the Raleigh Planning Commission.

Section 4. This ordinance has been adopted following a duly advertised legislative hearing of the Raleigh City Council.

Section 5. This ordinance has been provided to the North Carolina Capital Planning Commission as required by law.

Section 6. This ordinance shall be enforced as provided in N.C.G.S. 160A-175 or as provided in the Raleigh City Code.

Section 7. This ordinance is effective _ days after adoption.

ADOPTED:

EFFECTIVE:

DISTRIBUTION:

RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# _____

CASE INFORMATION: TC-1-26 SCHOOL LOT AREA AMENDMENT

COMPREHENSIVE PLAN GUIDANCE

Applicable Policy Statements	**Policy LU 2.2 Compact Development** New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development. **LU 2.5 Healthy Communities** New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along, roads near areas of employment, schools, libraries, and parks. **Policy CS 1.6 Transit Accessibility of Community Facilities** Concentrate community facilities in transit accessible areas and walkable communities to increase access to and delivery of services. **Policy CS 1.7 Equitable Facility Distribution** Ensure that community centers, senior centers, libraries, schools, and other community facilities are sited equitably across Raleigh and are accessible to those requiring adaptive services. **Policy CS 1.8 Community Facilities as Centers** Use recreation centers, senior centers, schools, and libraries as a means of enhancing and strengthening a neighborhood's sense of community. **Policy RC 2.10 School and Library Planning** Work with Wake County to plan for land adequate to meet present and future public school and library needs.

Action Items	N/A

SUMMARY OF TEXT CHANGE

A member of the public has requested an amendment to UDO Sec. 6.3.1.D.2.b, which currently requires all schools to provide 500 square feet of lot area per enrolled pupil. The proposed change would retain this requirement citywide except when a school site meets the following conditions:

- It is located in a Mixed Use zoning district;
- It lies within a City Growth Center or Frequent Transit Area as designated in the Comprehensive Plan; and
- The lot does not immediately abut any area designated as Low Scale Residential on the Future Land Use Map

SUMMARY OF IMPACTS

Adoption of TC-1-26 would:

- Improve flexibility for school siting and expansion in areas where the City encourages compact, transit-supported growth
- Enable schools to serve more students on smaller sites in high-intensity urban contexts without being constrained by a per-pupil land area formula

PUBLIC MEETINGS

Submitted	Committee	Planning Commission
2/17/26	3/18/26 (TCC)	4/28/26

PLANNING COMMISSION RECOMMENDATION

The proposed text amendment is **Consistent** with the relevant policies in the Comprehensive Plan and **Approval** of the proposed text amendment is reasonable and in the public interest.

Reasonableness and Public Interest	The action taken is reasonable and in the public interest because …
Recommendation	

Motion and Vote	

ATTACHMENTS

1. Staff Report
2. Draft Ordinance

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 Analysis.

Bynum Walter
Assistant Planning Director

Date:

Staff Coordinator: Justin Bucher, justin.bucher@raleighnc.gov

ZONING STAFF REPORT – TC-1-26 SCHOOL LOT AREA AMENDMENT

Section Reference	**Section 6.3.1.D.2**
Basic Information	Amends the Part 10 Unified Development Ordinance (UDO) to remove the minimum lot-area-per-pupil requirement for schools located in Mixed Use zoning districts that are also within a City Growth Center or Frequent Transit Area
Planning Commission Recommendation Deadline	May 17, 2026

COMPREHENSIVE PLAN GUIDANCE

Applicable Policy Statements	**Policy LU 2.2 Compact Development** New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development. **LU 2.5 Healthy Communities** New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along, roads near areas of employment, schools, libraries, and parks. **Policy CS 1.6 Transit Accessibility of Community Facilities** Concentrate community facilities in transit accessible areas and walkable communities to increase access to and delivery of services. **Policy CS 1.7 Equitable Facility Distribution**

	Ensure that community centers, senior centers, libraries, schools, and other community facilities are sited equitably across Raleigh and are accessible to those requiring adaptive services. **Policy CS 1.8 Community Facilities as Centers** Use recreation centers, senior centers, schools, and libraries as a means of enhancing and strengthening a neighborhood's sense of community. **Policy RC 2.10 School and Library Planning** Work with Wake County to plan for land adequate to meet present and future public school and library needs.
Action Items	**N/A**

CONTACT INFORMATION

Staff Coordinator	Justin Bucher, justin.bucher@raleighnc.gov

OVERVIEW AND PURPOSE

History and Background

On December 8, 2026, a member of the public submitted an external text change request to amend the Unified Development Ordinance use standards applicable to the "School" use. Staff presented the request to City Council on February 17th 2026 and outlined several options: maintain the existing UDO standard, approve the applicant's request as submitted, remove the standard entirely, or proceed with a staff-led mitigation approach. Following discussion, Council approved a motion to authorize the text change under the third option—authorizing the text change to move through the public review and Planning Commission process with direction for staff to work with the applicant on appropriate mitigation and controls.

Under the former City of Raleigh Development Regulations (pre-2013), lot size for schools were only regulated for private and parochial schools, but not public schools. When the City adopted the current UDO, the regulations for all types of schools were aligned; Raleigh has maintained a minimum school site standard of 500 square feet of lot area per enrolled pupil since adoption of the Unified Development Ordinance in 2013. In November 2017, City Council adopted TC-19-17 Lot area per Pupil Requirements for School in Downtown District, which removed the 500 square foot per enrollee requirement for schools located within the -DX district.

Current Regulations

Schools (public or private, K-12) are regulated pursuant to Unified Development Section 6.3.1.D and are defined as 'a public or private (including charter or religious) school at the primary, elementary, middle, junior high or high school level that provides basic academic education'. There are 4 use standards associated with this use:

a. *Meet the curricular teaching certification of instruction approved by the State Board of Education.*

b. *Be located on a lot with total area of 500 square feet area per enrolled pupil unless within a DX- District in which case no minimum area per pupil shall be required.*

c. *Be located outside any Airport Overlay District or Primary Reservoir Watershed Protection Area.*

d. *The additional traffic generated to and from the site during peak travel periods, combined with the background traffic volume traveling on the roadway would not reduce the roadway or nearby intersections' capacity below level-of-service "D," as defined in the Highway Capacity Manual, 1994.*

It is important to note that the above use standards are not the only zoning requirements that schools have to meet; they must also comply with other development requirements found throughout the UDO and in related technical manuals, such as the Street Design Manual. For instance, schools located within a Residential zoning district must provide specific protective yards, including:

- A Type A1 or A2 transitional protective yard (Sec. 7.2.4.A) along any property line that abuts a residential use.
- A Type C2 street protective yard (Sec. 7.2.4.B) along all property lines that abut a public right-of-way.

Neighborhood Transitions (UDO Sec. 3.5.1) also apply in Mixed Use and Campus zoning districts when a school site directly abuts certain lower density residential districts (R 1, R 2, R 4, R 6, or R 10) or a Planned Development (PD-) district where the adjoining property is vacant or contains a detached house, tiny house, or attached house.

Neighborhood Transition Zones consist of three components:

- Zone A – Protective Yard: A buffer intended for screening; no buildings or structures are permitted.
- Zone B – Use-Restricted Area: Intended for low intensity uses such as open space, landscaping, or surface parking.
- Zone C – Height and Form: Regulates building height and massing to reduce the impact of new multi story development on adjacent residential areas.

The UDO also includes broader development standards that address elements such as parking, landscaping and screening, site lighting, and natural resource protection.

The City of Raleigh Street Design Manual also contains requirements that help guide development. The Street Design Manual establishes the engineering and design standards that shape how a potential school would connect to and impact the surrounding street network. Some of these standards contained within the manual include street improvements,

right-of-way dedication, sidewalk and streetscape design, access management, and multimodal accommodations, traffic control devices, etc.

Proposed Changes

A member of the public has submitted a request to amend UDO Sec. 6.3.1.D.2.b, which currently requires all schools to provide 500 square feet of lot area per enrolled pupil. The proposed amendment would maintain this standard citywide, except for school sites that meet all of the following:

- Located within a Mixed Use zoning district;
- Situated in a designated City Growth Center or Frequent Transit Area, and;
- Not directly abutting any area identified as Low Scale Residential on the Future Land Use Map.

IMPACTS

ADOPTION OF TC-1-26

Adopting TC-1-26 would remove the minimum lot-area-per-pupil requirement for schools located in Mixed Use zoning districts that also fall within a City Growth Center or Frequent Transit Area and are not immediately adjacent to Low Scale Residential on the Future Land Use Map. The change would expand siting flexibility for schools and allow schools that are located on smaller sites to potentially serve more students without being constrained by a per-pupil land area calculation.

NO CHANGE

If TC-1-26 is not adopted, the current use standards would remain in place, and schools outside the DX- district would still be required to provide 500 square feet of lot area per enrolled student.

PUBLIC ENGAGEMENT

The draft ordinance was posted to the public engagement portal from March 4 through March 17, 2026. A detailed report is attached.

Raleigh

City Council
Agenda Item

Agenda Title:	Rezoning Z-43-25 6309: Litchford Road, west side of Litchford Road, 800 feet north of intersection with Atlantic Avenue (District A)
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Planning and Development - Long Range
Sponsor:	Bynum Walter, Matthew Klem, Hannah Reckhow

Agenda Item Description:

Matthew Klem, Planning and Development
Dwight Otwell, Planning Commission

This is a conditional use request to allow for increased residential entitlement. Proposed conditions include prohibiting boardinghouses and apartment building types on the property; require the property owner to document the existing house prior to demolition or salvage and to provide that documentation to the City of Raleigh's Historic Preservation staff and the State Historic Preservation Office; limits principal dwelling units to 54; and requires super silt fencing for development.

The Planning Commission recommends denial (8-1).

Recommended Action: The City Council may set a date for a public hearing on this case. Alternatively, the request can be held or referred to committee for further review. If a hearing is authorized, staff recommends a hearing date of June 2, 2026.

Agenda Item Details:

Rezoning Z-43-25 6309 Litchford Road, being Wake County PIN 1717807399.

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Current Zoning: Residential-4 (R-4)

Proposed Zoning: Residential-10 Conditional Use (R-10-CU)

.

The request would rezone approximately 3.79 acres of land from Residential-4 (R-4) to Residential-10 Conditional Use (R-10-CU), increasing residential entitlement. The proposed conditions prevent certain residential uses by prohibiting boardinghouses and apartment building types on the property; require the property owner to document the

existing house prior to demolition or salvage and to provide that documentation to the City of Raleigh's Historic Preservation staff and the State Historic Preservation Office; limits principal dwelling units to 54; and requires super silt fencing for development

.

The request is inconsistent with the Future Land Use Map.

The request is consistent with the 2030 Comprehensive Plan.

.

The Planning Commission recommends denial (8-1).

RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 13460

CASE INFORMATION: Z-43-25 6309 LITCHFORD ROAD

Location	Approximately 230 feet north of intersection of Litchford Road and Johnsdale Road; 800 feet north of intersection of Litchford Road and Atlantic Avenue; East of Millbrook High School; One mile west of Capital Boulevard Address: 6309 Litchford Road PIN: 1717807399 Link to iMaps
Current Zoning	Residential-4 (R-4)
Requested Zoning	Residential-10 Conditional Use (R-10-CU)
Area of Request	3.79 acres
Corporate Limits	Inside Corporate Limits
Property Owner	Litchford Point, LLC
Applicant	Toby Coleman on behalf of Litchford Point, LLC
Council District	A
PC Recommendation Deadline	May 9, 2026

SUMMARY OF PROPOSED CONDITIONS

1. Prohibit Boardinghouse as a use.
2. Prohibit the Apartment building type.
3. Requirement and process for Historic Preservation photographic documentation of existing structure on property prior to demolition or salvage.
4. Limits principal dwelling units to 54.
5. Requires enhanbced silt fencing during development.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Low Scale Residential
Urban Form	N/A
	● LU 1.3 Conditional Use District Consistency
	● LU 2.2 Compact Development
	● LU 4.19 Missing Middle Housing

Consistent Policies *Key policies are marked with a dot (●)* *Area Specific Guidance policies are marked with a square (☐)*	●	LU 5.1 Reinforcing the Urban Pattern
	●	LU 8.1 Housing Variety
		LU 8.5 Neighborhood-scale Housing
		LU 8.17 Zoning for Housing Opportunity and Choice
	●	H 1.8 Zoning for Housing
Inconsistent Policies ● *Key Policy* ☐ *Area Specific Guidance*	●	LU 1.2 Future Land Use Map and Zoning Consistency

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
10/14/2025 23 attendees	2/3/2026 35 attendees	3/10/2026	

Rezoning Engagement Portal Results

Views	Participants	Responses	Comments
578	31	0	59

Summary of Comments: The public expressed concerns about traffic, pedestrian safety, and infrastructure capacity. Many noted that Johnsdale Road is already heavily congested due to its use as an access point for Millbrook High School, and they believe additional housing units would worsen safety on a street without sidewalks, curbs, or adequate sight lines. Some have concerns about environmental impacts, stormwater runoff, erosion, and potential contamination of private wells located throughout the neighborhood. Some emphasized that the proposed density is incompatible with the character of the surrounding community and could reduce property values. Several residents feel that the rezoning is inconsistent with the City's Comprehensive Plan and policies related to low-scale residential areas, infrastructure readiness, and neighborhood compatibility.

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 **Denial** is reasonable and in the public interest because:

Reasonableness and Public Interest	The current zoning is sufficient to allow for development of the site and that the requested zoning designation is too intensive for the assigned Future Land Use Category.
Change(s) in Circumstances	
Amendments to the Comprehensive Plan	If approved, the Future Land Use Map will be amended as to the subject parcel(s) only from Low Scale Residential to Moderate Scale Residential.
Recommendation	Denial
Motion and Vote	Motion: Neptune Second: Omokaiye In Favor: Burnett, Cochran, Neptune, O'Haver, Omokaiye, Otwell, Sanchez, and Walters Opposed: Shelburne
Reason for Opposed Vote(s)	Opposition stated that is does not make sense to talk about traffic safety in the context of density and the solution to traffic safety is not to say no to increased density.

ATTACHMENTS

1. Staff report
2. Comprehensive Plan amendment analysis
3. Zoning conditions
4. Rezoning application

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.

Bynum Walter

_____

Bynum Walter Date: 4/14/2026
Planning and Development Assistant Director

Staff Coordinator: Hiram Marziano: (919) 996-6370; hiram.marziano@raleighnc.gov

REZONING STAFF REPORT – Z-43-25

Conditional Use District

OVERVIEW

The applicant is requesting to rezone approximately 3.8 acres of land currently zoned Residential-4 (R-4) to Residential-10-Conditional Use (R-10-CU). The requested district is a residential district that would not permit commercial land uses. Proposed zoning conditions would prohibit the boardinghouse use; prohibit the apartment building type; limit the maximum number of principal dwelling units to 54; and requires enhanced silt fencing to be used over the area of disturbance during development. They would also require the property owner to provide archival documentation of the site's existing single-family dwelling prior to demolition or salvage of the structure.

The property is located approximately 230 feet north of the intersection of Litchford Road and Johnsdale Road. The site is situated close to a secondary entrance to Millbrook High School and is roughly a mile west of Triangle Town Center. There is a documented case of yard flooding downstream. A drainage analysis has been performed by a licensed engineer to the satisfaction of Raleigh Stormwater.

The property is zoned R-4 which generally allows for lower density development of single-unit living in a detached house, tiny house, and two-unit living in an attached house. The requested district of R-10-CU typically allows for a higher density development as compared to R-4 with more housing variety, to include apartments. Notably, R-10 permits multi-unit living in the townhouse building type; only two-unit townhomes are permitted in R-4. This request contains a condition that prohibits the apartment building type. R-10 has a typical minimum lot size of 4,000 square feet as compared to the minimum of 10,000 square feet of R-4. The proposed condition limiting residential entitlement to 54 dwelling units would result in a development pattern and intensity characteristic of Residential-6 (R-6) zoning rather than R-10.

The parcel is surrounded by other R-4 properties to the north, south and west, which includes many single-family detached home and Millbrook High School a little further west. To the east across Litchford Road is Residential Mixed Use, three stories, Conditional Use District (RX-3-CU) which is home to the Litchford Three Fifteen apartment complex.

Other zoning districts in the area include both mixed-use and residential use districts. Approximately 230 feet to the south of this site are properties zoned Office Mixed Use, three stories, Parking Limited, Conditional Use District (OX-3-PL-CU) on the south side of the intersection of Litchford Road and Johnsdale Road. Abutting those to the south on the northwest corner of the intersection of Litchford Road and Dixie Forest Road is Neighborhood Mixed Use, 3 stories, Conditional Use District (NX-3-CU). Farther north on the east side of Litchford Road is Legacy North Pointe apartments on a property zoned R-10-CU.

The proposed rezoning is consistent with the goals and policies outlined in the 2030 Comprehensive Plan, supporting housing supply and housing variety. The request promotes more efficient land use and introduces a variety of dwelling types that expand housing options to better reflect community needs. Rezoning helps ensure that new development is appropriate to its surroundings, improves housing supply, and better aligns with citywide priorities. This location has no urban form designation on the Urban Form Map.

The request is inconsistent with the Future Land Use Map (FLUM) as it designates this area as Low Scale Residential. The requested R-10-CU district is typically more intensive than what is envisioned by the FLUM for areas with these built characteristics and transit service levels. R-10 envisions development that is typically more intensive than what is representative of the Low Scale Residential land use designation, which includes R-2, R-4, and R-6 as preferred districts. R-10 is typically associated with Moderate Scale Residential and higher.

The request proposes that the apartment building type be prohibited, which would scale back potential massing of the site and allow for development that may be more suited for the existing neighborhood. Further, the residential entitlement restrictions proposed are in scale with R-6 zoning for the size of this site. The restricted uses, building types and residential entitlement help mitigate the inconsistency of the FLUM but does not automatically establish consistency.

Update Since March 10, 2026 Planning Commission Meeting

On March 10, 2026, the Planning Commission reviewed this request and accepted presentation from staff and comments from the applicant and the community. At this meeting, it was decided to allow the applicant time to address comments related to access potential involving Litchford Road and Johnsdale Street.

No changes to the request were submitted in the prescribed time.

CURRENT VS. PROPOSED ZONING ENTITLEMENT*

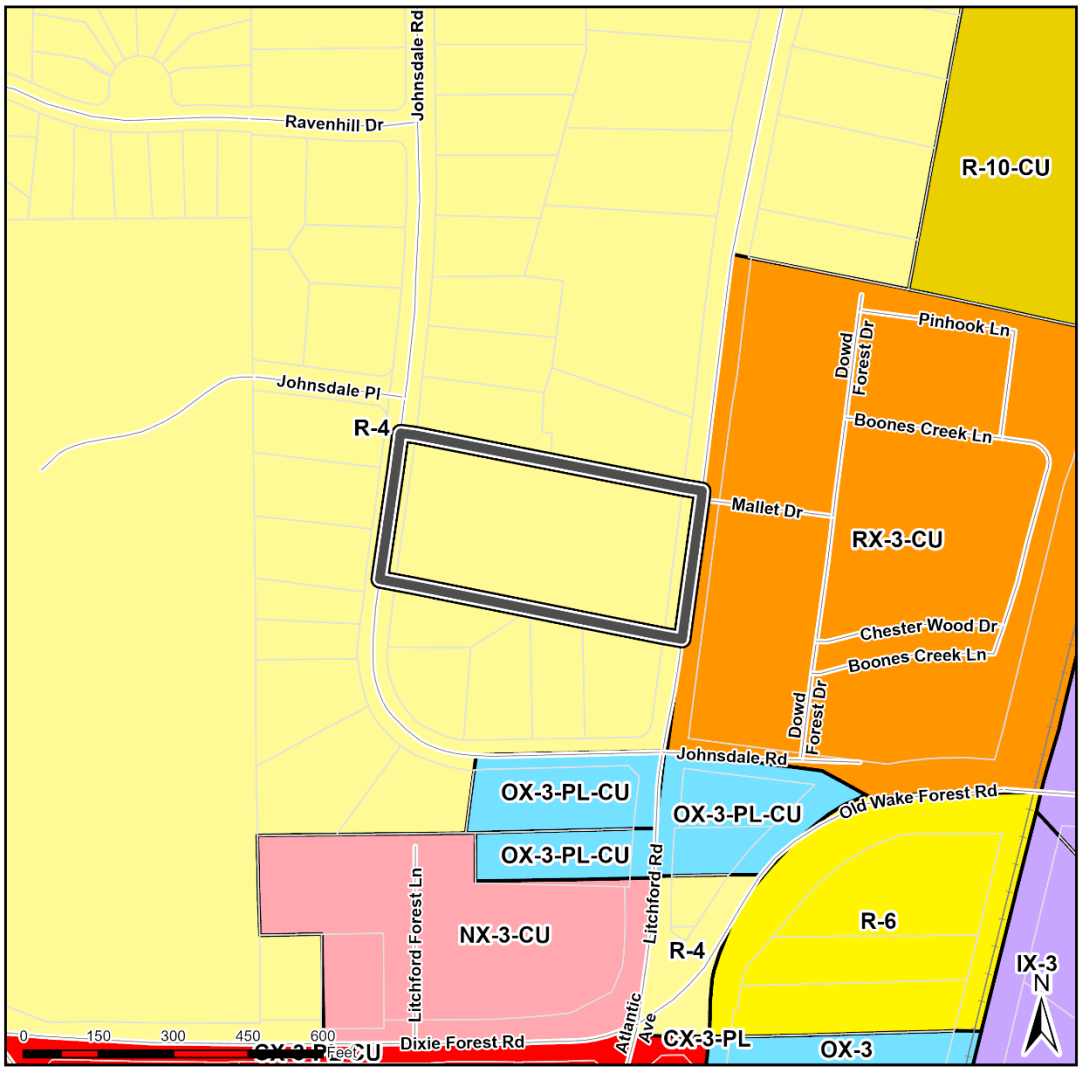
	EXISTING ZONING	PROPOSED ZONING
Zoning	R-4	R-10-CU
Total Acreage	3.79	
Maximum Height	3 stories/40’	3 stories/45’
Setbacks:	Townhouse	Townhouse
Front	10’	10’
Side	10’	6’
Rear	20’	20’
Max. # of Residential Units	32	54**
Max. Gross Office SF	-	-
Max. Gross Retail SF	-	-
Max. Gross Industrial SF	-	-

**These are estimates presented to provide context for analysis.*
***Restricted by proposed Condition #4*

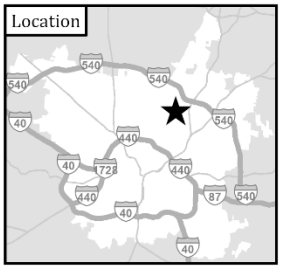
OUTSTANDING ISSUES

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

Existing Zoning Z-43-2025

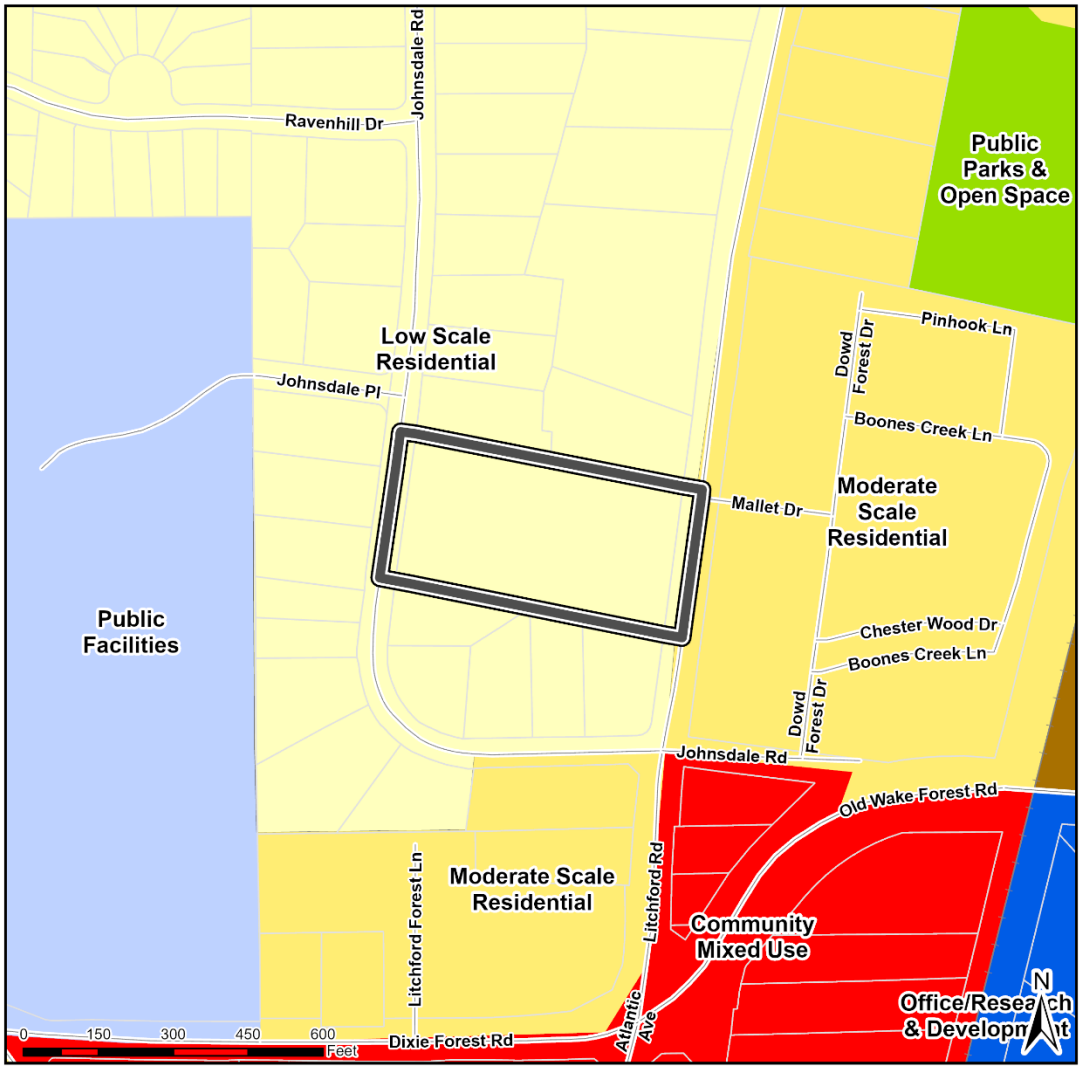


Property	6309 Litchford Rd
Size	3.79 acres
Existing Zoning	R-4
Requested Zoning	R-10-CU

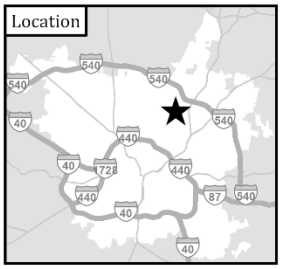


Map by Raleigh Department of Planning and Development (mcgregorm): 11/17/2025

Future Land Use Z-43-2025

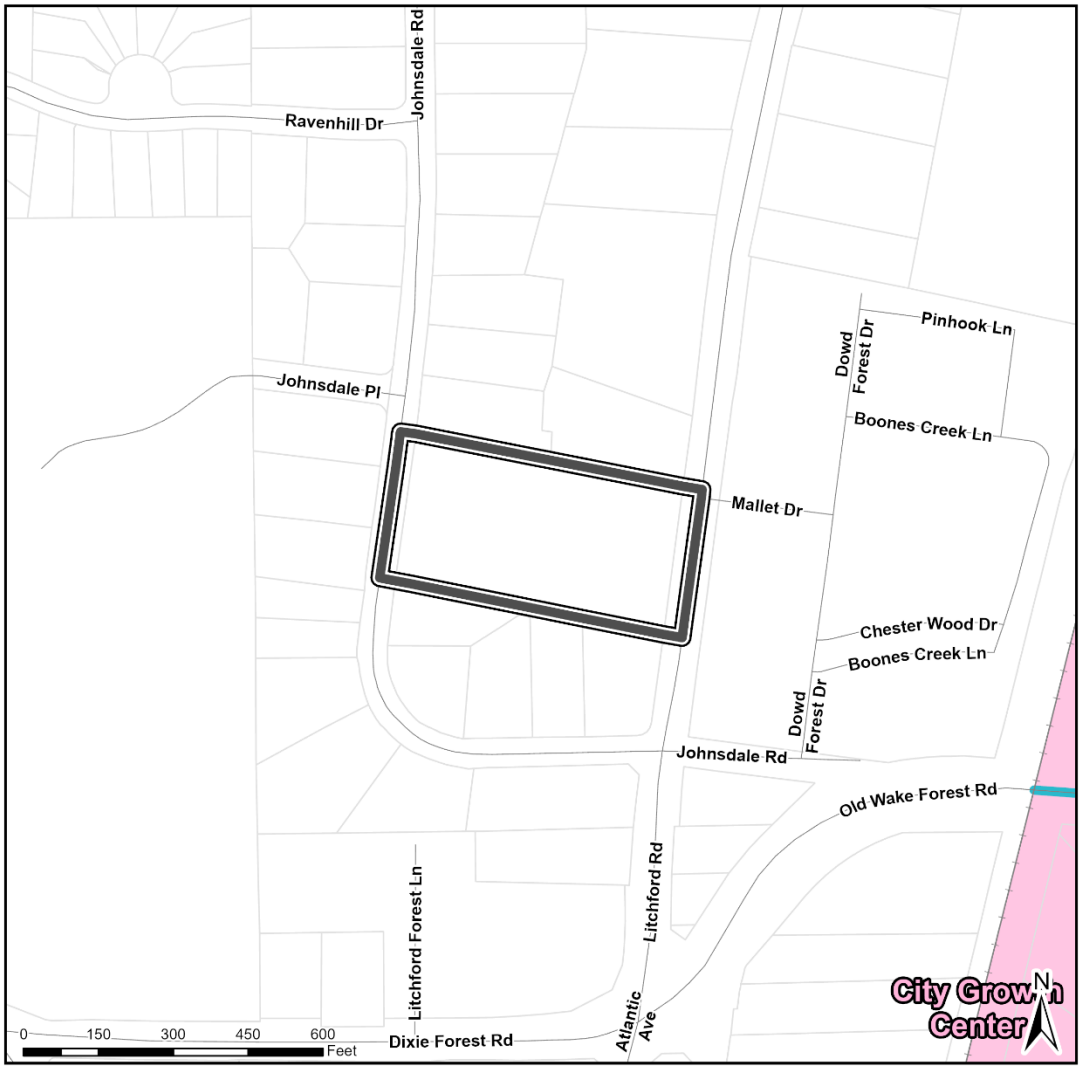


Property	6309 Litchford Rd
Size	3.79 acres
Existing Zoning	R-4
Requested Zoning	R-10-CU

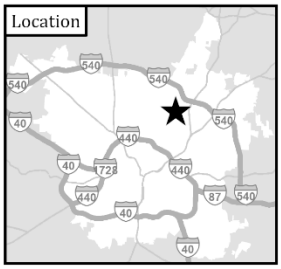


Map by Raleigh Department of Planning and Development (mcgregorm): 11/17/2025

Urban Form Z-43-2025



Property	6309 Litchford Rd
Size	3.79 acres
Existing Zoning	R-4
Requested Zoning	R-10-CU



Map by Raleigh Department of Planning and Development (mcgregorm): 11/17/2025

COMPREHENSIVE PLAN ANALYSIS

Section 3: Land Use in the Comprehensive Plan describes how zoning proposals should be evaluated. Determination of the consistency with the Comprehensive Plan includes consideration of the following topics.

Comprehensive Plan Consistency

The request is: ☒ **Consistent** ☐ **Inconsistent** with the 2030 Comprehensive Plan.

The proposed rezoning is consistent with the goals and policies outlined in the 2030 Comprehensive Plan, supporting housing supply and housing variety, specifically LU 4.19 Missing Middle Housing, LU 8.1 Housing Variety, LU 8.17 Zoning for Housing Opportunity and Choice, and H 1.8 Zoning for Housing. The request promotes more efficient land use and introduces a variety of dwelling types that expand housing options to better reflect community needs.

Vision Themes

The request is:

Consistency	Vision Theme	Analysis
Consistent	Expanding Housing Choices	The request would provide for more variety in housing choice in an area near employment centers, public high school, and quality of life amenities. The request will add to the housing supply in this area. While not addressed as a subsidized component, the variety and supply may assist in providing more affordable options to the area.

Future Land Use

Future Land Use designation: Low Scale Residential

The request is: ☐ **Consistent** ☒ **Inconsistent** with the Future Land Use Map.

If inconsistent, would the benefits of the proposed use outweigh the detriments, and would the new zoning adversely alter the recommended land use and character of the area?

Low Scale Residential land use specifically includes R-2, R-4, and R-6 as preferred districts. R-10 is typically associated with Moderate Scale Residential. R-10 envisions development that is typically more intensive than what is representative of the Low Scale Residential land use designation, which includes R-2, R-4, and R-6 as preferred districts. R-10 is typically associated with Moderate Scale Residential and higher.

The new zoning will not adversely alter the land use and character of the area as several adjacent and nearby properties are zoned for more dense development and are considered in the Moderate Scale Residential and Community Mixed Use FLUM categories. The site is directly adjacent to Litchford Three Fifteen apartment complex and just southwest of Legacy North Pointe apartments. Further, use and building type restriction, along with proposed limits on residential entitlement help mitigate the impact to the surrounding area. This request may become more consistent with the FLUM through additional height and setback restrictions more representative of R-4 or R-6 development standards.

Infrastructure

Will community facilities and streets be available at City standards to serve the use proposed for the property? ☒ **Yes** ☐ **No**

City streets and utilities are accessible to the site currently. No fire service impacts identified. The nearest hydrant is located approximately 400 feet away on Litchford Road.

Stormwater staff have identified two properties affected by downstream structural flooding as well as one documented case of yard flooding downstream.

Urban Form

Urban Form designation: N/A

The request is: ☐ **Consistent** ☐ **Inconsistent** with the Urban Form Map.

☒ **Other** No Urban Form designation

Zoning frontage cannot be applied to a residential district.

Public Benefits of the Proposed Rezoning

- The request would expand housing variety and supply, including missing middle housing types.
- The proposed zoning expands housing options near established employment centers and an educational institution.

Detriments of the Proposed Rezoning

- None identified.

Policy Guidance

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

Consistent Policies *Key policies are marked with a dot (●)* *Area Specific Guidance policies are marked with a square (☐)*		
	●	LU 1.3 Conditional Use District Consistency
	●	LU 2.6 Zoning and Infrastructure Impacts
	●	LU 4.19 Missing Middle Housing
	●	LU 5.1 Reinforcing the Urban Pattern
	●	LU 8.1 Housing Variety
		LU 8.5 Neighborhood-scale Housing
		LU 8.17 Zoning for Housing Opportunity and Choice
	●	H 1.8 Zoning for Housing

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

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

● **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.

- Low Scale Residential land use specifically includes R-2, R-4, and R-6 as preferred districts. R-10 is typically associated with Moderate Scale Residential. R-10 envisions development that is typically more intensive than what is representative of the Low Scale Residential land use designation.

EQUITY AND CLIMATE CHANGE ANALYSIS

Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	31	43	Car Dependent: Most errands require a car. Higher than the city average
Transit Score	30	29	Some Transit: A few nearby public transportation options
Bike Score	41	39	Somewhat Bikeable: Minimal bike infrastructure
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	68	Better than average transportation cost
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	81	High jobs proximity score

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 requested district?
Detached House	82.7	Yes
Townhouse	56.5	Yes
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.
**Restricted by proposed conditions.*

Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Adds	
Is naturally occurring affordable housing present on the site?	Unlikely	
Does it include any subsidized units?	No	None provided in application
Does it permit a variety of housing types beyond detached houses?	Yes	Permits: Attached; Tiny Home; ADU
If not a mixed-use district, does it permit smaller lots than the average? *	Yes	R-10 allows for smaller lot sizes than the city average
Is it within walking distance of transit?	Yes	GoRaleigh 25L: Atlantic Ave at Dixie Forest Rd ~900'

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

Demographic Indicators from EJSCREEN*

Indicator	Site Area	Raleigh
Demographic Index (%)**	35	37
People of Color Population (%)	49	46
Low Income Population (%)	21	29
Linguistically Isolated Population (%)	3	3
Population with Less Than High School Education (%)	6	8
Population under Age 5 (%)	7	6
Population over Age 64 (%)	15	11
% change in median gross rent since 2016	57.8	25.5
% change in median gross rent since 2019	34.3	

**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*?	83.8 yrs	Higher than average
Are there known industrial uses or industrial zoning districts within 1,000 feet?	Yes	Multiple properties zoned IX-3 approximately 900' east and southeast of the subject site
Are there hazardous waste facilities are located within one kilometer?	Yes	One pharmacy within range
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?*	No	Property was annexed in 2003.
Has the area around the site ever been the subject of an urban renewal program?*	No	
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups?*	No	None determined.
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires?*	No	None determined.

**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?

   Yes, the request may increase access to housing and employment. This request would allow for more housing units, including non-detached housing in an area close to a city growth center with many employment opportunities. There are limited available transit opportunities to this site with GoRaleigh Route 25L being the only local service with a stop approximately 900' south of the site. This request does include options for housing on a smaller and more efficient scale that may lead to a reduction in carbon emissions.

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?

   Yes. The cost of housing is high in this area and additional housing options, and structure types may lead to lowering this cost. The area has good access to employment opportunities, and housing close to those options is beneficial. The variety of housing types can lend itself to a benefit in energy efficiency; however this is still a very car dependent area.

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

   Yes, housing costs have increased significantly over the last few years, being 34% increase from 2019-2023. These costs exceed the average for the city.

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?

   No. There were no incidents specific to this location of BIPOC discrimination.

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?

   Life expectancy in the area is generally higher than the city average. There is no evidence of high exposure to hazardous conditions, although there are multiple properties zoned for industrial use in the general vicinity and a nearby pharmacy. This rezoning neither improves nor exacerbates these conditions.

TRADE REVIEWS

Staff from various departments review every rezoning case when it is submitted. If a reviewer has identified a potential negative impact that might result from the proposed rezoning, it is noted here.

Review Summary

The following reviewers identified no potential negative impacts specific to this request:

☒ Current Planning ☒ Raleigh Fire ☒ Raleigh Water ☒ Transportation
☒ Historic Resources ☒ Raleigh Parks ☒ Stormwater ☒ Urban Forestry

The following reviewers did identify potential negative impacts specific to this request:

Stormwater Information

Z-43-25 6309 Litchford Road	YES/NO	NOTES
Floodzone	**No**	
Structural Flooding Downstream	Yes	Two affected properties
Other Drainage Complaints Downstream	Yes	At least one documented case of yard flooding
Stormwater Conditions	No	
Neuse Buffers Onsite	No	
Existing Impervious	Yes	One SFD
Subject to Impervious Limits in UDO 9.2.2.A	Dependent on Total Development Size and Type	If meeting use standards of UDO 9.2.2.A.1.b.ii or 9.2.2.A.1.b.iii
Changes to UDO Max Impervious Area (9.2.2.A)	Yes	38% to 65% (if meeting use standards cited above)
Subject to 9.2.2.B to H	Dependent on Total Development Size and Type	If not meeting use standards of UDO 9.2.2.A.1.b.ii or 9.2.2.A.1.b.iii
Watershed Overlay	No	
Drainage Basin	Perry	

Transportation & Transit Review

Site and Location Context

Location

The site is located in north Raleigh, adjacent to Millbrook High School.

Area Plans

The site is within a mile of the Capital Boulevard North Small Area Plan. The plan, based on the Capital North Corridor Study, places an emphasis on multimodal improvements in anticipation of the corridor's future as a multi-way boulevard with rapid transit service.

Other Projects in the Area

The Old Wake Forest and Dixie Forest Road Improvement Project plans to widen Old Wake Forest Road and Dixie Forest Road between Capital Boulevard and Spring Forest Road and install multimodal facilities. The project is planned to be advertised for construction bids in summer 2026, with construction anticipated to begin in the fall.

Existing and Planned Infrastructure

Streets

Litchford Road is a state-maintained facility that is designated as a 4-lane divided avenue in the Raleigh Street Plan (UDO 8.5.6.B). Litchford Road currently operates as a three-lane facility, with center turn lane. Development of the site through a subdivision or tier three site plan would require roadway improvements as outlined in UDO 8.5.

Pedestrian Facilities

There are no pedestrian facilities along the site's frontage. Development of the site through a subdivision or tier three site plan would require the installation of 6' sidewalk along the site's frontage.

Bicycle Facilities

There are no bicycle facilities along the site's frontage. Development of the site through a subdivision or tier three site plan would require the installation of a 5' bike lane, behind the curb, along the site's Litchford Road frontage (UDO 8.5.6.B).

Transit

The nearest GoRaleigh transit stops are located a quarter of a mile south of the site. However, these bus stops are inaccessible due to a lack of pedestrian or bicycle facilities in the area. The bus stops are served by GoRaleigh Route 25L Triangle Town Link which connects Triangle Town Center to the North Ridge Shopping Center on Falls of Neuse Road to the west and the Wake County Early College North Campus to the east. Route 25L runs once an hour from 6 AM to 7 PM.

Access

Because Litchford Road is a state-maintained facility, any access onto Litchford Road will be subject to NCDOT permitting and approval.

Traffic Impact Analysis (TIA)

Determination

Based on the Envision results, approval of case Z-43-25 would increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from R-4 to R-10-CU is projected to generate 15 new trips in the AM peak hour and 22 new trips in the PM peak hour. These values do not trigger a rezoning Traffic

Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual. A TIA may be required during site permit review.

Z-43-25 Existing Land Use Single Family Residential	Daily	AM	PM
	9	1	1
Z-43-25 Current Zoning Entitlements Low Scale Residential	**Daily**	**AM**	**PM**
	238	15	18
Z-43-25 Proposed Zoning Maximums Moderate Scale Residential	**Daily**	**AM**	**PM**
	396	30	40
Z-43-25 Trip Volume Change (Proposed Maximums minus Current Entitlements)	**Daily**	**AM**	**PM**
	158	**15**	**22**

COMPREHENSIVE PLAN AMENDMENT ANALYSIS – CASE Z-43-25

OVERVIEW

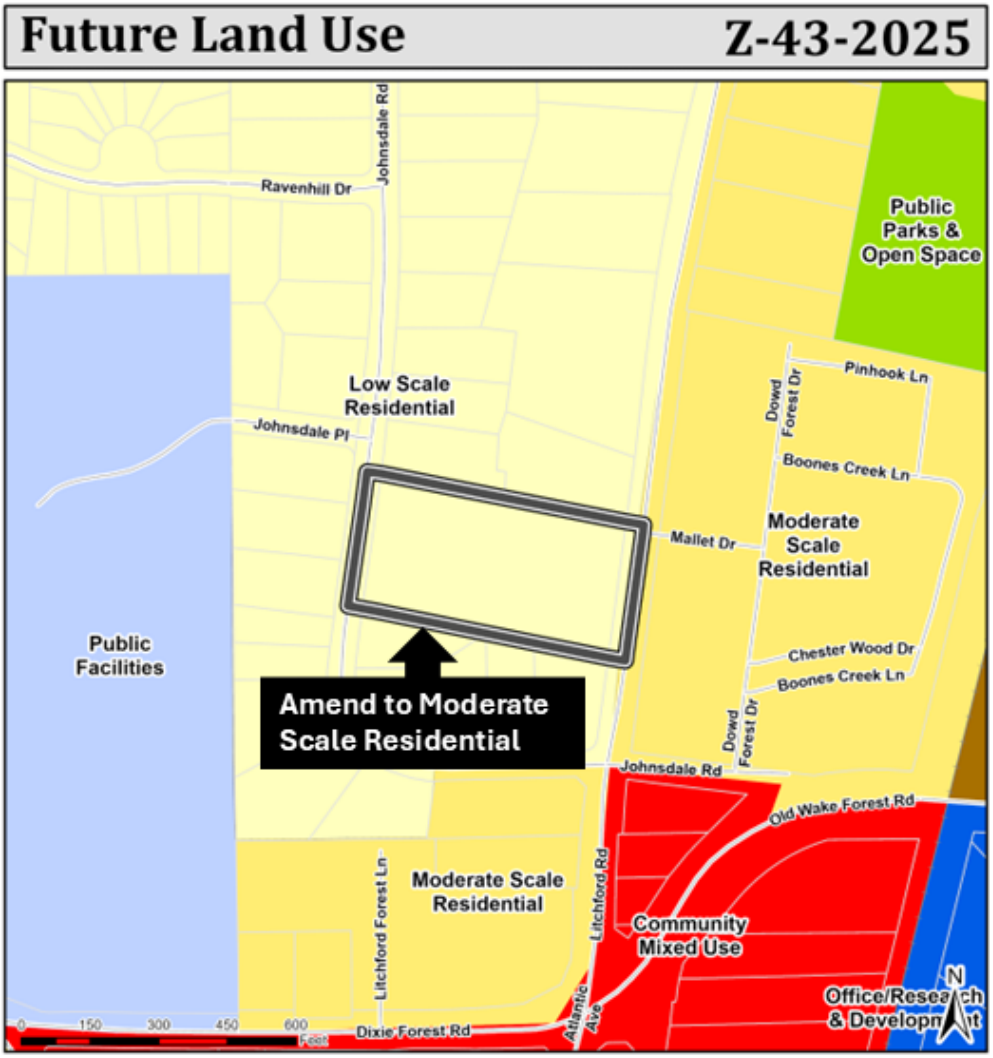
Approval of this request would result in an amendment to the Future Land Use Map to a designation that recommends the range of land uses and site density allowed in the Residential-10 (R-10) zoning district. The Future Land Use Map identifies this site as Low Scale Residential. If approved, the site would be updated to Moderate Scale Residential on the Future Land Use Map. Of the Moderate Scale Residential designation, the 2030 Comprehensive Plan states:

> This category applies to many of the city's older residential neighborhoods, plus newer master-planned communities which typically contain a mix of housing types, including small-lot detached houses and many traditional examples of "missing middle" housing types. It also applies to suburban townhouse and garden apartment communities that would benefit from enhanced walkability. As with Low Scale Residential, this category envisions a range of housing types, including duplexes, triplexes, fourplexes and other small apartment buildings, and townhouses. Scale would follow existing precedents of detached and missing middle housing in the area. Corresponding zoning districts are R-6 and R-10. RX-3 is also appropriate when controls or conditions that address building mass are included, such as a Detached frontage or limiting the number of units in a single building to no more than 24. In areas served by high levels of transit, RX-3 or RX-4 may be appropriate. In some instances, small-scale commercial uses allowed in RX districts are appropriate.
>
> Comprehensive Plan Land Use Section policies, including Table LU-2, should be consulted for additional guidance.

LIST OF AMENDMENTS

1. Change the Future Land Use Map designation for the subject parcels from Low Scale Residential to Moderate Scale Residential.

AMENDED MAPS



IMPACT ANALYSIS

The subject parcels are requested to be rezoned from Residential-4 (R-4) to Residential-10 Conditional Use (R-10-CU). Low Scale Residential does not generally support the R-10 district as the minimum lot sizes and allowed densities are more intensive than typically found in low scale residential areas. The adjacent FLUM designation to the east is Moderate Scale Residential, lending support for this type of density and growth for the general area. The FLUM will be made more reflective of the proposed zoning entitlements of the subject site and will be in line with existing development in the general vicinity. The long-range view of this area will continue to develop with increased density, continuing the growth in the area.

Rezoning Application and Checklist

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

Raleigh

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

Rezoning Request				
Rezoning Type	☐ General use	☑ Conditional use	☐ Master plan	**OFFICE USE ONLY** Rezoning case #
	☐ Text change to zoning conditions			
Existing zoning base district: R-4	Height:	Frontage:	Overlay(s):	
Proposed zoning base district: R-10	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:				

General Information		
Date: 10/__/2025	Date amended (1):	Date amended (2):
Property address: 6309 Litchford Road, Raleigh, NC 27615		
Property PIN: 1717807399		
Deed reference (book/page): DB 019921; PG 01251		
Nearest intersection: Litchford Road and Johnsdale Road	Property size (acres): 3.79	
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Litchford Point LLC, 716 Mial Street, Raleigh NC 27608-1822		
Property owner email:		
Property owner phone:		
Applicant name and address: Toby Coleman (150 Fayetteville Street, Ste 2300, Raleigh, NC 27701) on behalf of Property Owner		
Applicant email: [redacted]		
Applicant phone: [redacted]		
Applicant signature(s): A3706A21A0324A2...		
Additional email(s):		

REVIEWED
By Metra Sheshbaradaran at 2:12 pm, Nov 03, 2025

Docusign Envelope ID: 6AFF8D78-E8E1-442E-892C-F812FE199301

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted: 10/24/2025	**OFFICE USE ONLY** Rezoning case #
Existing zoning: R-4	Proposed zoning: R-10-CU	

Narrative of Zoning Conditions Offered

1. The following Principal Uses as listed in UDO Section 6.1.4 that are permitted, limited, or special uses in the R-10 District shall be prohibited: Boardinghouse.

2. The apartment building type shall be prohibited on the Property.

3. Prior to demolition or salvage of the existing house on the Property, the Property owner shall document the building in its original location through photographs (black and white, and in color) and provide a copy of the documentation to the City of Raleigh Department of PLanning, Historic Preservation unit, and the State of North Carolina Historic Preservation OFfice.

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

Property Owner(s) Signature: Signed by: A3700A21A0324A2... _____

Printed Name: _____

REVIEWED
By Metra Sheshbaradaran at 2:12 pm, Nov 03, 2025

Docusign Envelope ID: 6AFF8D78-E8E1-442E-892C-F812FE199301

Rezoning Application Addendum #1

Comprehensive Plan Analysis	OFFICE USE ONLY Rezoning case #
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	

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.

1. The proposed zoning designation of Residential-10-Conditional Use (R-10-CU) is consistent with the future land use designations of Low-Scale Residential. This designation envisions a variety of housing types, including single family homes, duplexes, triplexes, fourplexes, small apartment buildings, and townhomes. The R-10-CU designation allows for greater density and smaller minimum lot sizes. Furthermore, it enables the development of diverse housing types at a height and scale similar to other zoning districts in the area.

2. The proposed rezoning is consistent with the following Comprehensive Plan policies: LU 1.2 (Future Land Use Map and Zoning Consistency); LU 1.3 (Conditional Use District Consistency); LU 2.2 (Compact Development); LU 2.6 (Zoning and Infrastructure Impacts); LU 4.19 (Missing Middle Housing); LU 5.1 (Reinforcing the Urban Pattern); LU 8.1 (Housing Variety); LU 8.3 (Conserving, Enhancing, and Revitalizing Neighborhoods); LU 8.5 (Neighborhood-scale Housing); LU 8.17 (Zoning for Housing Opportunity and Choice); and H 1.8 (Zoning for Housing).

Public Benefits

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

The request would expand housing options and increase the unit amount that could be built on the site. This will increase the City's overall housing supply, which should help to stabilize future housing prices. The request would expand housing options near an existing commercial center, school, and park.

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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.

The existing home on the Property was identified in a 1994 County Survey as one of the last 1920s structures in this area. The structure is not currently designated as a historic structure.

Proposed Mitigation

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

This proposed rezoning includes a zoning condition that provides that if the existing home is demolished for development purposes, the structure shall be documented.

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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 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 guidelines	☐	☐	☐	☐	☐
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.	☑	☐	☐	☐	☐
9. Trip generation study	☐	☑	☐	☐	☐
10. Traffic impact analysis	☐	☑	☐	☐	☐
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	☑	☐	☐	☐	☐
If applicable, see page 11:					
12. Proof of Power of Attorney	☐	☐	☐	☐	☐
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	☐	☐	☐	☐	☐
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	☐	☐	☐	☐	☐
15. Proposed conditions signed by property owner(s).	☐	☐	☐	☐	☐

Certificate Of Completion

Envelope Id: 6AFF8D78-E8E1-442E-892C-F812FE199301
Status: Completed
Subject: Complete with Docusign: 6309 Litchford--Rezoning Application.pdf
Source Envelope:
Document Pages: 11
Signatures: 2
Certificate Pages: 5
Initials: 0
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-05:00) Eastern Time (US & Canada)

Envelope Originator:
Jennifer Wilson
PO Box 2611
Raleigh, NC 27602
[redacted]
IP Address: [redacted]

Record Tracking

Status: Original
10/30/2025 12:05:22 PM
Holder: Jennifer Wilson
[redacted]
Location: DocuSign

Signer Events	Signature	Timestamp
Blair Tharrington btharr@att.net Security Level: Email, Account Authentication (None)	Signed by: A3706A21A0324A2... Signature Adoption: Drawn on Device Using IP Address: 2600:1700:830:52a0:8443:3b6a:c501:6f5c	Sent: 10/30/2025 12:09:44 PM Viewed: 10/30/2025 5:42:03 PM Signed: 10/30/2025 5:43:52 PM

Electronic Record and Signature Disclosure:
Accepted: 10/30/2025 5:42:03 PM
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In Person Signer Events	Signature	Timestamp

Editor Delivery Events	Status	Timestamp

Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp

Certified Delivery Events	Status	Timestamp

Carbon Copy Events	Status	Timestamp
Toby Coleman [redacted] Security Level: Email, Account Authentication (None)	COPIED	Sent: 10/30/2025 5:43:53 PM

Electronic Record and Signature Disclosure:
Accepted: 10/3/2025 2:22:31 PM
ID: e5176e33-cc7a-4d5e-abdd-3603a1957bb5

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	10/30/2025 12:09:44 PM
Certified Delivered	Security Checked	10/30/2025 5:42:03 PM
Signing Complete	Security Checked	10/30/2025 5:43:52 PM
Completed	Security Checked	10/30/2025 5:43:53 PM

Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		

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SUMMARY OF ISSUES

A neighborhood meeting was held on 10/14/2025 (date) to discuss a potential rezoning located at 6309 Litchford Road (property address). The neighborhood meeting was held at Millbrook Exchange Community Center, 1905 Spring Forest Road, Raleigh, NC 27615 (location). There were approximately 23 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Density of potential development.
Location of site entrances.
Concern that development of site would create a through access through the property between Litchford Road and Johnsdale Road.
Amount of traffic on Johnsdale Road from Millbrook High School.
Neighborhood perceives need for stop light at intersection of Litchford Road and Johnsdale Road.
Concern that townhomes and apartment residents are "different type of person" than residents of existing single family homes.
Concern about pedestrian safety on Johnsdale Road.
Consistency of proposed rezoning with surrounding properties.

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Item C.1.b

SUMMARY OF ISSUES

A neighborhood meeting was held on 10/14/2025 (date) to discuss a potential rezoning located at 6309 Litchford Road (property address). The neighborhood meeting was held at Millbrook Exchange Community Center, 1905 Spring Forest Road, Raleigh, NC 27615 (location). There were approximately 23 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Some neighbors experienced yard flooding after development of apartments to south.
Concern about stormwater.
Some neighbors expressed opposition to apartments on the property.
Concern about how development on property will impact property values.

ATTENDANCE ROSTER

NAME	ADDRESS
Natasha + Seth Wells	6320 Johnsdale Rd
DAN & NANCY DYE	6501 Johnsdale Rd.
Dannette Spahr + Trey Taylor	6600 Johnsdale Rd.
Larissa Greene + Fred Caribardi	6610 Johnsdale Rd
Evan Verlinden	6500 Johnsdale Rd.
Nellie Taylor	6516 Johnsdale Rd
ASHLEY PHANETHONG	6304 JOHNSDALE RD
SAMANTHA PHANETHONG	6304 JOHNSDALE RD
Jasoal L AMEN HELP	Community Connector

ATTENDANCE ROSTER

NAME	ADDRESS
Kippy Prevoznak	2317 Ravenhill Dr Raleigh NC 27615
Robin Munsey	2360 Ravenhill Dr. 27615
Jenn Lawson	6301 Johnsdale Rd 27615
Diane Allen	6800 Johnsdale Rd 27615
Chase Strom	6204 Johnsdale Rd, Raleigh, NC 27615
Charles Whitehorse	6309 & 6311 Johnsdale Rd, Raleigh 27615
JASON ROBINSON	6405 Johnsdale Rd 27615
Darby Sadler	6405 Johnsdale Rd. 27615
Priya Kos	6317 Johnsdale Rd 27615
Shane McBride	6901 Johnsdale ✓ ✓

REVISION 11.08.24

Docusign Envelope ID: 6AFF8D78-E8E1-442E-892C-F812FE199301

SMITH, ANDERSON, BLOUNT,
DORSETT, MITCHELL & JERNIGAN, L.L.P.

OFFICES
150 Fayetteville Street, Suite 2300
Raleigh, North Carolina 27601

LAWYERS

MAILING ADDRESS
P.O. Box 2611
Raleigh, North Carolina
27602-2611

TOBY R. COLEMAN
[redacted]

[redacted]

October 3, 2025

Re: Notice of neighborhood meeting to discuss a proposed rezoning of 6309 Litchford Road (PIN: 1717807399)

Dear Neighbors:

We write to invite you to a Neighborhood Meeting to discuss a proposed rezoning of 6309 Litchford Road, Raleigh, North Carolina (PIN: 1717807399) (the "Property").

The neighborhood meeting will be held on October 14, 2025 at 6:00 p.m. in the Millbrook Exchange Community Center located 1905 Spring Forest Road, Raleigh, NC 27615.

The Property is currently zoned Residential 4 (R-4) and the applicant is proposing to rezone the property Residential 10 with zoning conditions (R-10-CU). The enclosed maps show the location of the Property and the current zoning of the neighborhood.

At the Neighborhood Meeting, we will discuss the proposed rezoning, including the potential zoning conditions for the development of the Property.

Prior to submitting the application, the City of Raleigh requires that a neighborhood meeting be held for all property owners, residents, or tenants within 500 feet of the property requested for rezoning. After the meeting, we will prepare a report for the Raleigh Planning Department regarding the items discussed at the meeting.

Information about the rezoning process is available online; visit and search for "Rezoning Process." If you have further questions about the rezoning process, please contact:

Metra Sheshbaradaran
Raleigh Planning & Development
919-996-2638
metra.sheshbaradaran@raleighnc.gov

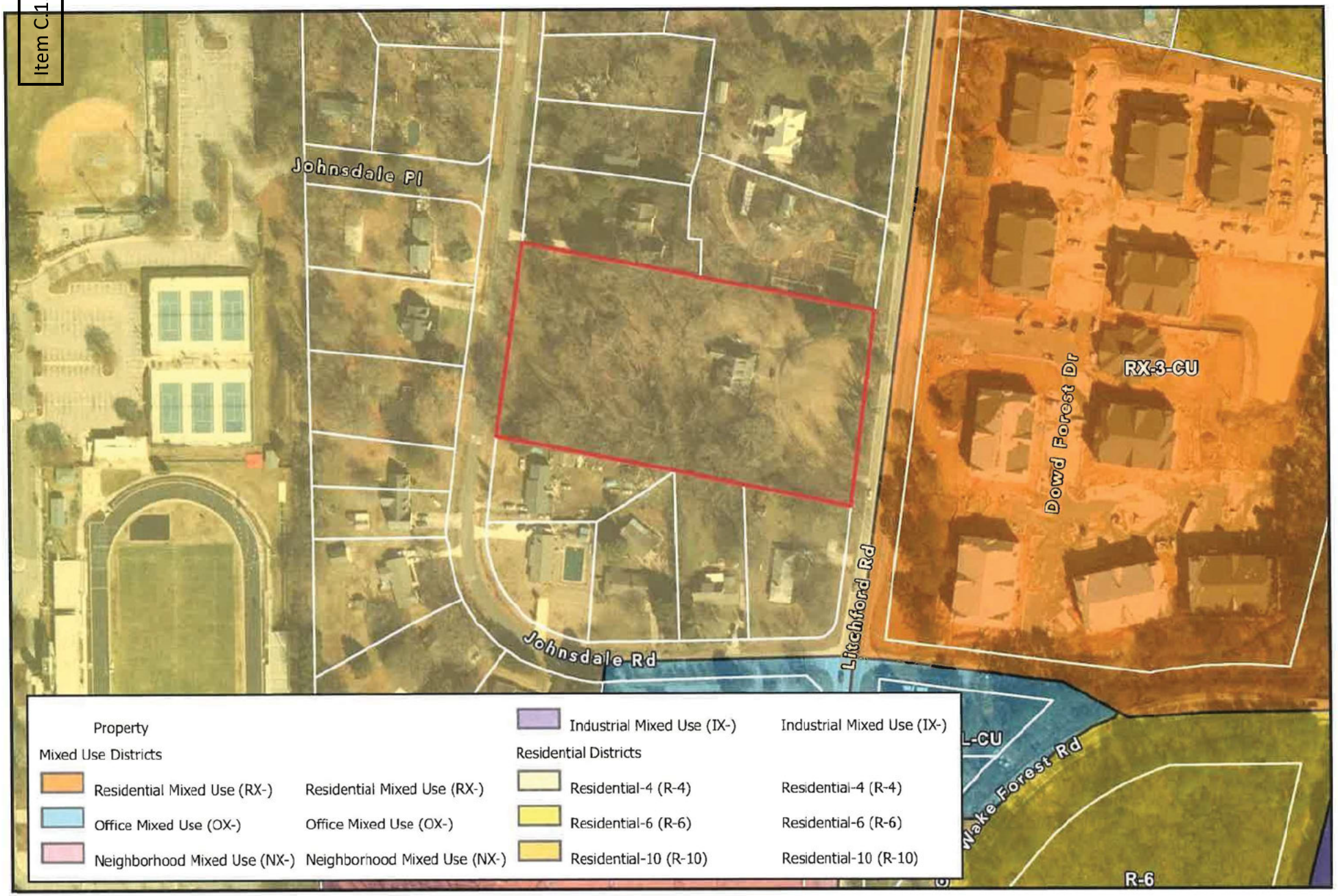
If you have any concerns or questions about this potential rezoning, please do not hesitate to contact me. I can be reached via my office phone a[redacted]

Sincerely,

Toby R. Coleman

enclosures

#13781329v1



6309 LITCHFORD RD with Zoning

N

0 100 200 400 ft

1 inch equals 200 feet

Disclaimer

*iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied ,are provided for the data therein, its use,or its interpretation.*

Docusign Envelope ID: 6AFF8D78-E8E1-442E-892C-F812FE199301

REZONING OF 6309 LITCHFORD ROAD
500' NEIGHBORHOOD MEETING NOTICE LIST

Owner	Mailing Address 1	Mailing Address 2	Mailing Address 3
WAKE COUNTY BOARD OF EDUCATION	RE SERVICES DIRECTOR	1551 ROCK QUARRY RD	RALEIGH NC 27610-4145
SADLER, EVELYN D ROBINSON, JASON T	6405 JOHNSDALE RD	RALEIGH NC 27615-7512	
LAWSON, DAVID	6301 JOHNSDALE RD	RALEIGH NC 27615-7510	
WELLS, NATASHA WELLS, SETH C	6320 JOHNSDALE RD	RALEIGH NC 27615-7509	
NORWOOD, JOHN A ALVARINO NORWOOD, FRANCES W K	6401 LITCHFORD RD	RALEIGH NC 27615-7520	
PHANETHONG, KAYCHAK PHANETHONG, ASHLEY	6304 JOHNSDALE RD	RALEIGH NC 27615-7509	
LITCHFORD POINT LLC	716 MIAL ST	RALEIGH NC 27608-1822	
MABREY, WALTER R JR MABREY, DWAN B	6401 JOHNSDALE RD	RALEIGH NC 27615-7512	
GIBBS, CHARLES W GIBBS, ELLA W	6305 JOHNSDALE RD	RALEIGH NC 27615-7510	
HOLST, KARL HOLST, ELLEN C	7412 NEW FOREST LN	WAKE FOREST NC 27587-9727	
CUMMING, KIMBERLY H	2305 JOHNSDALE PL	RALEIGH NC 27615-7504	
MANASSERI, DIANE	6213 JOHNSDALE RD	RALEIGH NC 27615-7508	
HYLER, LEONARD D HYLER, SUSAN M	6208 JOHNSDALE RD	RALEIGH NC 27615-7507	
WYRICK, ROBERT A WYRICK, DANA H	6409 JOHNSDALE RD	RALEIGH NC 27615-7512	
PREISS, KIRK PREISS, DONNA	1700 HILLSBOROUGH ST	RALEIGH NC 27605-1641	
WALL, PEARL D	6301 LITCHFORD RD	RALEIGH NC 27615-7518	
HAAG & WALKER ENTERPRISES LLC	4700 THEYS RD	RALEIGH NC 27606-9678	
TULLOCK, JACKIE D TULLOCK, MARY K	6300 JOHNSDALE RD	RALEIGH NC 27615-7509	
STROM, CHASE MITCHELL STROM, ALEXIS NICOLE	6204 JOHNSDALE RD	RALEIGH NC 27615-7507	
BUSH, JAMIE ANNETTE	2384 RAVENHILL DR	RALEIGH NC 27615-7531	
NORWOOD, JOHN A NORWOOD, FRANCES A	6401 LITCHFORD RD	RALEIGH NC 27615-7520	
BRONSON, PAUL G	6424 LITCHFORD RD	RALEIGH NC 27615-7519	
POWERS, STYRON N	2471 STAR APPLE WAY	SARASOTA FL 34240-1736	
WINDTREK VENTURES LLC	PO BOX 1218	MORRISVILLE NC 27560-1218	
RALEIGH ABBINGTON SQUARE LLC	LINDA C PITTS, ESQUIRE REA VENTURE	2964 PEACHTREE RD NW STE 200	ATLANTA GA 30305-2119
RUDOLPH, ROBERT F	6324 JOHNSDALE RD	RALEIGH NC 27615-7509	
WOOD, RACHAEL B DRISCOLL, BENJAMIN J	6321 JOHNSDALE RD	RALEIGH NC 27615-7510	
CARR, SIMON EDWIN DORFMAN, REBECCA ELIZABETH	6421 SW 109TH ST	PINECREST FL 33156-4057	
EGLER, ELIZABETH	6408 JOHNSDALE RD	RALEIGH NC 27615-7511	
JONES, THOMAS WESLEY	6209 LITCHFORD RD	RALEIGH NC 27615-7516	
PREISS, KIRK	1700 HILLSBOROUGH ST	RALEIGH NC 27605-1641	
PHUONG NGUYEN, THI NGOC DANG, THANH HUU	6404 JOHNSDALE RD	RALEIGH NC 27615-7511	
SREIT MAG LITCHFORD OWNER LLC	1255 23RD ST NW STE 250	WASHINGTON DC 20037-1168	
KOS, PRIYA SINGH	6317 JOHNSDALE RD	RALEIGH NC 27615-7510	
"CURRENT RESIDENT OR TENANT"	6210 LITCHFORD RD	RALEIGH, NC 27615	

Docusign Envelope ID: 6AFF8D78-E8E1-442E-892C-F812FE199301

REZONING OF 6309 LITCHFORD ROAD
500' NEIGHBORHOOD MEETING NOTICE LIST

Owner	Mailing Address 1	Mailing Address 2	Mailing Address 3
"CURRENT RESIDENT OR TENANT"	6215 LITCHFORD RD	RALEIGH, NC 27615	
"CURRENT RESIDENT OR TENANT"	6313 JOHNSDALE RD	RALEIGH, NC 27615	
"CURRENT RESIDENT OR TENANT"	6412 JOHNSDALE RD	RALEIGH, NC 27615	
"CURRENT RESIDENT OR TENANT"	6208 LITCHFORD RD	RALEIGH, NC 27615	
"CURRENT RESIDENT OR TENANT"	6309 LITCHFORD RD	RALEIGH, NC 27615	
"CURRENT RESIDENT OR TENANT"	6309 LITCHFORD RD	RALEIGH, NC 27615	
"CURRENT RESIDENT OR TENANT"	6221 LITCHFORD FOREST LN	RALEIGH, NC 27615	
"CURRENT RESIDENT OR TENANT"	6301 DOWD FOREST DR	RALEIGH, NC 27615	

Docusign Envelope ID: 6AFF8D78-E8E1-442E-892C-F812FE199301

SUMMARY OF ISSUES

A neighborhood meeting was held on February 3, 2026 (date) to discuss a potential rezoning located at 6309 Litchford Road (property address). The neighborhood meeting was held at Millbrook Exchange Community Center (location). There were approximately 35 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Pedestrian and vehicular safety concerns arising from existing traffic on Johnsdale Road. Long wait times for vehicles turning off of Johnsdale Road onto Litchford Road during peak hours. Johnsdale Road does not have sidewalks.
Potential for new development on property to increase neighborhood residents' traffic complaints, particularly on Johnsdale Road. Some neighbors asked applicant to consider restricting vehicular access to Johnsdale Road from the property to address these concerns.
Some neighbors expressed concern that a potential increase in the permitted density of residences on the property could impact property values and quality of life. Some neighbors indicated they preferred the property to be developed as single-family homes on quarter-acre or larger lots.
Concern that townhomes or attached residences could bring renters into neighborhood.
Runoff from development on the property. Some neighbors asked for additional erosion controls during construction to help alleviate issues associated with erosion and runoff.
Neighbors noted there have been some recent break-ins in the area and expressed concern about crime.
Concern by some neighbors that development on the property could impact the quality of well water on adjoining properties. The neighbors indicated they also are concerned about cost of connecting their homes to Raleigh water if their wells go dry or well water quality is impacted.
Concern about dimensional standards for residences on property, including permitted height and building setback requirements.

SUMMARY OF ISSUES

A neighborhood meeting was held on February 3, 2026 (date) to discuss a potential rezoning located at 6309 Litchford Road (property address). The neighborhood meeting was held at Millbrook Exchange Community Center (location). There were approximately 35 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Concern that property could be used by drivers as a "cut through" if property is developed with accessible driveways on both Litchford Road and Johnsdale Road.

ATTENDANCE ROSTER

NAME	ADDRESS
Rebecca Ragans	2353 Ravenhill Dr

ATTENDANCE ROSTER

NAME	ADDRESS
DAVE BRUBAKER	2364 RAVENHILL
Eva Verlinden	6500 Johnsdale Rd
Nellie Taylor	6516 Johnsdale Rd
Jim Phillips	6612 Johnsdale Rd
Nancy Dye	6501 Johnsdale Rd
(Wife) Dan Dye	
Susan Hyler	6208 Johnsdale Rd
Dale Hyler	
Alex Hyler	2373 Ravenhill Drive
Ben Barker	
Philip Brown	6505 Johnsdale
Karen Brown	
Bibi Bowman	6613 Johnsdale
GARY PRENTIS	

ATTENDANCE ROSTER

NAME	ADDRESS
Terri Fratalia	8621 Paddle wheel Dr.
Darby Sadler + Saron Robinson	6405 Johnsdale Rd.
Kim Cummings	2305 Johnsdale Pl.
Diane Allen	6800 Johnsdale Rd
Bryan Lansberry	2380 Ravenhill Dr

ATTENDANCE ROSTER

NAME	ADDRESS
Larissa Greene	6610 Johnsdale Rd
Fred Caribardi	6610 Johnsdale Rd.
Leon Reich	2316 Ravenhill Dr.
Vicki Reich	
Kippy Provencher	2317 Ravenhill Dr
Tom Driver	2369 Ravenhill Dr.
Celia Driver	" " "
Karl Holst	6214 Citchford Rd
Julie Parham	6615 Johnsdale Rd.
Stefanie Goblet	6617 Johnsdale Rd
Charlotte/Charlisle Goblet	6617 Johnsdale RD
N. Read	2356 Ravenhill Dr.
Jon Hartley	6608 Johnsdale
Lorraine Snyder	2368 Ravenhill Dr
Tommy Marshall	2353 Raven Hill Dr.

SMITH, ANDERSON, BLOUNT, DORSETT, MITCHELL & JERNIGAN, L.L.P.

LAWYERS

OFFICES
150 Fayetteville Street, Suite 2300
Raleigh, North Carolina 27601

MAILING ADDRESS
P.O. Box 2611
Raleigh, North Carolina
27602-2611

TOBY R. COLEMAN
[redacted]
[redacted]

February 25, 2026

Re: Notice of neighborhood meeting to discuss the proposed rezoning of 6309 Litchford Road (PIN: 1717807399), Zoning # Z-43-25

Dear Neighbors:

We are writing to invite you to a Neighborhood Meeting to discuss the proposed rezoning of 6309 Litchford Road, Raleigh, North Carolina (PIN: 1717807399) (the "Property"). The City of Raleigh has assigned the proposed rezoning Zoning Case # Z-43-25.

The neighborhood meeting will be held on February 3, 2026 at 6:00 p.m. in the Millbrook Exchange Community Center located at 1905 Spring Forest Road, Raleigh, NC 27615.

The Property is currently zoned Residential 4 (R-4) and the applicant is proposing to rezone the property Residential 10 with zoning conditions (R-10-CU). The enclosed maps show the location of the Property and the current zoning of the neighborhood. At the Neighborhood Meeting, we will provide updates on the proposed rezoning, including the proposed zoning conditions for the development of the Property.

Prior to review by the Planning Commission, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 1,000 feet of the area requested for rezoning. After the meeting a report will be submitted to the Raleigh Planning and Development Department. Any other person attending the meeting can submit written comments about the meeting or the request in general, but to be included in the Planning Commission agenda packet, written comments must be received at least 10 days prior to the date of the Planning Commission meeting where the case is being considered.

Information about the rezoning process is available online; visit and search for "Rezoning Process." If you have further questions about the rezoning process, please contact:

Hiram J. Marziano
Senior Planner, City of Raleigh Planning & Development Department
One Exchange Plaza, Ste. 300
Raleigh, NC 27601
hiram.marziano@raleighnc.gov
919-996-6370

If you have any concerns or questions about this potential rezoning, please do not hesitate to contact me. I can be reached via my office phone at [redacted]

Sincerely,

Toby R. Coleman

enclosures

#14106209v2

6309 LITCHFORD RD

N

0 100 200 400 ft

1 inch equals 200 feet

Disclaimer

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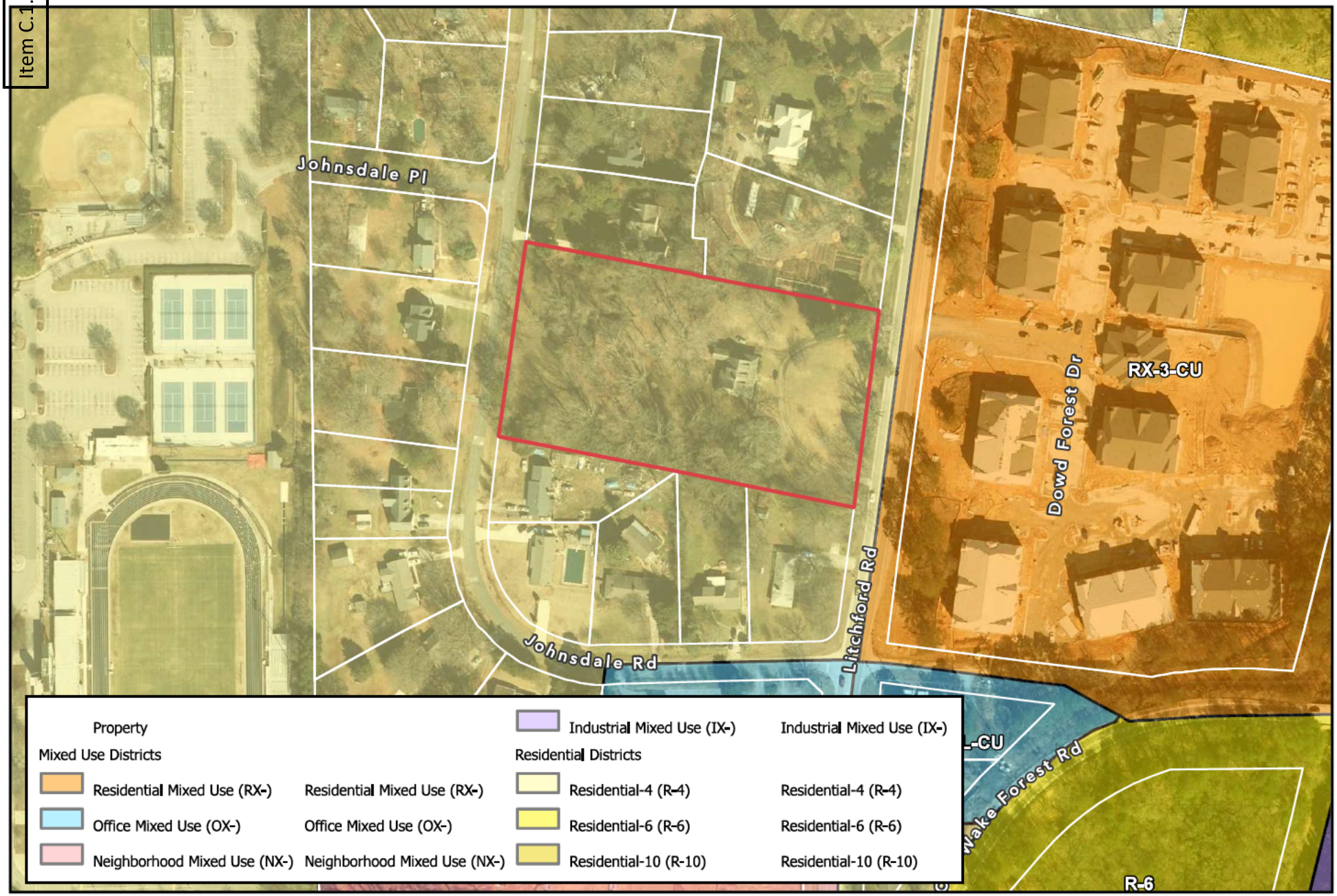

6309 LITCHFORD RD with Zoning

N

0 100 200 400 ft

1 inch equals 200 feet

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6309 Litchford Rd (Z-43-25)

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
578	31	0	59

What is your full name?

If the only "public benefits" are to "expand housing options" and "increasing the City's overall housing supply" as noted in the rezoning application, those are not good enough reasons to destroy an existing neighborhood's appeal to the current residents, possibly even reducing property values for those who may wish to relocate. This rezoning would increase population density and traffic in an already overcrowded area adjacent to a large high school and city park. Adding yet another entrance to Johnsdale through this property could increase already bad traffic congestion due to the lack of stoplights at the two existing entrances to Johnsdale Rd. Walkability enjoyed by the current residents, some with pets and/or small children could become more dangerous with additional people and vehicles since there are no sidewalks or curbs on either Litchford or Johnsdale Rds. There is also a creek behind many homes on Johnsdale which could be affected by additional homes. The infrastructure in this location is not sufficient to support additional homes in what should remain as R-4 zoning. Please consider the quality of life for the current residents before deciding to bombard the area with more people and more cars. Thank you.

2/2/2026

5 Agree

Amelia Edwards Breeden

As a resident of NORTH RALEIGH for 50 years, and now a homeowner on John Dale, the decision for multifamily housing or zoning changes on this property would be detrimental to this road. Dangerous is another word. The dangers that already exist from the road coming out of Millbrook high school are enough. The traffic on Litchford Road in this area is that a dangerous level. A person was just hit by a car yesterday. Rezoning this property is just dangerous! There are no other words for it.

2/5/2026

4 Agree

Victoria Reich

Rezoning the lot at 6309 Johnsdale Rd would create a dangerous situation for
Residents who live nearby and for Millbrook High School students. The students would cut through the rezoned community to get to Litchford rd and also try to park there. Since there are no sidewalks there is no place for students to walk coming and going to school in the morning or afternoon and on lunch breaks. They are typically in a hurry and do not stop at the stop sign to exit the school and enter Johnsdale. (I have almost been hit 3 times when I assumed they would stop).
There are also major concerns for water and sewer seepage into the many wells that are around the property.
There are no benefits to the proposed building of 54 units except to the developers pockets. The developers could certainly earn plenty by building 3-4 single family homes and we would welcome that. No one would like their neighborhood changed by adding a multilevel, packed area of housing units. Please do not allow a rezoning of 6309 Johnsdale.

2/26/2026

3 Agree

I agree with all the concerns expressed by my neighbors. I don't think that either the developer or city officials have actually visited our neighborhood to view our concerns in person. Johnsdale Rd already has traffic issues due to Millbrook High School and all the homes and apartments that have been built in our area recently. It has become increasingly difficult to exit the neighborhood at either end and adding 50+ additional dwellings will only add to the problem. I'm also concerned about our wells being affected by all the additional construction. There doesn't seem to be a plan to address the concerns we have. The only plan is to develop the property without thought to how it would affect a long established neighborhood.

2/10/2026

3 Agree

Seth Wells

I am very concerned about this change as it goes against the spirit of the community. All the homes on the street are single family homes and most with large lot sizes (.75 acres).

Also, this will be literally next to my house and will devalue my home.

Next is traffic and traffic flow. I have a VERY difficult time in the mornings get out of my driveway already with the school traffic which enters through the back of Millbrook High School. The traffic at morning drop off and afternoon leaving is some of the worst. My driveway becomes BLOCKED many mornings and afternoons which if increased will be a safety concern

2/7/2026

2 Agree

We moved to Johnsdale Rd in Litchford Forest 50 years ago when it was a modest neighborhood far north of city limits. The lots surrounding proposed zoning change on Litchford Road are all R4 with single homes and most are still on wells and septic tanks. Our streets are still narrow but with major traffic issues already from Millbrook high school and development north on Litchford all the way to Wake Forest. By allowing <4 acres to cram in 54 homes with 100+ residents and cars it creates an additional burden on traffic and infrastructure. Should a connection go onto Johnsdale Rd it would become a shortcut for teens going to and from school. Runoff from so many structures, cars, pavement would create an environment impact too. I strongly oppose the rezoning request and maintain the existing zoning allows for a lovely and safe neighborhood consistent with what exists.

2/7/2026

2 Agree

I am very concerned with the rezoning of 6309 Litchford Rd. I live on Johnsdale Rd. The possibility of 54 units being constructed on this lot that continues through to our neighborhood, Litchford Forest, worries me in many ways. If, as proposed, a road will be along the new units all the way through from Litchford Rd to Johnsdale Rd. This will most surely become a cut through for anyone heading to and from Millbrook High school for which there is a back entrance onto Johnsdale Rd. We already have a problem with cars backed up before and after school. Then there are the parents, teachers, who use this entrance as well. There is traffic from lunch, games, after school sports and meetings. So there is already a lot of traffic and 54 units can only make this situation much worse. Safety is a great concern since there are no sidewalks on Johnsdale and the road is narrow. Secondly I am concerned about the environmental affects of having run off from the expected units, their cars, lawn chemicals. This will most definitely affect our wells. A lot, I would say most, of us are on wells. Contamination is a great concern. Also the neighborhood is all single family homes and to stick multiple units I'm the middle of our neighborhood would decease property values, ruin the whole feel of the neighborhood and subject us to a tremendous amount of traffic that is already a problem.

2/5/2026

2 Agree

Why do you think the beautiful single family home across Litchford is trying to sell, because they don't like being around the multi-family housing and probably traffic! It's bringing property values down and increasing traffic which is already unbearable, especially with all the high school students/parents coming through Johnsdale Rd. Changing the zoning will not help or add any value except for the property owner pushing for this.

1/29/2026

2 Agree

Amelia breeden
I don’t advise of this. There is already an extreme amount of traffic on this road due to the back exit of Millbrook high school. That should be investigated prior to the approval of this decision. It’s dangerous

1/13/2026

2 Agree

I would appreciate someone listing benefits of rezoning to anyone living in the rezoning district.

My concerns are future impact on air quality, water resources, overloading other city systems like rescue, trash, and in an attempt to make more money not improving anything.

Increase in traffic and crime caused by the rezoning attempt at population density when leaving the zoning R4 would provide improvement possibilities and bring of benefit to the entire area.

Thank you for answers about benefit to rezoning .

2/26/2026

1 Agree

Nancy Potter Dye

2/7/2026

Diane Stone Allen

2/5/2026

Amelia Edwards breeden

2/5/2026

Jeff Zabawa

12/16/2025

What is your ZIP code?

27615

1/7/2026

Do you have any questions about this rezoning case? If so, ask in the comment box below. We will be sure to respond to your question here. Please note that your question is public and can be seen by others.

When will the site plan be available for the public?
When is the second neighborhood meeting?
When is Litchford Rd between weybridge and Dixie forest supposed to get curbs, gutters and sidewalks?
When will there be crosswalks at old wake forest and Dixie Forest litchford intersection?
What parts of the site plan are intentionally designed with proximity to Millbrook Highschool in mind?
Where will the highschool students who walk to school cross Litchford rd as this property will become through access and shortest route for all students who live in the Litchford 315 apartments and Legacy North Apartments.
How is the road access plan designed to accommodate the traffic backup of school pickup/ drop off line?
Will there be speed humps to prevent speeding?
What are the building set backs from the abutting property lines?
Will this property have communal trash containers or use city service trash containers?
What studies are being done on the storm water creek capacity?
Will all of the stormwater run off will be directed into the creek which is on private properties on Johnsdale Rd?
What construction material will privacy fencing be built out of?
How many parking spaces are planned?
Will there be an HOA for the neighborhood to manage common space landscaping, litter, restrictions on junk storage and common space maintenance?

12/13/2025

12 Agree

It says apartments are prohibited so why would it need to be rezoned? Townhomes, condos can be built as is. When will the traffic study be completed? Johnsdale is used heavily for school traffic in addition to residents on Johnsdale and Ravenhill and there are no traffic lights on either end of our neighborhood.

12/29/2025

9 Agree

Rezoning this lot when all properties adjacent are single family homes is stupid.
If this is allowed you are going to destroy the current neighborhood .

12/16/2025

8 Agree

This rezoning proposal does not align with the current realities of our neighborhood. Johnsdale Road is a small, quiet residential community that has already been significantly impacted by increasing development and the resulting traffic associated with Raleigh's growth. The cumulative effect of surrounding developments has placed a strain on infrastructure that was never designed to handle this volume or speed of traffic.

The road was not designed to accommodate the current traffic load, speeds, or patterns that now exist. There are no sidewalks or gutters, limited sight lines, and traffic-calming measures that have proven ineffective. Vehicles routinely travel at unsafe speeds, creating ongoing safety concerns for residents, visitors, and homeowners accessing their properties.

Before additional rezoning or density is considered, it is critical that infrastructure, traffic flow, and pedestrian safety are meaningfully addressed. Responsible planning requires evaluating current conditions and mitigating existing risks before introducing further development

1/13/2026

7 Agree

Rezoning of this area to R-10 is not consistent with the current houses and lots around the location.
Will there be curb and gutter mandated from the builder. Also sewer improvements.
What type of traffic improvements are being considered for both Litchford and Johnsdale Rd.
Will all the old growth trees be taken down or will some be preserved.
Will there be additional traffic lights, crosswalks along Litchford.
What type of light control will be considered. Building high density with parking lots next to single family homes will increase light pollution.
Is there a public meeting scheduled

12/16/2025

4 Agree

Seems like a recipe for trouble, just the parking alone for 37 families would take up really near 100 spaces, so even with under-house incorporated garages and 1.5 on-street spaces per unit, inevitably parking will spill into Johnsdale unless we post no parking all along that block and keep the tow trucks on speed dial. Thats gonna leave really tiny footprints for any construction unless you want houses that look like Jenna towers with a room on each floor and a fireman pole and gym rope to go up and down. Maybe 20 units is more reasonable a goal, ten on each side and ample parking on site. Addressing the traffic flow is a whole separate issue addressed by the other neighbors already; for everyone's safety, a traffic light on Litchford would benefit everyone, and if it can be placed at the new entrance to this property, thereby allowing the student "new drivers" leaving school to safely exit that way from 2:20-3pm on school days, the rest of the street will also benefit from that and probably have a better impression of this project thst frankly does impede on what we've come to enjoy about our little enclave.

1/26/2026

3 Agree

How will you ensure the flow of traffic is managed appropriately? This quiet residential street has already seen an increase in vehicle traffic and pedestrians due to the addition of new apartments nearby. The intersection of Dixie Forest and Litchford Rd has become increasingly dangerous, especially for pedestrians, due to the lack of crosswalks or sidewalks. I'm concerned about how this rezoning case and the resulting construction will impact Litchford Forest residents and Millbrook high school students.

1/13/2026

3 Agree

Why would you want to ruin the adjacent neighborhood? The school traffic already adds enough busyness. There are many families with small kids who would prefer the small neighborhood feel outside of the crazy city life.

1/12/2026

3 Agree

What is to be built that requires rezoning?

Isn't that the first step in requesting a change in zoning like every other meeting I've attended for 18 plus years?

1/7/2026

3 Agree

Why is the neighborhood meeting for this rezoning case not listed on the city's neighborhood meeting list as of today, 1-27?

It should be listed for the public to see and is not!
Look up "neighborhood rezoning meeting for Raleigh" and you get a link to the COR website for all scheduled neighborhood meetings.

For anyone interested there is a neighborhood meeting at the millbrook exchange community center at 6pm on February 3rd.

1/27/2026

2 Agree

Where will the individual AC units be located?
What percentage of the property will be impervious material?
What is the building height?
What will be the height of street lights and the height of lights on parking areas?
Will there be a community garden space so that residents and children can garden?
What other amenities will residents share?
How will guest parking be issued?
What will be the tow away policy?
What nearby public parking will serve as legal overflow for parking?

2/16/2026

Do you have any comments about this rezoning case? If, so leave them in the comments box below. Please note that your comments are public, can be seen by others, and will be presented to the Planning Commission.

Raleigh's Future Land Use map designates this property "Low-scale Residential" and the rezoning application claims to be consistent with Future Land Use plans. This means putting 37 houses up on 3.79 acres is low density???
Not only is that an off the wall definition of low density it is totally inconsistent with all the properties around it. The lots that share lines with this are:
1 house on .73
1 house on .59
1 house on .66
1 house .55
1 house .77
1 house on 3.77
Putting up 37 houses would be even less than .10 acre per house

If you are wondering what .1 acre houses look like take a drive one mile north to Big Sky Lane off from Litchford Rd. Yes!
..
This development is considered low-density. Our city will have no trees if Raleigh continues to approve and allow R-10 as low density land use.

The 'missing middle' can be achieved with R-4. That's 12 houses. Build 12 houses that people will love to live in. 37 houses on 3.79 acres of land designated low density is about nothing more than profit margins and the city collecting it's tax dollars

12/17/2025 8 Agree

Rezoning to R-10 high density should not be allowed. The lots around this property are R-4 on the same side of the road.

12/16/2025 8 Agree

Rezoning these lots is detrimental to the integrity of this neighborhood and will negatively affect both the living conditions and property values for everyone in a 5 mile radius. Litchford and Dixie Forest roads already create severe traffic hazards with regular car accidents due to Millbrook high school and the mass quantities of apartment buildings in a mile radius. There are no pedestrian cross walks, side walks, limited traffic control and too many dangerous drivers. The trash / garbage issues created by the apartment buildings in this area is also a serious concern that would simply worsen with this rezoning. There are multiple problems in this neighborhood that need to be resolved before additional housing should even been considered. All of Litchford Forest opposes this.

1/7/2026 6 Agree

I'm not even sure how developing this site to R-10 would feasibly work.
To begin with, this site sits in the middle of an existing 1960s-era neighborhood with ½+ acre single-family residences. Placing a high-density development in this location would be a stark contrast to the nature of the existing neighborhood.

But more importantly (and concerning) is the traffic. Traffic has always been an issue on Litchford Rd in this location due to the odd traffic pattern at the Atlantic/Litchford/Dixie Forest intersection, and on Johnsdale Rd due to the back-entrance to Millbrook High School off of Johnsdale Place. At the beginning and end of school, there is a steady stream of traffic entering and exiting the school onto Johnsdale Road, and is used throughout the day and on weekends by students, parents and teachers. This already makes it dangerous for pedestrians walking on Johnsdale. And students can frequently be seen running across a busy Litchford to go to school and the Sheetz.

During rush hours, it's very difficult and dangerous to make left turns onto Litchford from both entrances of Johnsdale Rd. And that's been the case before all the new development that has occurred on Litchford in the last few years, including the large apartment complexes at the corner of Litchford and Spring Forest (a couple 100 yards south of this proposed development) and the larger apartment complex directly across Litchford from this site. And development continues to occur at a rapid pace north on Litchford Rd. And there really isn't any room for any additional stop-lights near this site.

I really can't imagine how a dense R-10 development would work at this location. It would add even more traffic to an already extremely congested area, and likely lead to more accidents.

I've understood that this site would eventually be developed, but assumed it would remain zoned an R-4 and converted into several single-family lots, or possibly a small low-density (R-4) townhome community. I don't see how a dense R-10 development would be feasible (or safe) in this location.

12/30/2025

5 Agree

Unfortunately this statement was included in the minutes of our neighborhood meeting: "Concern that townhomes and apartment residents are "different type of person" than residents of existing single family homes". Our neighborhood concerns are related to pedestrian (residents and students) safety, traffic concerns, and neighborhood impact (stormwater, yards flooding) not to what "type" of people live here. We have no sidewalks and current school traffic already makes it dangerous to walk in the neighborhood. If a connecting road is constructed, it would also likely be used as a "shortcut" for those waiting on Litchford.

12/29/2025

5 Agree

I have the same questions and concerns as my neighbors. Johnsdale Rd is already heavily used by Millbrook High School students, their families and staff. There are no sidewalks and it can be quite precarious if you're walking or trying to get out of your driveway during the times that people are coming and going from Millbrook High School. It is also becoming more and more difficult to get out of the neighborhood due to all the building already done on Litchford. I think it would be a shame to rezone and potentially add more traffic. We love our little neighborhood and this rezoning could really change it.

1/7/2026

4 Agree

I'm a resident of Johnsdale Road. I want to express my serious concerns about how the proposed rezoning and additional multifamily development at 6309 Litchford Road (Case Z 43 25) will affect traffic and safety in our neighborhood.

Johnsdale Road is a narrow residential street with only two exits, both connecting directly to Litchford Road. During rush hours—especially on school days—traffic becomes overwhelming and unsafe for both drivers and pedestrians.
Our road serves as a back entrance to Millbrook High School, a magnet school that draws parents, students, and staff from across Raleigh. Between 6:45 and 8:00 a.m. and again from 2:10 to 3:00 p.m., traffic is extremely congested. Cars often pass within inches of each other, and in rainy or dark conditions, while children are walking to and from school, it feels like a tragedy waiting to happen.

Trying to turn onto Litchford from Johnsdale is particularly dangerous—especially for those making a left turn. Visibility is poor, and safe gaps in traffic are rare. Too often it feels life threatening to accelerate into traffic just to merge. Children from nearby apartments also cross Litchford without direct crosswalks to Johnsdale, darting across multiple lanes of traffic because the nearest crossings are far out of their way.

I understand that Raleigh is growing—and that growth is necessary—but growth without safety measures is unacceptable, especially when adding density to an already congested corridor.
I respectfully urge the Board and City staff to:

1. Mandate a comprehensive traffic study during peak school hours to fully assess congestion and safety conditions on Johnsdale Road. I have never seen road counters/traffic tubes down to really assess the volumes we are talking about. This needs to be done.

2. Install a traffic signal at the northern Johnsdale–Litchford intersection, operating during rush hours and flashing yellow during off peak times.

3. Ensure safe pedestrian crossings for students traveling to and from Millbrook High School.

I've lived among a lot of different places. Among them, major metro areas including —New York (Bronx, Long Island, Manhattan, Westchester, Queens), New Jersey, and Connecticut—and never felt as unsafe driving on my own residential street as I do here due to the measurable congestion and lack of safety measures in place. This situation would not go unaddressed in those regions, and it shouldn't here either.

Our community deserves safe access in and out of our own neighborhood before additional development increases traffic volume. I invite any City representative to experience this firsthand—drive on and off this road during morning drop off and school release times and/or try crossing Litchford as a student during these times. The danger for our Johnsdale families and those of the school children and staff will become plainly evident.

As far as the residences themselves planned. Have there be no entrance onto Johnsdale itself. Have the only exit from the community face Litchford. It would help keep the feel of our small road less divided by a out of place complex. And would also ensure not having yet another point of congestion onto Johnsdale Rd itself. If there is a direct cut through from Litchford to Johnsdale, the school traffic will use the community as a pass through. It would nearly directly lineup with the access road to the high school. It would then not only become another nightmarish entry for the existing neighborhood residents, it would then introduce a whole other new subset of a community having massive volumes of people using their one road through their homes, becoming a safety issue for the new residents as well.

1/13/2026

3 Agree

The Johnsdale traffic pattern is already insufficient to handle the demands of the neighborhood and the high school. Adding high density living to Johnsdale is unsafe for the families living here. Is there a plan for addressing the increased traffic? Is there a plan for adding crosswalks and stop lights to either exit from Johnsdale?

1/8/2026

3 Agree

Hello! I wholly agree with my neighbors and their concerns and wanted to add on some of my own….
Rezoning 6309 Litchford Road from R-4 to R-6 or R-10 would be fundamentally incompatible with the established character, infrastructure limitations, and public safety realities of the Litchford Forest neighborhood. This community has been intentionally developed and preserved as a low-density, single-family neighborhood since the early 1960s, with an average lot size of approximately 0.75 acres. Allowing up to 54 dwelling units on just 3.5 acres represents a dramatic increase in density that is wholly inconsistent with the surrounding neighborhood and contrary to decades of established land use patterns.

The roadway infrastructure serving this area is inadequate to support increased density. Johnsdale Road, which would be directly impacted by this rezoning, has no public sewer, no sidewalks, no curbs, and a narrow roadway never designed to accommodate high traffic volumes. These deficiencies are already strained by daily traffic associated with Millbrook High School and surrounding development. Public safety concerns on this street are well documented and not theoretical. Long before nearby high-density apartment complexes were constructed—at a time when traffic volumes were significantly lower—a young girl was tragically struck and killed on Johnsdale Road due to unsafe roadway conditions. Traffic volumes and turning conflicts have only intensified since then, and any additional density permitted under R-6 or R-10 zoning would further exacerbate these hazards.

Traffic conditions along Litchford Road itself are equally concerning. Between the intersections of Hunting Ridge Road and Litchford Road and Old Wake Forest Road and Litchford Road, there are seven separate neighborhood and apartment access roads entering Litchford Road within approximately one mile. Many of these access points are offset rather than aligned and are located in extremely close proximity, creating frequent turning conflicts and making left turns from either direction increasingly difficult and unsafe. During peak hours, safe ingress and egress are already compromised. Planned future development will further strain this corridor, including a proposed multi-story apartment complex directly across from the North Johnsdale Road entrance at Roundrock Drive, which would introduce several hundred additional residents and vehicles at yet another access point. The cumulative traffic impacts of existing and planned development along this corridor far exceed what Litchford Road was designed to accommodate and would likely require multiple additional signalized intersections to mitigate safety risks.

Under no circumstances should vehicular access from a new development at 6309 Litchford Road be permitted to connect Litchford Road to Johnsdale Road, regardless of zoning allowances. Such a connection would divert high volumes of traffic onto a substandard residential street, significantly increasing safety risks and fundamentally altering the function and character of Johnsdale Road to the detriment of existing residents.

There is no demonstrated need to introduce high-density zoning within Litchford Forest. Substantial multifamily and higher-density housing already exists within 100 to 300 yards of the neighborhood, providing ample opportunities for increased density without encroaching upon an established single-family community. Families, including ours, have owned homes on this street since the early 1960s, investing with the reasonable expectation that the neighborhood's character would be preserved. That expectation was reaffirmed as recently as last year, when a court ruled in favor of maintaining one single-family home per lot on this street in accordance with existing covenants. After a multi-year court battle with a previous developer regarding the Litchford Forest neighborhood, our small, tight-knit community is no stranger to using its resources to preserve the neighborhood if legal action becomes necessary.

For these reasons—public safety concerns, inadequate infrastructure, excessive cumulative traffic impacts, legal precedent, and clear inconsistency with surrounding land use—the requested rezoning of 6309 Litchford Road from R-4 to R-6 or R-10 should be denied. Approval would irreversibly damage the character of Litchford Forest, compromise roadway safety, and set a harmful precedent for incompatible upzoning that contradicts decades of planning, investment, and community stability.

2/26/2026

2 Agree

Thank you for the opportunity to provide public comment. My name is Natalie Anderson, and I am a home owner and resident of Johnsdale Road in the Litchford Forest neighborhood. I am speaking today to express significant concerns regarding the proposed rezoning and development of 6309 Litchford Road, which would allow for the construction of 54 residential units.

First, the proposed connection of a new roadway running from Litchford Road through to Johnsdale Road would create a major cut-through route. Johnsdale provides back-entrance access to Millbrook High School, and our neighborhood already experiences heavy traffic before and after school, as well as during lunch periods, sports practices, games, and evening events. Adding traffic from 54 additional units would intensify congestion on a road that is already overburdened.

Second, safety is a substantial concern. Johnsdale Road has no sidewalks and is quite narrow. Increased vehicle traffic through a residential street without pedestrian infrastructure significantly heightens the risk for children, pedestrians, and cyclists who use this roadway daily.

Third, the environmental impact cannot be overlooked. Many homes in our neighborhood rely on well water. Increased runoff from additional rooftops, vehicles, and landscaped areas—especially chemicals and stormwater pollutants—poses a real risk of contaminating our wells. This threat to our drinking water supply is deeply troubling.

Lastly, Litchford Forest is a neighborhood composed entirely of single-family homes. Introducing multi-unit housing in the middle of our community would not only disrupt the established character of the area but also negatively impact property values and quality of life. The associated increase in traffic and density would fundamentally change a neighborhood that has existed in its current form for decades.

For these reasons, I respectfully ask you to reconsider the rezoning request for 6309 Litchford Road. The proposed development poses significant traffic, safety, environmental, and community-impact concerns that cannot be ignored.

Thank you for your time and consideration.

2/5/2026

2 Agree

We are in opposition to the proposed rezoning from R-4 to R-10, as the request is inconsistent with multiple policies and guiding principles of the Raleigh 2030 Comprehensive Plan, particularly those addressing pedestrian safety, transportation infrastructure, environmental stewardship, and neighborhood compatibility.

The Raleigh 2030 Comprehensive Plan emphasizes the creation of walkable, safe neighborhoods supported by Complete Streets and Vision Zero principles. The subject area currently lacks essential pedestrian infrastructure, including sidewalks, crosswalks, curbs, and defined pedestrian facilities. Pedestrians are forced to walk within the roadway, creating unsafe conditions that already conflict with the City's stated goals to reduce traffic-related injuries and fatalities. Increasing residential density without first providing pedestrian infrastructure directly undermines these adopted policies.

The Plan further requires that increased density be supported by adequate transportation capacity and safe circulation. Existing roadways in the area already experience speeding, limited sight distances, and constrained access points. A change from R-4 to R-10 would substantially increase traffic volumes on roads that have not been improved to safely accommodate higher-density development. Adequate ingress and egress, including reliable emergency vehicle access, has not been clearly demonstrated, raising concerns related to public safety and transportation concurrency.

Environmental protection is a core element of the Raleigh 2030 Comprehensive Plan. Increased density will expand impervious surface coverage, placing additional stress on stormwater systems and local water resources. Without robust mitigation measures, this raises the risk of runoff, erosion, and water quality degradation. The area also supports native vegetation and wildlife, which would be adversely impacted by intensified development, contrary to the Plan's environmental stewardship and natural resource conservation objectives.

The Comprehensive Plan also calls for development that is compatible with existing neighborhood character and supported by adequate public services. Existing issues related to roadside litter, debris, and limited maintenance indicate current service levels are already strained. Approving increased density without concurrent infrastructure investment and service enhancements would further degrade neighborhood conditions and quality of life.

For these reasons, the proposed rezoning from R-4 to R-10 does not appear consistent with the Raleigh 2030 Comprehensive Plan's policies related to walkability, traffic safety, environmental protection, and neighborhood compatibility. I respectfully urge the Planning Commission to deny the request or defer consideration until demonstrated compliance with these adopted policies is achieved.

2/5/2026

2 Agree

• Is the proposal consistent with the vision, themes, and policies contained within the Comprehensive Plan?

Because the application lacked a submitted diagram, there is no proposal to consider regarding vision, theme and policy beyond simple land use.

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

The proposed use of not a boarding house and not apartments is too generic to consider specifically on the Future Land Use Map. Verbally the applicant mentioned restricting the amount of units to 54 but has not committed to that on the application. 54 units is not consistent with Low-Scale Residential.

• If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, would the benefits of its establishment to the owner, neighbors, surrounding community, and public interest outweigh the detriments, and would the proposed uses under the new zoning adversely alter the recommended land use and character of the area?

The benefits in the applicants plan are to increase housing options and unit numbers. This does not outweigh the detriments of safety concerns from resulted increase of density for pedestrians and vehicles. This does not outweigh the detriments of stormwater concerns resulting from over developing the land. This does not outweigh the neighbor's concern for privacy in setbacks. This does not outweigh the detriments to the environment and wildlife important to the community. Other benefits in the applicants plan are to stabilize the cost of housing. I will argue that allowing R-10 development to buy up houses with a decent yard will do the opposite of stablize prices. When the average Raleighite buying a home with a decent size yard is faced with outbidding every money hungry developer, the prices will not stabilize. You will create overvalued homes on little more land than a patio space. The land in a neighborhood with 1/2 acre lots is equal value to the building structure itself on tax evaluations. This is not how you stabilize market prices. The benefit in the application of increasing housing nearby a school, park and shopping center is valid. People want to live here. The problem is that the City of Raleigh is far behind pace in keeping up with infrastructure for people to get to the nearby school, park and shopping center. The City of Raleigh has not yet provided safety improvements to the Dixie Forest and Old Wake Forest Rd intersection which have been ready for a construction bid since 2018. The City of Raleigh has not yet provided sidewalks for anybody to safely walk to said shopping center. The city of Raleigh has not yet

has not yet provided sidewalks for anybody to safely walk to said shopping center. The city of Raleigh has not yet provided crosswalks for children walking to school. The school board itself has not provided sidewalks on Johnsdale Place where children walk to school, walk to sporting games and other after school activities. The school board itself has neglected a stop sign which is run frequently by parents and students alike. The City of Raleigh has not provided public access to the park for this neighborhood. Thank you to the generosity of neighbors whom allow cut throughs on private property and the same generosity to maintain a clear safe path. The neighborhood strongly feels that adding a hundred or so more people to the current volume of people walking to the park and walking to the school is unsafe for vehicles and pedestrians. The benefit of proximity for hundreds more people does not outweigh the gut feeling of an accident waiting to happen every single time we walk on Johnsdale Road. The proposed use of blindly allowing 54 units with no thoughtful shared plan absolutely adversely alters the character of the area. How are we to judge how adding 54 units will alter the land use and character without a plan? This property is bound on 4 sides by adverse alterations. You have the restraints of living along busy Litchford Road on the East. You have the privacy and land disturbance concerns of 5 properties to the South. You have the restraints of neighborhood covenants and the proximity to the high school access road to the West. You have the runoff and stormwater concerns of two properties immediately to the North, however realistically the effects of the stormwater will be felt on all 21 properties that the creek travels through. These detriments are not outweighed by the benefits of proximity.

• Will community facilities and streets be available at city standards to serve the use proposed for the property?

Johnsdale Road is not at city standard in any regard. Litchford Road is not a city standards in any regard. There is a need for a traffic signal to allow peak school traffic to exit the community safely. There is a need for a traffic signal to allow people who live across Litchford Road to safely exit. There is a need for a traffic signal at rush hour to allow left north bound turns. There is a need for sidewalks on Litchford Road to connect the community not just line one property. There is a need for sidewalks on Johnsdale Road so that pedestrians are not forced into the roadway. There is a need for public access to the park. There is a need for stormwater improvements.

2/27/2026

1 Agree

I have lived on Johnsdale Road for over 40 years and I am very concerned about the proposed changes to our neighborhood. The addition of 54 units on less than 4 acres will definitely change the feel, look and safely of our neighborhood. As my neighbors have said, Johnsdale Road cannot handle any more traffic. It is not safe now to try and walk on this road especially during the opening and closing hours of Millbrook High School. It is hard to imagine how it will be with 100+ more cars using the road on a daily basis. It will make the nightmare we have now even worse.

Traffic is not my only concern. The proposed development will divide our neighborhood and I am worried about the environmental impact as well. With so many residents still using wells and septic tanks, I feel the runoff will definitely impact many homeowners.

I encourage the members of the City Council to consider the long term impacts that the approval of the rezoning proposal would have on current residents.

2/26/2026

1 Agree

If you vote in favor of the rezoning of this property I will ensure I vote against you in the next election.

2/7/2026

1 Agree

There is a neighborhood meeting on February 3rd at the millbrook exchange community center at 6pm

1/27/2026

1 Agree

Where is a site map of what is being proposed that requires a change of zoning? Why do these people not have to present what's being built first?

R-10 if tiny homes and solar power plus electric vehicles to reduce emissions, good lighting, sidewalks thru out plus growing areas for gardens and greens spaces might be feasible . Why isn't there a site map showing what they propose? Thank you for any reply !

2/28/2026

Raleigh is one of the fastest growing cities in the US. Growth is anticipated to add another 150K to 200K residents to our current 500K by 2050. R10 is absolutely appropriate here as there is already R10 across the street on Litchford. Sidewalks may take a bit to catch up but R10 is the best way to make room for new citizens and young families looking to join us in Raleigh. R10 by the way is consider moderate density in Raleigh. Shared green space is Millbrook-Exchange Park, a short walk from this property. Fully support this rezoning to R10.

2/1/2026

Raleigh

City Council
Agenda Item

Agenda Title:	Rezoning Z-44-25: Jones Ridge Trail, north of the intersection of Louisburg Road and Lillie Liles Road (District B upon annexation)
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Planning and Development - Long Range
Sponsor:	Bynum Walter, Hannah Reckhow, Matthew Klem

Agenda Item Description:

Matthew Klem, Planning & Development
Dwight Otwell, Planning Commission Chair

This request would increase residential entitlement on the site. This item is paired with Annexation AX-37-25.

Planning Commission recommends approval (8-0).

Recommended Action: The City Council may set a date for a public hearing on this case. Alternatively, the request can be held or referred to committee for further review. If a hearing is authorized, staff recommends a hearing date of June 16, 2026.

Agenda Item Details:

Rezoning Z-44-25 3900, 4024, 4020, 4016, 4017, 4008, 4000, 4013, 0, 4025, 4004, 4012, and 3904 Jones Ridge Trail; and 4205 Aquarius Lane, being Wake County PINs 1748735122, 1748837795, 1748835688, 1748834664, 1748835809, 1748831598, 1748738570, 1748832896, 1748737308, 1748838809, 1748830555, 1748833538, 1748737179, 1748831394.

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Current Zoning: Residential-30 (R-30) (Wake County)

Proposed Zoning: Residential-10-Conditional Use (R-10-CU)

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The request would rezone approximately 27.86 acres of land from Residential-30 (R-30) (Wake County) to Residential-10-Conditional Use (R-10-CU). The proposed zoning conditions would limit total principal dwelling units to 190 while incorporating lower maximums depending on the unit mix, limit the apartment building types to horizontal

unit divisions, limit buildings to six residential units, require 30% open area, require 20 foot building setbacks from some adjoining lots, require that offsite drainage into the pond northwest of the site does not exceed existing peak flow rate up to the 25 year storm standard, and require that 6 foot tall fences be installed along the property's common boundary line to the north and south of the site.

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The request is inconsistent with the Future Land Use Map.

The request is consistent with the 2030 Comprehensive Plan.

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The Planning Commission recommends approval (8-0)

RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#

CASE INFORMATION: Z-44-25 JONES RIDGE TRAIL ASSEMBLAGE

Location	Northeast Raleigh, 1000 feet north of the intersection of Louisburg Road and Lillie Liles Road Address: 3900, 4024, 4020, 4016, 4017, 4008, 4000, 4013, 0, 4025, 4004, 4012, and 3904 Jones Ridge Trail; and 4205 Aquarius Lane PINs: 1748735122, 1748837795, 1748835688, 1748834664, 1748835809, 1748831598, 1748738570, 1748832896, 1748737308, 1748838809, 1748830555, 1748833538, 1748737179, 1748831394. Link to iMaps
Current Zoning	R-30 (Wake County)
Requested Zoning	R-10-CU
Area of Request	27.86 acres
Corporate Limits	Property is outside of corporate limits and the ETJ. Annexation is required for Raleigh zoning to be applied.
Property Owner	Margie Jones and Herbert Coleman
Applicant	Ben Williams
Council District	B
PC Recommendation Deadline	May 14, 2026

SUMMARY OF PROPOSED CONDITIONS

1. Principal Dwelling units shall not exceed 190 units if developed as attached residential units, 120 units if developed as detached residential units, and 170 total units (with a maximum of 70 detached units) in a development with attached and detached buildings

2. The apartment building type shall not include dwelling units that are separated by a horizontal party wall. This will not prohibit a dwelling unit from having multiple stories.

3. No residential building may contain more than six dwelling units.

4. At least 30% of the net site area must be designated as open area.

5. Buildings must be set back at least 20 feet from the property's shared boundaries to the north and south of the property.

6. For any SCM discharge into the pond to the northwest, post-development peak flow rates must not exceed pre-development rates for 2-, 10-, and 25-year storms.

7. A 6-foot-tall fence shall be constructed parallel to the northern property line within 40 feet of the property boundary.

8. A 6-foot-tall fence shall be constructed parallel to the southern property line within 40 feet of the property boundary.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Low Scale Residential	
Urban Form	NA	
Consistent Policies *Key policies are marked with a dot (●)* *Area Specific Guidance policies are marked with a square (☐)*	●	LU 1.3 Conditional Use District Consistency
	●	LU 2.2 Compact Development
	●	LU 5.4 Density Transitions
	●	LU 5.6 Buffering Requirements
	●	LU 8.1 Housing Variety
		LU 8.5 Neighborhood-scale Housing
		LU 8.7 Lot Sizes and Flag Lots
	●	EP 1.1 Greenhouse Gas Reduction
	●	H 1.8 Zoning for Housing
		UD 5.9 Successful Residential Neighborhoods
Inconsistent Policies ● *Key Policy* ☐ *Area Specific Guidance*	●	LU 1.2 Future Land Use Map and Zoning Consistency
	●	LU 2.6 Zoning and Infrastructure Impacts
	●	LU 3.1 Zoning of Annexed Lands
		CS 4.4 Response Time Standards

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
10/6/2025 15 attendees	3/10/2026 8 attendees	04/14/2026	

REZONING ENGAGEMENT PORTAL RESULTS

Views	Participants	Responses	Comments
156	0	0	0
Summary of Comments:			

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 proposed rezoning would support an increase in the housing supply, permit a wider variety of building types including apartments and multi-family townhouses, and enable residential development at dimensions compatible with the surrounding neighborhood.
Change(s) in Circumstances	NA
Amendments to the Comprehensive Plan	If approved, the Future Land Use Map will be amended as to the subject parcels only from Low Scale Residential to Moderate Scale Residential.
Recommendation	Approval
Motion and Vote	Motion: O'Haver Second: Omokaiye In favor: Burnette, Cochran, Neptune, Omokaiye, O'Haver, Otwell, Sanchez and Walters
Reason for Opposed Vote(s)	

ATTACHMENTS

1. Staff report
2. Comprehensive Plan amendment analysis
3. Zoning conditions
4. Rezoning application

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.

Bynum Walter Date: 4/14/2026
Planning and Development Assistant Director

Staff Coordinator: Jacob Hunt: (919) 996-6333; jacob.hunt@raleighnc.gov

REZONING STAFF REPORT – Z-44-25

Conditional Use District

OVERVIEW

The request is to rezone 14 parcels totaling 27.86 acres from Wake County Residential-30 (R-30) to Raleigh Residential-10-Conditional Use (R-10-CU).

The proposed zoning conditions would limit total principal dwelling units to 190 while incorporating lower maximums depending on the unit mix, limit the apartment building types to horizontal unit divisions, limit buildings to six residential units, require 30% open area, require 20 foot building setbacks from some adjoining lots, require that offsite drainage into the pond northwest of the site does not exceed existing peak flow rate up to the 25 year storm standard, and require that 6 foot tall fences be installed along the property's common boundary line to the north and south of the site.

Located in northwest Raleigh, the site lies approximately 1000 feet north of the intersection of Louisburg Road and Lillie Liles Road. There are currently 12 dwelling units on the property which consist of a mix of conventional and mobile homes. The site has approximately 270 feet of frontage on Lillie Liles Road on the eastern property line. The property abuts Hartham Park Ave on the western property line.

Adjacent land uses include detached homes to the north, south, and across Lillie Liles Road. To the west of the site is the Forestville Station townhome development which was approved in 2021. This is also the closest R-10 zoning. On the far southern property line there is a property zoned Residential Mixed Use which was approved for rezoning in 2021. Both sites are currently under construction. The Urban Form Map does not provide any guidance for the site.

There are no GoRaleigh or GoTriangle bus routes within 2 miles of the properties. Lillie Liles Road does not include any sidewalks. Hartham Park Ave does include sidewalks, but they currently end at the intersection with Forestville Road.

The requested R-10 zoning district permits detached, attached, and townhome building types as well as apartments as restricted through proposed conditions. The requested zoning would allow for smaller lots, decreased setbacks, and increased height from the existing Wake County R-30 zoning. The request is consistent with the Comprehensive Plan. This request would allow for more market-rate housing than the current zoning designation and preserve 30% of the lot for shared open space.

The request is not consistent with the Future Land Use Map. This site is designated as Low Scale Residential on the FLUM. This designation typically supports densities up to R-6 and envisions a variety of housing types, including duplexes, fourplexes, small apartment buildings, townhomes, and detached homes. R-10 is not listed as a recommended zoning district for Low Scale Residential. R-10 zoning is typically only consistent with the Low Scale

Residential designation when accompanied by a transit focused Urban Form Map designation.

The site does not meet National Fire Protection Association (NFPA) standards for the deployment of an initial full alarm assignment (within 8 minutes of travel time) for fire suppression incidents or the standards for the arrival of a second company (6 minutes). Please refer to the Trade Reviews section for additional details on fire service coverage.

CURRENT VS. PROPOSED ZONING ENTITLEMENT*

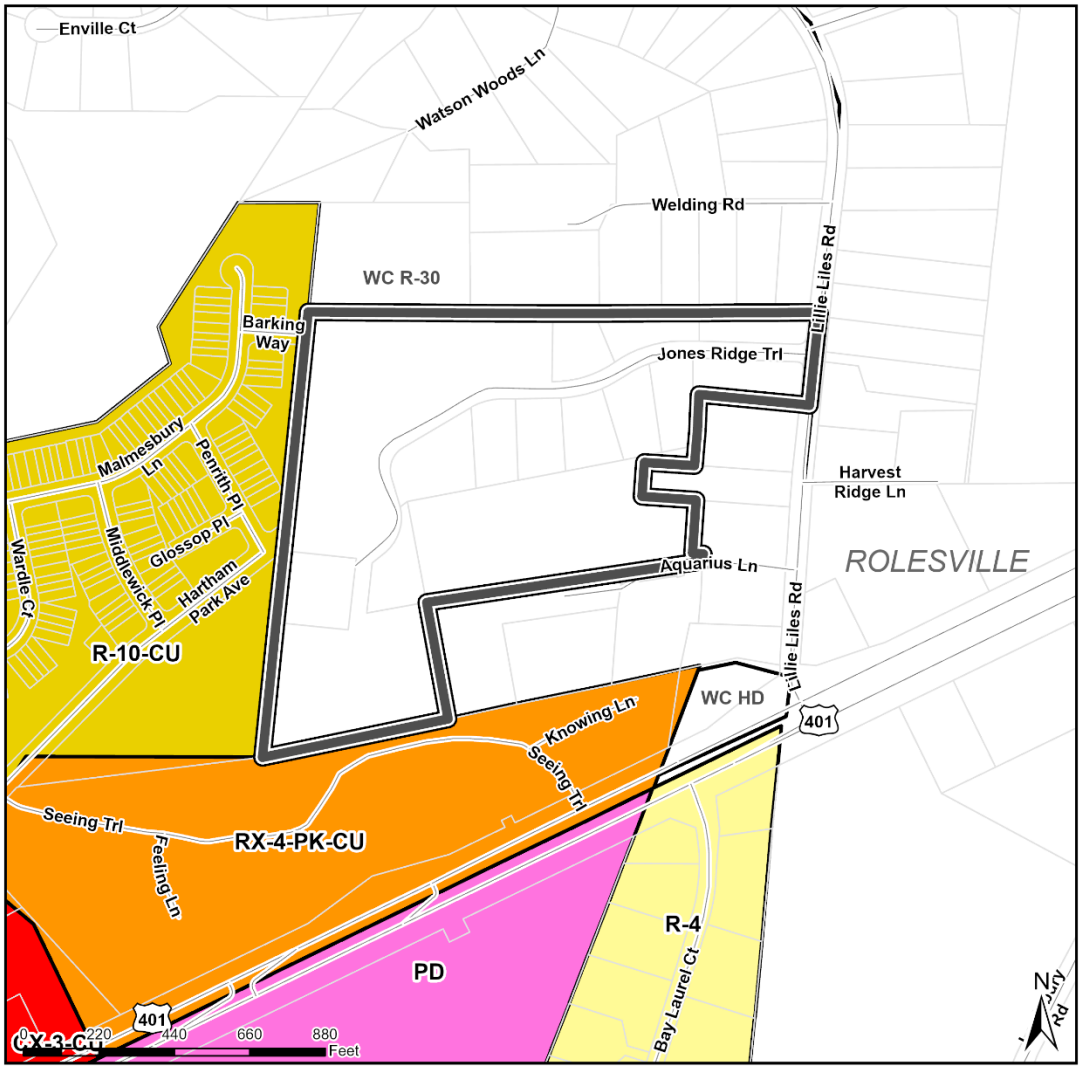
	EXISTING ZONING	PROPOSED ZONING
Zoning	R-30	R-10
Total Acreage	27.86	
Maximum Height	35 ft	45 ft/3 Stories
Setbacks: **Front** **Side** **Rear**	 30 ft 10 ft 30 ft	 10 ft 10 ft 20 ft
Max. # of Residential Units	25	190

**These are estimates presented to provide context for analysis.*

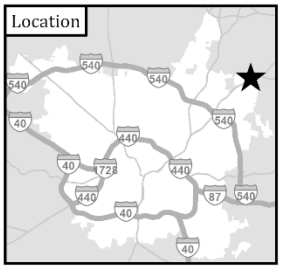
OUTSTANDING ISSUES

Outstanding Issues	1. NA	**Suggested Mitigation**	1. NA

Existing Zoning Z-44-2025

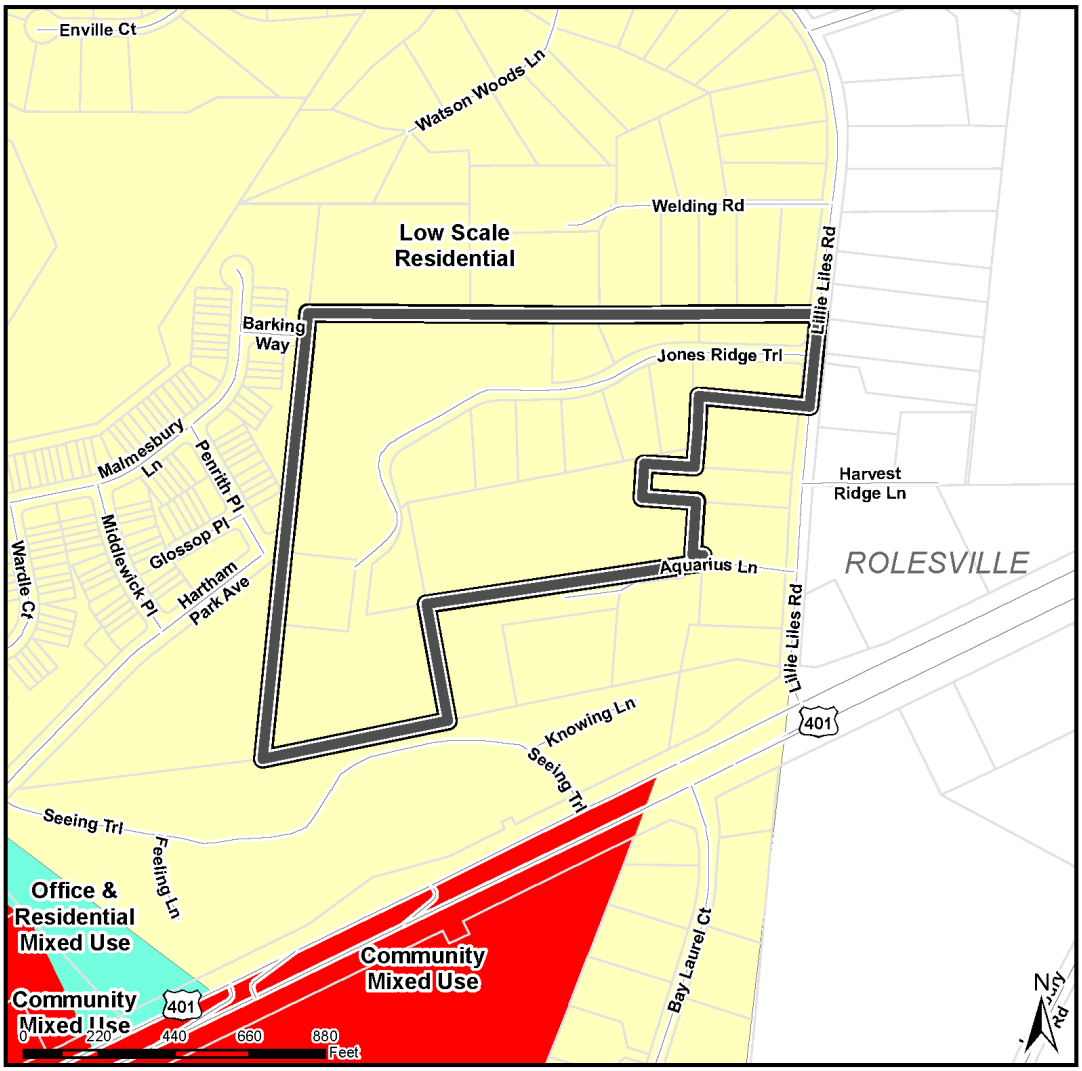


Property	Jones Ridge Trl Assemblage
Size	27.86 acres
Existing Zoning	R-30 (Wake Co)
Requested Zoning	R-10-CU



Map by Raleigh Department of Planning and Development (mcgregorm): 11/17/2025

Future Land Use Z-44-2025



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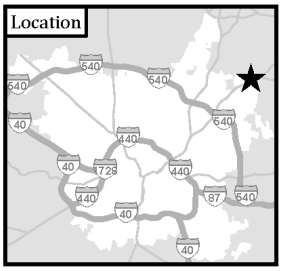
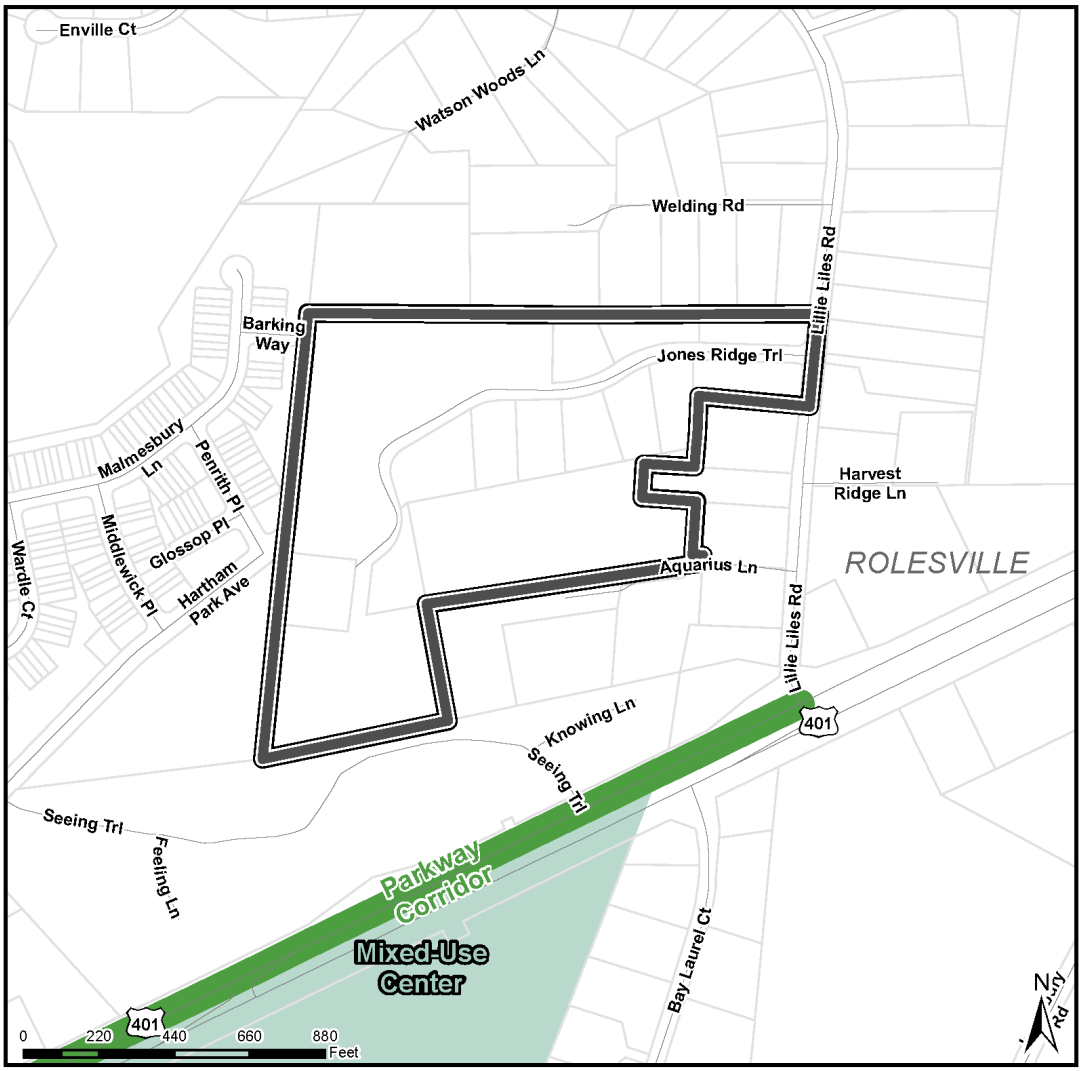


Map by Raleigh Department of Planning and Development (mcgregorm): 11/17/2025

Urban Form Z-44-2025



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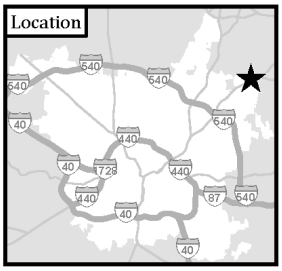


Map by Raleigh Department of Planning and Development (mcgregorm): 11/17/2025

COMPREHENSIVE PLAN ANALYSIS

Section 3: Land Use in the Comprehensive Plan describes how zoning proposals should be evaluated. Determination of the consistency with the Comprehensive Plan includes consideration of the following topics.

Comprehensive Plan Consistency

The request is: ☒ **Consistent** ☐ **Inconsistent** with the 2030 Comprehensive Plan.

The request is consistent with the Comprehensive Plan, various Comprehensive Plan policies and two Vision Themes. Consistent policies include those that encourage housing variety across building types, compact development patterns, and the preservation of open space. The request would add to the housing supply and continue to allow for development of a variety of building types.

Vision Themes

The request is:

Consistency	Vision Theme	Analysis
Consistent	Expanding Housing Choices	This vision theme encourages the expansion of housing throughout the city. There is an expectation that a mix of housing types will be available in residential districts city-wide. The proposed rezoning will contribute to housing supply through increases to total units and housing types. No subsidized affordable units are proposed.
Consistent	Growing Successful Neighborhoods and Communities	This vision theme encourages growth and development to improve access to housing options across a variety of building types, with special consideration for conserving existing neighborhoods and their residents. The request would allow for a variety of building types, including multi-family townhomes, to be developed at a scale compatible with nearby neighborhoods with proposed conditions that provide additional buffering between development intensities.

Future Land Use

Future Land Use designation: Low Scale Residential

The request is: ☐ **Consistent** ☒ **Inconsistent** with the Future Land Use Map.

The request does not align with the Future Land Use Map (FLUM), which designates the area for Low Scale Residential uses. This category typically supports development up to R-6 density and includes a variety of housing types such as duplexes, fourplexes, small apartment buildings, townhomes, and single-family homes. R-10 is not considered an implementing zoning district for Low Scale Residential unless there is support found in the Urban Form Map. The conditions offered would mitigate some of the FLUM inconsistencies by offering increased setbacks and buffers to the most impacted neighboring parcels.

The requested zoning and associated zoning conditions would not adversely alter the recommended land use character of the area. The conditions provided would provide open space and development intensities at a similar scale to the FLUM recommendations.

Infrastructure

Will community facilities and streets be available at City standards to serve the use proposed for the property? ☒ **Yes** ☐ **No**

Nearby streets appear able to serve the proposed use. The site is outside of corporate limits and the ETJ. This rezoning request is accompanied by an annexation petition. There is an 8” water main directly available to the site in Barking Way to the east. There is a 12” water main directly available to the site in Hartham Park Avenue to the east. There are multiple 8 sewer mains directly available to the site. A water main may need to be extended along Lillie Liles Road.

Fire Service:

There are existing fire service inadequacies near the area of request which does not meet National Fire Protection Association (NFPA) standards for the deployment of an initial full alarm assignment (8 minutes or less travel time) or the travel time (6 minutes or less) for the arrival of the second company at a fire suppression incident. The site is outside of the ETJ and the rezoning is accompanied by an annexation petition; however, future annexation of the site would expand the area of service concern. The nearest station is #28 which is not slated for future improvements.

Urban Form

Urban Form designation: N/A

The request is: ☐ **Consistent** ☐ **Inconsistent** with the Urban Form Map.

☒ **Other** (no Urban Form designation)

Zoning frontage cannot be applied to a residential district.

Public Benefits of the Proposed Rezoning

- The proposed rezoning would support an increase in the housing supply, permit a wider variety of building types including apartments and multi-family townhouses, and enable residential development at dimensions compatible with the surrounding neighborhood.
- Conditions would require that 30% of the site be set aside as open space, not for development. This condition would require a more compact development pattern than would otherwise be permitted. This will result in less impervious surfaces while retaining the increased development allowance in R-10 zoning.

Detriments of the Proposed Rezoning

- None noted

Policy Guidance

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

Consistent Policies *Key policies are marked with a dot (●)* *Area Specific Guidance policies are marked with a square (☐)*		
	●	LU 1.3 Conditional Use District Consistency
	●	LU 2.2 Compact Development
	●	LU 5.4 Density Transitions
	●	LU 5.6 Buffering Requirements
	●	LU 8.1 Housing Variety
		LU 8.5 Neighborhood-scale Housing
		LU 8.7 Lot Sizes and Flag Lots
	●	EP 1.1 Greenhouse Gas Reduction
	●	H 1.8 Zoning for Housing
		UD 5.9 Successful Residential Neighborhoods

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

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

● **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.

● **LU 3.1 Zoning of Annexed Lands**

The zoning designation for newly annexed land into the City of Raleigh shall be consistent with the Future Land Use Map. In those cases where the annexed lands are within a special study area (as shown on the Future Land Use Map), a special study will need to be completed prior to zoning and development of the property.

- The proposed R-10 zoning is not consistent with the Low Scale Residential future land use designation. The R-6 zoning designation is the most intense district anticipated in Low Scale Residential.

● **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.

CS 4.4 Response Time Standards

Maintain standards in response time/coverage for fire calls and emergency medical response calls as outlined in the National Fire Protection Association 1710 (standard for the organization and deployment of fire suppression operations, emergency medical operations, and special operations): one minute from 911 call to wheels rolling and four minutes total response time.

- The site does not meet National Fire Protection Association (NFPA) standards for the deployment of an initial full alarm assignment (within 8 minutes of travel time) for fire suppression incidents or the arrival of the second company (within 6 minutes of travel time).

EQUITY AND CLIMATE CHANGE ANALYSIS

Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	31	5	"Car-Dependent: Almost all errands require a car." The walk score is lower than the citywide average. There are no sidewalks on roads fronting the site.
Transit Score	30	NA	No transit access
Bike Score	41	20	"Somewhat Bikeable: Minimal bike infrastructure." The bike score is lower than the citywide average. There are no bike lanes on streets fronting the site.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	50	Transportation costs are average.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	15	This area has lower access to jobs

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 requested district?
Detached House	82.7	Yes
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

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

Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Adds	This proposal would add over 100 units to the housing supply.
Is naturally occurring affordable housing present on the site?	Likely	The existing units are primarily manufactured homes that would likely be less expensive than the average in the area.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	Townhomes and townhome style apartment buildings would be permitted.
If not a mixed-use district, does it permit smaller lots than the average? *	Yes	
Is it within walking distance of transit?	No	

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

Demographic Indicators from EJSCREEN*

Indicator	Site Area	Raleigh
Demographic Index (%)**	23.5	37
People of Color Population (%)	25	46
Low Income Population (%)	22	29
Linguistically Isolated Population (%)	1	3
Population with Less Than High School Education (%)	4	8
Population under Age 5 (%)	3	6
Population over Age 64 (%)	12	11
% change in median gross rent since 2016	63.8	25.5

**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*?	81.2	
Are there known industrial uses or industrial zoning districts within 1,000 feet?	No	
Are there hazardous waste facilities are located within one kilometer?	No	
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?*	NA	Site is not within corporate limits.
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	
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires?*	No	

**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?

   The location has low employment scores and no access to transit. The rezoning would not provide transit options that reduce carbon emissions. The request would allow for housing types that are more energy efficient.

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?

   Housing costs in this area have increased faster than the city average. The site does not have high access to employment opportunities or a wider variety of transportation options.

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

   Housing costs have increased by $700 on averages and at a faster rate than the citywide 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?

   No documentation of racial or ethnic discrimination has been found specific to this 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?

   Staff did not identify industrial zoning districts and/or uses or environmental hazards near the site.

TRADE REVIEWS

Staff from various departments review every rezoning case when it is submitted. If a reviewer has identified a potential negative impact that might result from the proposed rezoning, it is noted here.

Review Summary

The following reviewers identified no potential negative impacts specific to this request:

☒ Current Planning ☐ Raleigh Fire ☒ Raleigh Water ☒ Transportation
☒ Historic Resources ☒ Raleigh Parks ☒ Stormwater ☒ Urban Forestry

The following reviewers did identify potential negative impacts specific to this request:

Raleigh Fire

RFD Service Review

Case Number: Z-44-25
Box Response: Jones Ridge Trail Assemblage
Council District: District B
Date: 11/17/2025

1st Alarm Fire Response Units	Time (min)	Distance (mi)
Engine 28 (3500 Forestville Rd)	5	2.1
Engine 19 (4209 Spring Forest Rd)	11	6.0
Engine 22 (10050 Durant Rd)	12	6.3
Ladder 22 (10050 Durant Rd)	12	6.3
Engine 27 (5916 Buffaloe Rd)	13	6.6
Ladder 15 (1815 Spring Forest Rd)	17	8.6
Mutual Aid Unit		
Wake Forest Station 3 (1412 Forestville Rd)	6	2.9
NFPA Standard Impact		
NOT MET: NFPA 1710 4.1.2.1 Sec 4 - 360 seconds (6 min) or less travel time for the arrival of the second company with a minimum staffing of 4 personnel at a fire suppression incident		
NOT MET: NFPA 1710 4.1.2.1 Sec 5 - For other than high-rise, 480 seconds (8 min) or less travel time for deployment of an initial full alarm assignment at a fire suppression incident		
Hydrant Distance		
Nearest hydrant approximately 2,000 ft away on Louisburg Rd.		
Additional Comments		

Stormwater Information

Z-44-25 Jones Ridge Trail Assemblage	YES/NO	NOTES
Floodzone	**Yes**	**Flood prone soils**
Structural Flooding Downstream	No	
Other Drainage Complaints Downstream	No	
Stormwater Conditions	No	
Neuse Buffers Onsite	Possible	USGS quad map, NRCS soil survey
Existing Impervious	Yes	Several single-family dwellings and driveways
Subject to Impervious Limits in UDO 9.2.2.A	Dependent on Total Development Size and Type	Several individual lots on their own would be subject to UDO 9.2.2.A
Changes to UDO Max Impervious Area (9.2.2.A)	NA	
Subject to 9.2.2.B to H	Dependent on Total Development Size and Type	*If recombined or developed as common plan of development*
Watershed Overlay	No	
Drainage Basin	Toms Creek	

Transportation & Transit Review

Site and Location Context

Location

The site is located in northeast Raleigh, 4 miles outside of the I-540 Outer Loop.

Area Plans

The site is adjacent to the Forestville Village Small Area Plan (2004). The area plan provides urban policies that establish a pedestrian oriented street system that interconnects to surrounding uses. The plan proposes a number of new streets, including the extension of Hartham Park Avenue, on Map AP-FV1.

Other Projects in the Area

There are no current City of Raleigh or NCDOT projects near the site.

Existing and Planned Infrastructure

Streets

Lillie Liles Road is a state-maintained street, designated as an undivided 2-lane avenue in the Raleigh Street Plan (**UDO 8.5.5.A**).

Development of the site will require the extension of Hartham Park Avenue as an undivided 2-lane avenue through the site to Lillie Liles Road (**UDO 8.5.5.A**). The first portion of the Hartham Park Avenue extension will be built by the Forestville Station development west of the site.

Pedestrian Facilities

The new developments west of the site are installing pedestrian facilities as part of the extension of Hartham Park Avenue. The installation of 6' sidewalk on either side of Hartham Park Avenue would be required as part of development of the site. In addition, development of the site through a tier three site plan or subdivision would require the installation of 6' sidewalk along the site's Lillie Liles frontage (**UDO 8.5.5.A**).

Bicycle Facilities

There are currently no bicycle facilities near the site. The buildout of Hartham Park Avenue would require the installation of 5' bicycle lanes, behind the curb, on either side of the new roadway. In addition, development of the site through a tier three site plan or subdivision would require the installation of a 5' bicycle lane, behind the curb, along the site's Lillie Liles frontage (**UDO 8.5.5.A**).

Transit

There is no GoRaleigh transit service near the site.

Traffic Impact Analysis (TIA)

Determination

Based on the Envision results, approval of case Z-44-25 would increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from Wake County R-30 to R-10-CU is projected to generate 79 new trips in the AM peak hour and 99 new trips in the PM peak hour. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual.

Z-44-25 Existing Land Use	Daily	AM	PM
	113	9	12
Z-44-25 Current Zoning Entitlements	**Daily**	**AM**	**PM**
	236	19	25
Z-44-25 Proposed Zoning Maximums	**Daily**	**AM**	**PM**
	1393	98	124
Z-44-25 Trip Volume Change (Proposed Maximums minus Current Entitlements)	**Daily**	**AM**	**PM**
	1157	**79**	**99**

Impact Identified:

Potential Mitigation:

COMPREHENSIVE PLAN AMENDMENT ANALYSIS – CASE Z-44-25

OVERVIEW

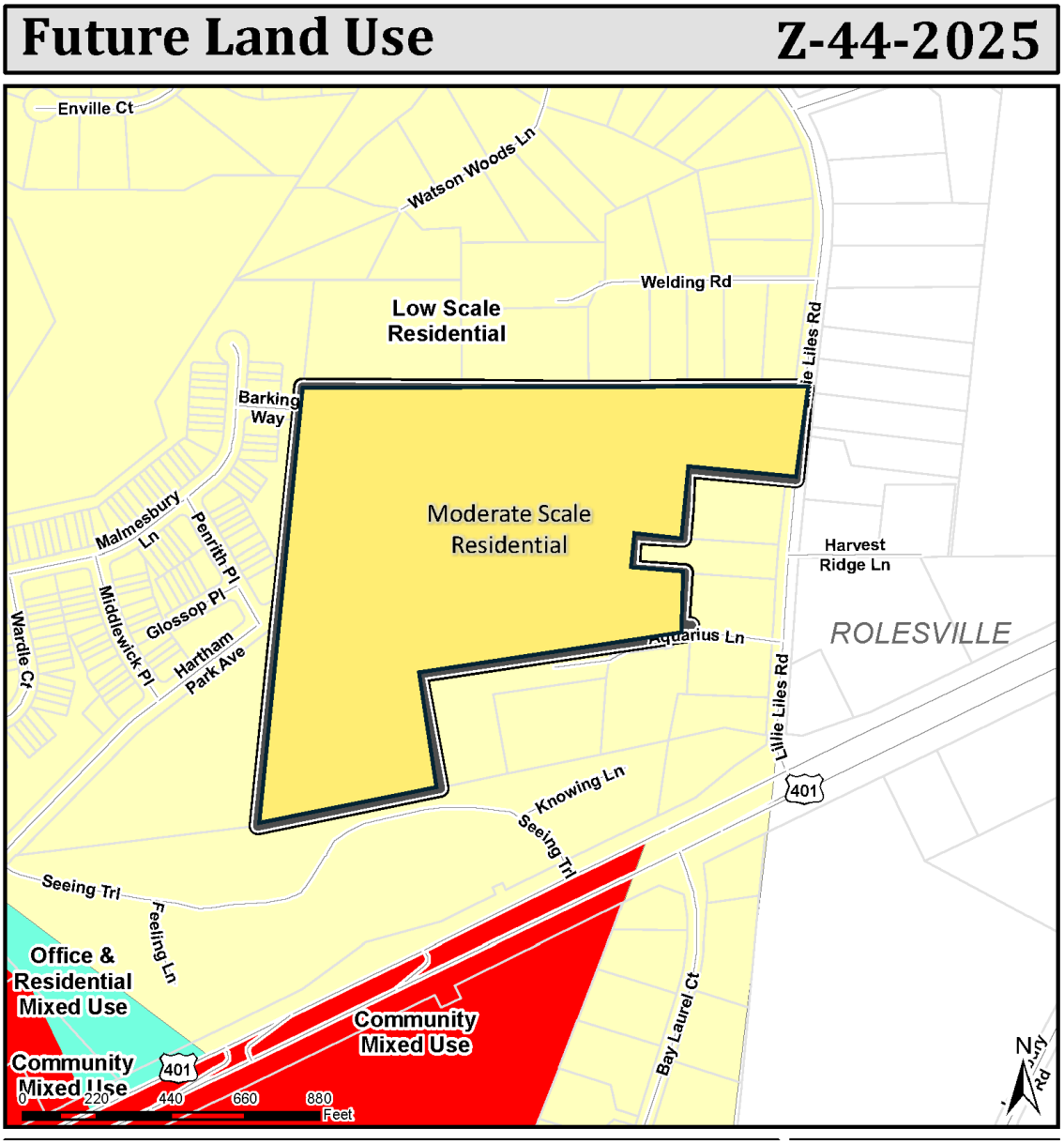
Approval of this request would result in an amendment to the Future Land Use Map to a designation that recommends the range of land uses and building heights permitted in the requested district. The Future Land Use Map identifies this site as Low Scale Residential. If approved, the Future Land Use Map would be amended to Moderate Scale Residential on the area of the request. The 2030 Comprehensive Plan states the following of the Moderate Scale Residential designation:

This category applies to many of the city's older residential neighborhoods, plus newer master-planned communities which typically contain a mix of housing types, including small-lot detached houses and many traditional examples of "missing middle" housing types. It also applies to suburban townhouse and garden apartment communities that would benefit from enhanced walkability. As with Low Scale Residential, this category envisions a range of housing types, including duplexes, triplexes, fourplexes and other small apartment buildings, and townhouses. Scale would follow existing precedents of detached and missing middle housing in the area. Corresponding zoning districts are R-6 and R-10. RX-3 is also appropriate when controls or conditions that address building mass are included, such as a Detached frontage or limiting the number of units in a single building to no more than 24. In areas served by high levels of transit, RX-3 or RX-4 may be appropriate. In some instances, small-scale commercial uses allowed in RX districts are appropriate. Comprehensive Plan Land Use Section policies, including Table LU-2, should be consulted for additional guidance.

LIST OF AMENDMENTS

1. Amend the Future Land Use Map in the area to Moderate Scale Residential

AMENDED MAPS



IMPACT ANALYSIS

The Moderate Scale Residential FLUM designation corresponds to a mix of housing types, including small-lot detached houses, townhomes, and garden apartments. It recommends R-6 and R-10 as corresponding zoning districts.

Conditional Use District Zoning Conditions		
Zoning case #: Z-44-25	Date submitted: March 23, 2026	**OFFICE USE ONLY** Rezoning case #
Existing zoning: R-30 (Wake County)	Proposed zoning: R-10-CU	

Narrative of Zoning Conditions Offered

1. Development of principal dwelling units on the property shall be subject to the standards set forth below in this condition. As used in this condition, the phrase "attached residential units" shall include the Two-Unit Living use in the Attached House and Townhouse building types and the Multi-Unit Living use in the Townhouse and Apartment building types, and the phrase "detached residential units" shall include the Single-Unit Living use in the Detached House and Tiny House building types.

   a. If the site is developed with a residential development containing only attached residential units, the maximum number of principal dwelling units shall not exceed 190 principal dwelling units.

   b. If the site is developed with a residential development containing only detached residential units, the maximum number of principal dwelling units shall not exceed 120 principal dwelling units.

   c. If the site is developed with a residential development containing both attached residential units and detached residential units, then the maximum number of principal dwelling units shall not exceed 170 total principal dwelling units. Of these 170 principal dwelling units, no more than 70 principal dwelling units may be detached residential units.

2. An Apartment building type shall not include dwelling units that are separated by a horizontal party wall, meaning that dwelling units in the same building must be separated by a vertical party wall. This shall not prohibit a dwelling unit from having multiple stories.

3. For any building that contains residential dwelling units, there shall be no more than six (6) residential units within such building.

4. A minimum of thirty percent (30%) of the net site area of the property shall be designated as open area. "Open Area" as used in this condition shall mean land area (i) located outside of public right-of-way; (ii) located outside of a lot developed with a Detached House, Attached House, Townhouse or Tiny House; (iii) located outside a parking area; and (iv) owned by a land conservancy, land trust or homeowners' association.

5. A minimum principal building setback of 20 feet, measured perpendicular from the site's boundary, shall be provided along the site's common boundary line with the following properties: (i) Tract 1 and Tract 2, on plat recorded in Book of Maps 1997, Page 1636, Wake County Registry; (ii) Lots 1, 2, 3, 4 & 5 on plat recorded in Book of Maps 2000, Page 2254, Wake County Registry; (iii) Lots 4, 5 & 6 on plat recorded in Book of Maps 1978, Page 538, Wake County Registry; (iv) Tract 1 as described in Deed Book 13366, Page 1114, Wake County Registry ; and (v) Lot 9A on plat recorded in Book of Maps 2017, Page 235, Wake County Registry.

6. For each point of discharge from a permanent Stormwater Control Measure (SCM) that drains to the pond on the property described as Lot 1 on the plat recorded in Book of Maps 2021, Page 652, Wake County Registry, the post-development stormwater discharge peak flow rate shall not exceed the pre-development peak flow rate for the 2, 10 and 25 year storms.

7. Property owner shall construct an opaque fence at least 6 feet in height in the area described in this condition: (i) from the Forestville Road right-of-way, running westerly and generally parallel with the property's common boundary line with Lots 1, 2, 3, 4 and 5 as shown on plat recorded in Book of Maps 2000, Page 2254, Wake County Registry (the "North Adjoining Lots"); (ii) within that area measuring 40 feet in depth as measured from the property's common boundary line with the North Adjoining Lots; and (iii) between the property's common boundary line with the North Adjoining Lots and any building or vehicular surface area. Notwithstanding anything in this condition, no fence shall be required within the following areas: (i) tree conservation areas; (ii) any existing or proposed public rights-of-way, access easements, slope easements, utility easements, or any easements required by a governmental entity that do not permit a fence; (iii) any stream buffer or environmental feature that prohibits a fence; or (iv) outside of that area measuring 40 feet in depth from the property's common boundary line with the North Adjoining Lots.

8. Property owner shall construct an opaque fence at least 6 feet in height in the area described in this condition: (i) generally parallel to the property's common boundary line with Lot 9A as shown on plat recorded in Book of Maps 2017, Page 235, Wake County Registry (the "Hill Property"); (ii) within that area measuring 40 feet in depth as measured from the property's common boundary line with the Hill Property; and (iii) between the property's common boundary line with the Hill Property and any building or vehicular surface area. Notwithstanding anything in this condition, no fence shall be required within the following areas: (i) tree conservation areas; (ii) any existing or proposed public rights-of-way, access easements, slope easements, utility easements, or any easements required by a governmental entity that do not permit a fence; (iii) any stream buffer or environmental feature that prohibits a fence; or (iv) outside of that area measuring 40 feet in depth from the property's common boundary line with the Hill Property.

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

Property Owner(s) Signature: _____

Printed Name: _____

Rezoning Application and Checklist

Item C.1.c

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

Raleigh

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

Rezoning Request				
Rezoning Type	☐ General use	☑ Conditional use	☐ Master plan	**OFFICE USE ONLY** Rezoning case #
	☐ Text change to zoning conditions			
Existing zoning base district: WC R-30	Height:	Frontage:	Overlay(s):	
Proposed zoning base district: R-10	Height: n/a	Frontage: n/a	Overlay(s): n/a	
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: n/a				

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: See list on third page		
Property PIN: See list on third page		
Deed reference (book/page): See list on second page		
Nearest intersection:	Property size (acres):27.86	
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address:		
Property owner email:		
Property owner phone:		
Applicant name and address: Ben Williams, 6404 Falls of Neuse Road, Raleigh 27615		
Applicant email: [redacted]		
Applicant phone: [redacted] ned by:		
Applicant signature(s): Margie W. Jones		
Additional email(s): [redacted]		

Docusign Envelope ID: 85EFB9F5-89FB-4737-A680-E66472B63418

Rezoning Application and Checklist

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Raleigh

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Rezoning Request				
Rezoning Type	☐ General use	☑ Conditional use	☐ Master plan	**OFFICE USE ONLY** Rezoning case #
	☐ Text change to zoning conditions			
Existing zoning base district: WC R-30	Height:	Frontage:	Overlay(s):	
Proposed zoning base district: R-10	Height: n/a	Frontage: n/a	Overlay(s): n/a	
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: n/a				

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: See list on third page		
Property PIN: See list on third page		
Deed reference (book/page): See list on second page		
Nearest intersection:	Property size (acres):27.86	
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address:		
Property owner email:		
Property owner phone:		
Applicant name and address: Ben Williams, 6404 Falls of Neuse Road, Raleigh 27615		
Applicant email: [redacted]		
Applicant phone: 9[redacted] DocuSigned by:		
Applicant signature(s): Herbert Eleazar		
Additional email(s): [redacted]		

Rezoning Application and Checklist

Item C.1.c

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

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

Rezoning Request				
Rezoning Type	☐ General use	☑ Conditional use	☐ Master plan	**OFFICE USE ONLY** Rezoning case #
	☐ Text change to zoning conditions			
Existing zoning base district: WC R-30	Height:	Frontage:	Overlay(s):	
Proposed zoning base district: R-10	Height: n/a	Frontage: n/a	Overlay(s): n/a	
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: n/a				

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: See list on third page		
Property PIN: See list on third page		
Deed reference (book/page): See list on second page		
Nearest intersection:	Property size (acres):27.86	
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address:		
Property owner email:		
Property owner phone:		
Applicant name and address: Ben Williams, 6404 Falls of Neuse Road, Raleigh 27615		
Applicant email: [redacted]		
Applicant phone: [redacted]		
Applicant signature(s): [redacted]		
Additional email(s): [redacted]		

	Address	Owner	PIN	Deed Acres	Survey Acres	Mailing Address 1	Mailing Address 2	Deed Book	Deed Page
1	3900 JONES RIDGE TRL	JONES, MARGIE W	1748735122	1.00	1.03	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
2	4024 JONES RIDGE TRL	JONES, MARGIE W	1748837795	0.69	0.69	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
3	4020 JONES RIDGE TRL	JONES, MARGIE W	1748835688	0.72	0.72	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
4	4016 JONES RIDGE TRL	JONES, MARGIE W	1748834664	0.69	0.69	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
5	4017 JONES RIDGE TRL	JONES, MARGIE W	1748835809	0.69	0.70	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
6	4008 JONES RIDGE TRL	JONES, MARGIE W	1748831598	0.69	0.70	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
7	4000 JONES RIDGE TRL	JONES, MARGIE W	1748738570	1.04	1.05	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
8	4013 JONES RIDGE TRL	JONES, MARGIE W	1748832896	0.69	0.69	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
9	0 JONES RIDGE TRL	JONES, MARGIE W	1748737308	11.12	11.08	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
10	4025 JONES RIDGE TRL	JONES, MARGIE W	1748838809	0.69	0.69	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
11	4004 JONES RIDGE TRL	JONES, MARGIE W	1748830555	0.70	0.70	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
12	4012 JONES RIDGE TRL	JONES, MARGIE W	1748833538	0.69	0.70	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
13	3904 JONES RIDGE TRL	JONES, MARGIE W	1748737179	0.69	0.69	4617 WATKINS RD	RALEIGH NC 27616-8508	12-E	2938
14	4205 AQUARIUS LN	COLEMAN, HERBERT	1748831394	5.52	5.64	4205 AQUARIUS LN	WAKE FOREST NC 27587-5228	18067	2045
15	JONES RIDGE TRL RIGHT-OF-WAY		N/A	NOT LISTED	2.12				
			TOTAL	25.62*	27.86				

* Does not inlcude the private right-of-way of Jones Ridge Trail

Conditional Use District Zoning Conditions		
Zoning case #: Z-44-25	Date submitted: March 23, 2026	**OFFICE USE ONLY** Rezoning case #
Existing zoning: R-30 (Wake County)	Proposed zoning: R-10-CU	

Narrative of Zoning Conditions Offered

1. Development of principal dwelling units on the property shall be subject to the standards set forth below in this condition. As used in this condition, the phrase "attached residential units" shall include the Two-Unit Living use in the Attached House and Townhouse building types and the Multi-Unit Living use in the Townhouse and Apartment building types, and the phrase "detached residential units" shall include the Single-Unit Living use in the Detached House and Tiny House building types.

   a. If the site is developed with a residential development containing only attached residential units, the maximum number of principal dwelling units shall not exceed 190 principal dwelling units.

   b. If the site is developed with a residential development containing only detached residential units, the maximum number of principal dwelling units shall not exceed 120 principal dwelling units.

   c. If the site is developed with a residential development containing both attached residential units and detached residential units, then the maximum number of principal dwelling units shall not exceed 170 total principal dwelling units. Of these 170 principal dwelling units, no more than 70 principal dwelling units may be detached residential units.

2. An Apartment building type shall not include dwelling units that are separated by a horizontal party wall, meaning that dwelling units in the same building must be separated by a vertical party wall. This shall not prohibit a dwelling unit from having multiple stories.

3. For any building that contains residential dwelling units, there shall be no more than six (6) residential units within such building.

4. A minimum of thirty percent (30%) of the net site area of the property shall be designated as open area. "Open Area" as used in this condition shall mean land area (i) located outside of public right-of-way; (ii) located outside of a lot developed with a Detached House, Attached House, Townhouse or Tiny House; (iii) located outside a parking area; and (iv) owned by a land conservancy, land trust or homeowners' association.

5. A minimum principal building setback of 20 feet, measured perpendicular from the site's boundary, shall be provided along the site's common boundary line with the following properties: (i) Tract 1 and Tract 2, on plat recorded in Book of Maps 1997, Page 1636, Wake County Registry; (ii) Lots 1, 2, 3, 4 & 5 on plat recorded in Book of Maps 2000, Page 2254, Wake County Registry; (iii) Lots 4, 5 & 6 on plat recorded in Book of Maps 1978, Page 538, Wake County Registry; (iv) Tract 1 as described in Deed Book 13366, Page 1114, Wake County Registry ; and (v) Lot 9A on plat recorded in Book of Maps 2017, Page 235, Wake County Registry.

6. For each point of discharge from a permanent Stormwater Control Measure (SCM) that drains to the pond on the property described as Lot 1 on the plat recorded in Book of Maps 2021, Page 652, Wake County Registry, the post-development stormwater discharge peak flow rate shall not exceed the pre-development peak flow rate for the 2, 10 and 25 year storms.

7. Property owner shall construct an opaque fence at least 6 feet in height in the area described in this condition: (i) from the Forestville Road right-of-way, running westerly and generally parallel with the property's common boundary line with Lots 1, 2, 3, 4 and 5 as shown on plat recorded in Book of Maps 2000, Page 2254, Wake County Registry (the "North Adjoining Lots"); (ii) within that area measuring 40 feet in depth as measured from the property's common boundary line with the North Adjoining Lots; and (iii) between the property's common boundary line with the North Adjoining Lots and any building or vehicular surface area. Notwithstanding anything in this condition, no fence shall be required within the following areas: (i) tree conservation areas; (ii) any existing or proposed public rights-of-way, access easements, slope easements, utility easements, or any easements required by a governmental entity that do not permit a fence; (iii) any stream buffer or environmental feature that prohibits a fence; or (iv) outside of that area measuring 40 feet in depth from the property's common boundary line with the North Adjoining Lots.

8. Property owner shall construct an opaque fence at least 6 feet in height in the area described in this condition: (i) generally parallel to the property's common boundary line with Lot 9A as shown on plat recorded in Book of Maps 2017, Page 235, Wake County Registry (the "Hill Property"); (ii) within that area measuring 40 feet in depth as measured from the property's common boundary line with the Hill Property; and (iii) between the property's common boundary line with the Hill Property and any building or vehicular surface area. Notwithstanding anything in this condition, no fence shall be required within the following areas: (i) tree conservation areas; (ii) any existing or proposed public rights-of-way, access easements, slope easements, utility easements, or any easements required by a governmental entity that do not permit a fence; (iii) any stream buffer or environmental feature that prohibits a fence; or (iv) outside of that area measuring 40 feet in depth from the property's common boundary line with the Hill Property.

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

Property Owner(s) Signature: _____

Printed Name: _____

Rezoning Application Addendum #1	
Comprehensive Plan Analysis	**OFFICE USE ONLY** Rezoning case #
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	

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.

The property is designated Low Scale Residential on the Future Land Use Map. This category envisions a range of housing types, including townhouses, at a scale that generally follows the precedent set by existing housing in the surrounding area. This rezoning permits the townhouse building type (and apartment building type with no stacked units), which is compatible with the new townhouse community to the immediate west and the four-story apartment community to the immediate south, all consistent with the Future Land Use Map guidance.

The property is located east of the new commercial development in the northeast quadrant of the Louisburg Road/Forestville Road intersection, and is located northeast of the grocery-anchored shopping center across Louisburg Road. The density permitted by the rezoning is appropriate given these nearby services.

The rezoning request is consistent with Comprehensive Plan policies: LU 1.2 - Future Land Use Map and Zoning Consistency (the proposed rezoning is consistent with the Low Scale Residential FLUM designation); LU 2.2 – Compact Development (rezoning will promote more compact land use pattern); LU 8.1 - Housing Variety (rezoning will allow for a greater variety of missing middle housing types); EP 1.1 - Greenhouse Gas Reduction (rezoning will promote higher density residential and more energy efficient housing types); H 1.8 - Zoning for Housing (rezoning will allow for a greater variety of missing middle housing types).

Public Benefits

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

1. The rezoning request is reasonable and in the public interest because it provides for increased residential housing variety and supply on an underutilized assemblage, in an area well-served by transportation infrastructure and commercial amenities.

2. The rezoning will facilitate development of the property that will require the extension of Hartham Park Avenune, which will complete the east/west connector parallel to Louisburg Road between Ligon Mill Road and Lillie Liles Road.

3. The request also furthers the goal of encouraging missing middle housing types that are substantially more energy-efficient than detached houses (only residential type permitted under current zoning).

Rezoning Application Addendum #2	
Impact on Historic Resources	**OFFICE USE ONLY** Rezoning case #
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	

Inventory of Historic Resources

List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.

There are no know historic resources located on the property.

Proposed Mitigation

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

N/A

Urban Design Guidelines	
The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if: a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", OR; b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor" as shown on the Urban Form Map in the 2030 Comprehensive Plan.	
Urban form designation:	Click here to view the Urban Form Map.
1	All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form. **Response:**
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 thoroughfare or arterial. **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 Thoroughfare Plan. **Response:**
5	New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets. **Response:**
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 or main part of the 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 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 cane 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	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:**

21	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. **Response:**
22	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. **Response:**
23	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:**
24	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. **Response:**
25	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:**
26	The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function. **Response:**

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 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 guidelines	☐	☑	☐	☐	☐
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.	☐	☑	☐	☐	☐
9. Trip generation study	☑	☐	☐	☐	☐
10. Traffic impact analysis	☐	☑	☐	☐	☐
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	☑	☐	☐	☐	☐
If applicable, see page 11:					
12. Proof of Power of Attorney	☐	☑	☐	☐	☐
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	☐	☑	☐	☐	☐
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	☐	☑	☐	☐	☐
15. Proposed conditions signed by property owner(s).	☐	☑	☐	☐	☐

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 & 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 2 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	☐	☑	☐	☐	☐

Who Can Initiate a Zoning Request?

If requesting to down-zone property, the rezoning application must be signed by all the property owners whose property is subject to the downzoning. Downzoning is defined as a zoning ordinance that affects an area of land in one of the following ways:

1. By decreasing the development density of the land to be less dense than was allowed under its previous usage.
2. By reducing the permitted uses of the land that are specified in a zoning ordinance or land development regulation to fewer uses than were allowed under its previous usage.

If requesting to rezone property to a conditional district, the rezoning application must be signed by all owners of the property to be included in the district. For purposes of the application only (not the zoning conditions), the City will accept signatures on behalf of the property owner from the following:

1. the property owner;
2. an attorney acting on behalf of the property owner with an executed power of attorney; or
3. a person authorized to act on behalf of the property owner with an executed owner's affidavit.

An owner's can grant power of attorney. This must be made under oath, properly notarized and, at a minimum, include the following information:

- The property owner's name and, if applicable, the property owner's title and organization name.
- The address, PIN and Deed Book/Page Number of the property.
- A statement that the person listed as the property owner is the legal owner of the property described.
- The name of the person authorized to act on behalf of the property owner as the applicant. If applicable, the authorized person's title and organization name.
- A statement that the property owner, as legal owner of the described property, hereby gives authorization and permission to the authorized person, to submit to the City of Raleigh an application to rezone the described property.
- A statement that the property owner understands and acknowledges that zoning conditions must be signed, approved and consented to by the property owner.
- The property owner's signature and the date the property owner signed the affidavit.

If requesting to rezone property to a general use district that is not a down-zoning, the rezoning application may be signed, for the purpose of initiating the request, by property owners or third-party applicants.

PRIEST, CRAVEN, & ASSOCIATES, INC.

LAND USE CONSULTANTS

September 18, 2025

Re: **Neighborhood meeting discussing a potential rezoning of the following properties:** 4205 Aquarius Ln, 3900 Jones Ridge Trail, 4024 Jones Ridge Trail, 4020 Jones Ridge Trail, 4016 Jones Ridge Trail, 4017 Jones Ridge Trail, 4008 Jones Ridge Trail, 4000 Jones Ridge Trail, 4013 Jones Ridge Trail, 0 Jones Ridge Trail, 4025 Jones Ridge Trail, 4004 Jones Ridge Trail, 4012 Jones Ridge Trail, 3904 Jones Ridge Trail

Dear Neighbors,

Before the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and residents within 500 feet of the project area. The project is located north of Louisburg Road (401) at the end of Hartham Park Avenue and will have a connection to Lillie Liles Road.

You are invited to attend a neighborhood meeting to hear additional details on October 6th at 6:30 p.m. at Marsh Creek Community Center located at 3050 N. New Hope Road, Raleigh, NC 27604.

The purpose of this meeting is to discuss the potential rezoning of the properties listed above. This site is currently zoned Wake County R-30 and is proposed to be rezoned to Residential-10 (R-10), which will allow for townhomes to be constructed.

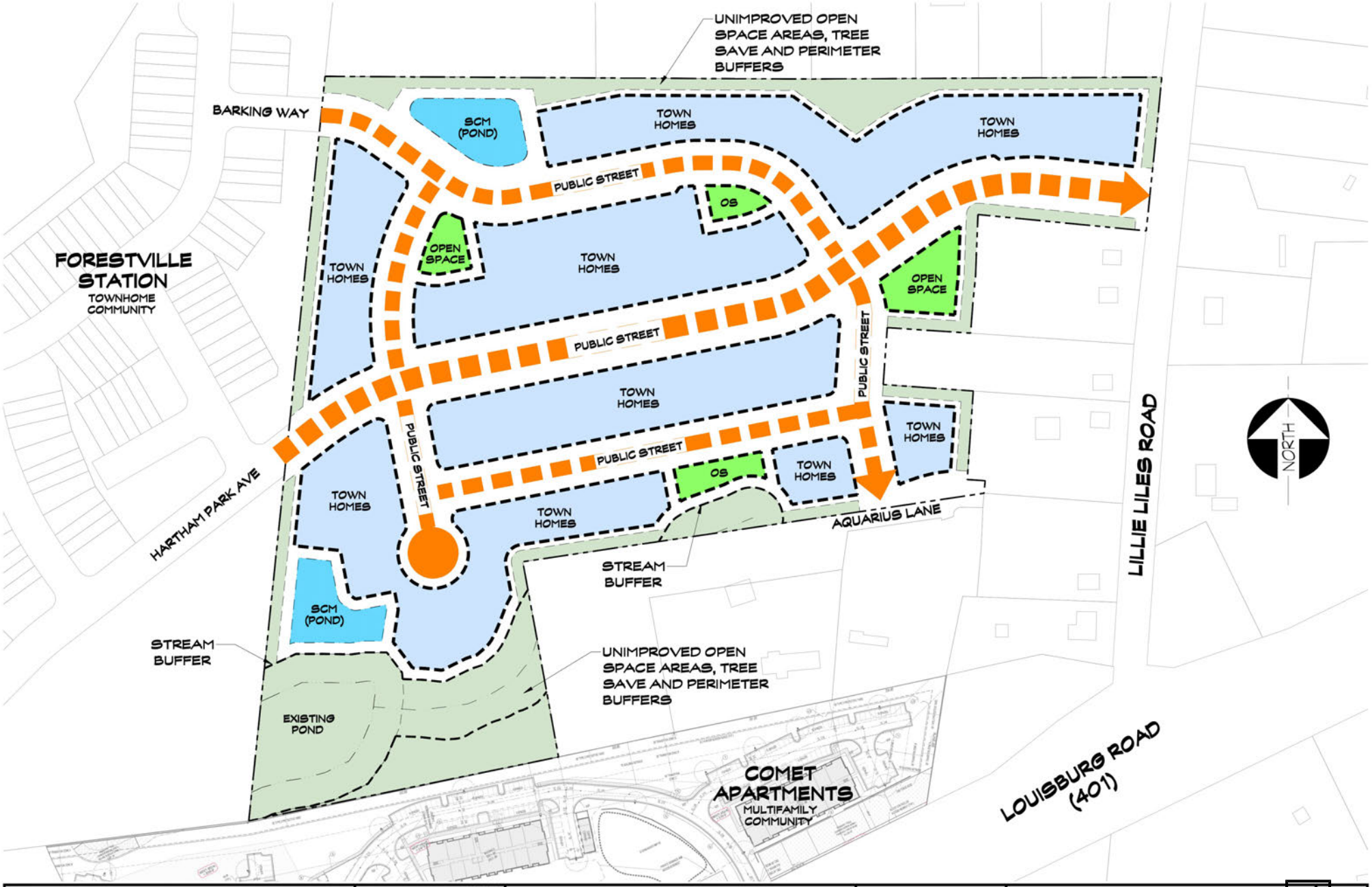
Information about the overall rezoning process is available online.
Visit https://raleighnc.gov/planning/services/rezoning-process.

If you have further questions about the rezoning process, please contact: Metra Sheshbaradaran (metra.sheshbaradaran@raleighnc.gov), Raleigh Planning & Development (919)996-2638.

If you have any questions about this rezoning or its details, please do not hesitate to contact me at [redacted]

Sincerely,

Ben Williams
Senior Project Manager
Priest, Craven & Associates, Inc.
6404 Falls of Neuse Road, Suite 201
Raleigh, NC 27615
[redacted]



HARTHAM PARK AVE
RESIDENTIAL COMMUNITY
CITY OF RALEIGH — WAKE, NORTH CAROLINA

SCALE:	NOT TO SCALE
DATE:	JUNE 16, 2025
PROJECT NUMBER:	TBD
CLIENT:	RER
PLAN TYPE:	BUBBLE STUDY

BUBBLE STUDY

RELEASED FOR CONSTRUCTION (DATE ISSUED: ■ NO □ YES)

PRIEST, CRAVEN & ASSOCIATES, INC.
LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS
3803 - B Computer Drive, Suite 104 Raleigh, N.C. 27609 Phone 919 / 781-0300 Fax 919 / 782-1200 Email PCA@PriestCraven.com

SHEET # B-1

SUMMARY OF ISSUES

A neighborhood meeting was held on October 6, 2025 (date) to discuss a potential rezoning located at See all 14 property addresses located in the neighborhood meeting letter (property address). The neighborhood meeting was held at Marsh Creek Community Center, 3050 N. New Hope Road, Raleigh, NC 27604 (location). There were approximately 15 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Stormwater Management. A resident expressed concern about increased water runoff onto their property, particularly into a dry creek bed. Another worried that two new townhouses would exacerbate existing water flow across their property.
Road Connectivity. Residents voiced strong opposition to a potential road connection to Aquarius Lane.
Buffers and Fencing. Residents advocated for a physical fence rather than trees and shrubs to ensure privacy for backyard activities and prevent trespassing.
Timing. A resident expressed concern about the timeline of development.

ATTENDANCE ROSTER	
NAME	**ADDRESS**
Jessica Henson	3900 Jones Ridge Trail
Ron Hill	4218 Aquarius Lane
Eric Hill	4214 Aquarius Lane
Herbert and Vickie Colman	4205 Aquarius Lane
Greg and Linda Eaton	2829 Welding Road
Yelena and Tim Harward	4025 Jones Ridge Trail

Neighborhood Meeting – Lillie Liles, October 6, 2025, 6:30 PM

Name	Mailing Address	Email or Contact Number
Jessica Henson	3900 Jones Ridge tr	[redacted]
Ron Hill	4218 Aquarius LN	
HRAM MADZIARO	OEP	
Elsie Hill	4214 Aquarius LN	
Yelena Tim Hasward	4025 Jones Ridge Trl.	
Herbert + Vickie Coleman	4203 Aquarius LN Wake Forest	
Greg & Linda Eaton	2529 Welding Rd Wake Forest NC	

Owner	Mailing Address 1	Mailing Address 2	Mailing Address 3
O'NEAL, JOHNNY D	4216 LILLIE LILES RD	WAKE FOREST NC 27587-8106	
HOMER DANIEL FARMS LLC	2716 WAIT AVE	WAKE FOREST NC 27587-6810	
LEWIS, ASHLEY REGAN	4213 LILLIE LILES RD	WAKE FOREST NC 27587-8107	
MEDLIN, ROY A MEDLIN, LISA H	2821 WELDING RD	WAKE FOREST NC 27587-6345	
JONES, MARGIE W	4617 WATKINS RD	RALEIGH NC 27616-8508	
ARNOLD, FREDA EATON	2825 WELDING RD	WAKE FOREST NC 27587-6345	
MCCRIMMON, LINDA P	4209 GREENCASTLE CT APT C	RALEIGH NC 27604-2626	
HENDERSON, VICTOR LEE	2901 OLD CREWS RD	RALEIGH NC 27616-9583	
STURCHIO, SYBIL	4036 LILLIE LILES RD	WAKE FOREST NC 27587-8103	
HENSON, MAUDIE M	2808 WATSON WOODS LN	WAKE FOREST NC 27587-9386	
PRICE, LLOYD H PRICE, GERALD D W	4028 LILLIE LILES RD	WAKE FOREST NC 27587-8103	
ORTEGA, DARCELLE ORTEGA, SANTOS	2848 WELDING RD	WAKE FOREST NC 27587-6344	
PLEASANT, JOHN MONROE	1721 SUNDERLAND CT	RALEIGH NC 27603-9346	
MARSHALL, JEFFREY L MARSHALL, IVY Y	4041 LILLIE LILES RD	WAKE FOREST NC 27587-8104	
CHAPIN, WILLIAM THOMPSON CHAPIN, DAE T	2804 WATSON WOODS LN	WAKE FOREST NC 27587-9386	
POWELL, CURTIS	2816 WATSON WOODS LN	WAKE FOREST NC 27587-9386	
WEST, BONNY L WEST, JEROME	2833 WELDING RD	WAKE FOREST NC 27587-6345	
ROBLES, DAVID ANTONIO MORENO	2840 WELDING RD	WAKE FOREST NC 27587-6344	
LUCAS, DENISE M	4213 LILLIE LILES RD	WAKE FOREST NC 27587-8107	
LUCAS, JERRY	4213 LILLIE LILES RD	WAKE FOREST NC 27587-8107	
ALVARADO, EDUARDO A ALVARADO, NIDIA	4125 LILLIE LILES RD	WAKE FOREST NC 27587-8105	
HILL, RONALD	3309 ROXBURY DR	WAKE FOREST NC 27587-9363	
GOMEZ, ADELIA M ESPINOZA	4117 LILLIE LILES RD	WAKE FOREST NC 27587-8105	
BAUTISTA, MOISES BAUTISTA, SANDRA	2828 WELDING RD	WAKE FOREST NC 27587-6344	
TAYLOR MORRISON OF CAROLINAS INC	15501 WESTON PKWY STE 100	CARY NC 27513-8636	
COLEMAN, HERBERT	4205 AQUARIUS LN	WAKE FOREST NC 27587-5228	
MATA GARCIA, JOSE DE JESUS ALFARO, FLORENCIA RODRIGUEZ	4208 AQUARIUS LN	WAKE FOREST NC 27587-5227	
HILL, ERIC EUGENE	4214 AQUARIUS LN	WAKE FOREST NC 27587-5227	
GUTIERREZ, ANTONIO	4109 LILLIE LILES RD	WAKE FOREST NC 27587-8105	
CHYVE TORRES CONSTRUCTION FRAMING INC	2800 WATSON WOODS LN	WAKE FOREST NC 27587-9386	
MAURER, JOSHUA	2844 WELDING RD	WAKE FOREST NC 27587-6344	
MORRISON, STEVEN S MORRISON, LIN JING	2529 FORESTVILLE RD	WAKE FOREST NC 27587-8139	
ESCOBAR, HENRY LLORLIN ESTEB OVALLE, AMELIA NOEMY BAMAC	4137 LILLIE LILES RD	WAKE FOREST NC 27587-8105	
NORTH RALEIGH OWNER LLC	PO BOX 116	COLFAX NC 27235-0116	
KANAAN, NADA	2812 WATSON WOODS LN	WAKE FOREST NC 27587-9386	
HOLLINGSWORTH, WALTER C JR	PO BOX 61	LOUISBURG NC 27549-0061	
COSTA, BETTY HAILEY	4045 LILLIE LILES RD	WAKE FOREST NC 27587-8104	
LOWERY, JAMES M LOWERY, SHARON L	2716 ENVILLE CT	WAKE FOREST NC 27587-5253	
DELGADO, JOSE DAVID TRUSTEE	SCHICK LAW PC	4711 HOPE VALLEY RD STE 4F-526	DURHAM NC 27707-5651
D W B PROPERTIES LLC	PO BOX 324	GARNER NC 27529-0324	
"CURRENT RESIDENT OR TENANT"	4140 LILLIE LILES RD	RALEIGH, NC 27587	
"CURRENT RESIDENT OR TENANT"	4136 LILLIE LILES RD	RALEIGH, NC 27587	
"CURRENT RESIDENT OR TENANT"	9009 LOUISBURG RD	RALEIGH, NC 27587	
"CURRENT RESIDENT OR TENANT"	3900 JONES RIDGE TRL	RALEIGH, NC 27587	
"CURRENT RESIDENT OR TENANT"	4212 LILLIE LILES RD	RALEIGH, NC 27587	
"CURRENT RESIDENT OR TENANT"	2829 WELDING RD	RALEIGH, NC 27587	
"CURRENT RESIDENT OR TENANT"	4133 LILLIE LILES RD	RALEIGH, NC 27587	
"CURRENT RESIDENT OR TENANT"	0 JONES RIDGE TRL	RALEIGH, NC 27587	
"CURRENT RESIDENT OR TENANT"	4221 LILLIE LILES RD	RALEIGH, NC 27587	
"CURRENT RESIDENT OR TENANT"	4213 LILLIE LILES RD A	RALEIGH, NC 27587	
"CURRENT RESIDENT OR TENANT"	8837 MALMESBURY LN	RALEIGH, NC 27616	
"CURRENT RESIDENT OR TENANT"	8839 MALMESBURY LN	RALEIGH, NC 27616	
"CURRENT RESIDENT OR TENANT"	4200 LILLIE LILES RD	RALEIGH, NC 27587	
"CURRENT RESIDENT OR TENANT"	2832 WELDING RD	RALEIGH, NC 27587	
"CURRENT RESIDENT OR TENANT"	8833 MALMESBURY LN	RALEIGH, NC 27616	
"CURRENT RESIDENT OR TENANT"	2801 WATSON WOODS LN	RALEIGH, NC 27587	
"CURRENT RESIDENT OR TENANT"	2837 WELDING RD	RALEIGH, NC 27587	
"CURRENT RESIDENT OR TENANT"	8835 MALMESBURY LN	RALEIGH, NC 27616	

SUMMARY OF ISSUES

A neighborhood meeting was held on March 10, 2026 (date) to discuss a potential rezoning located at See all 14 property addresses located in the neighborhood meeting letter (property address). The neighborhood meeting was held at Abbotts Creek Community Center 9950 Durant Road, Raleigh, NC 27614. (location). There were approximately 8 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Traffic and cut-throughs. Neighbors were concerned about increasing traffic on US 401 and Little Lyles Road, and about how the planned Park Ave extension could change travel patterns and potentially create additional cut-through traffic.
Density and housing type. There was concern about how many units could be built, whether the project would be townhomes, detached homes, or a mix, and what that would mean for overall intensity compared to the surrounding area.
Home spacing and fire safety. Neighbors raised concerns about homes being too close together and the risk of fire spreading between structures, even if fire-rated construction is used.
Stormwater and downstream impacts. A major concern was how runoff would be managed during and after construction, and whether downstream properties would be protected.
Privacy and buffers. Neighbors wanted clarity on privacy protections such as buffers, fencing, and landscaping, especially where the new development would back up to existing properties.
Utilities and annexation. There were concerns about whether water and sewer extensions would require annexation, what that would mean for city taxes and services, and whether remaining outside the city would limit utility access.
Changes to local rural practices. There was concern that development and possible annexation could affect current practices like burning leaves/trash and target shooting through changed rules, permit requirements, or distance restrictions.

ATTENDANCE ROSTER	
NAME	**ADDRESS**
Steve Morrison	2529 Forestville Road
Ron Hill	4218 Aquarius Lane
Eric Hill	4214 Aquarius Lane
Herbert Colman	4205 Aquarius Lane
Greg and Linda Eaton	2829 Welding Road
Freda Eaton	2825 Welding Road
Jacob Hunt	COR Planning

Neighborhood Meeting – Lillie Liles, March 10, 2026, 6:30 PM

Name	Mailing Address	Email or Contact Number
HERB COLEMAN	4205 AQUARIUS CT WAKE FOREST NC 27587	[redacted]
Jacob Hunt	Staff	
Ellen Hill	4214 Aquarius Lane	
Ron Hill	4218 Aquarius Lane	
Greg & Linda Eaton	2629 Welding Rd WF, NC	
Linda Eaton	W.F. N.C.	

Neighborhood Meeting – Lillie Liles, March 10, 2026, 6:30 PM

Name	Mailing Address	Email or Contact Number
Steve Morrison	2529 Forestville Rd. WF NC	[redacted]

February 17, 2026

Re: **Neighborhood meeting discussing a potential rezoning of the following properties:**

Address	PIN	Address	PIN	Address	PIN
3900 JONES RIDGE TRL	1748735122	4012 JONES RIDGE TRL	1748833538	0 JONES RIDGE TRL	1748737308
4024 JONES RIDGE TRL	1748837795	4008 JONES RIDGE TRL	1748831598	4025 JONES RIDGE TRL	1748838809
4020 JONES RIDGE TRL	1748835688	4004 JONES RIDGE TRL	1748830555	3904 JONES RIDGE TRL	1748737179
4016 JONES RIDGE TRL	1748834664	4000 JONES RIDGE TRL	1748738570	4205 AQUARIUS LN	1748831394
4017 JONES RIDGE TRL	1748835809	4013 JONES RIDGE TRL	1748832896		

Dear Neighbors,

You are invited to attend a neighborhood meeting on March 10th, 2026, at 6:30pm The meeting will be held at Abbotts Creek Community Center, Abbotts Creek CC Classroom located at 9950 Durant Road, Raleigh, NC 27614.

The purpose of this meeting is to discuss a potential rezoning of the listed properties. This site is currently zoned Wake County R-30 and is proposed to be rezoned to Residential-10-Conditional (R-10-CU), which will allow for detached and attached homes to be constructed.

Prior to review by the Planning Commission, the City of Raleigh requires that a neighborhood meeting be held for all property owners within 1,000 feet of the area requested for rezoning. After the meeting a report will be submitted to the Raleigh Planning and Development Department. Any other person attending the meeting can submit written comments about the meeting or the request in general, but to be included in the Planning Commission agenda packet written comments must be received at least 10 days prior to the date of the Planning Commission meeting where the case is being considered.

Information about the rezoning process is available online; visit www.raleighnc.gov and search for "Rezoning Process." If you have further questions about the rezoning process, or would like to submit written comments after the meeting please contact: Jacob Hunter (jacob.hunt@raleighnc.gov@raleighnc.gov), Raleigh Planning & Development, (919) 996-6333

If you have any questions about this rezoning or its details, please do not hesitate to contact me at my email or phone number listed below, or Cameron Jones [redacted] R&R Development Group, [redacted]

Sincerely,

Ben Williams
Senior Project Manager
Priest, Craven & Associates, Inc.
6404 Falls of Neuse Road, Suite 201
Raleigh, NC 27615
[redacted]
www.priestcraven.com

UNIMPROVED OPEN SPACE AREAS, TREE SAVE AND PERIMETER BUFFERS

BARKING WAY

SCM (POND)

SFD / TOWNS

SFD / TOWNS

PUBLIC STREET

OS

OPEN SPACE

SFD / TOWNS

SFD / TOWNS

OPEN SPACE

PUBLIC STREET

PUBLIC STREET

SFD / TOWNS

PUBLIC STREET

OS

SFD / TOWNS

SFD / TOWNS

SFD / TOWNS

AQUARIUS LANE

LILLIE LILES ROAD

NORTH

FORESTVILLE STATION
TOWNHOME COMMUNITY

HARTHAM PARK AVE

STREAM BUFFER

SCM (POND)

STREAM BUFFER

UNIMPROVED OPEN SPACE AREAS, TREE SAVE AND PERIMETER BUFFERS

EXISTING POND

COMET APARTMENTS
MULTIFAMILY COMMUNITY

LOUISBURG ROAD (401)

SFD = SINGLE FAMILY DETACHED HOMES

TOWN = ATTACHED TOWNHOMES

HARTHAM PARK AVE
RESIDENTIAL COMMUNITY

CITY OF RALEIGH WAKE NORTH CAROLINA

SCALE	NOT TO SCALE
DATE	JUNE 16 2025
PROJECT NUMBER	TBD
CLIENT	RER
PLAN TYPE	BUBBLE STUDY

BUBBLE STUDY

RELEASED FOR CONSTRUCTION DATE: (SEE COVER) ■ NO □ YES

PRIEST, CRAVEN & ASSOCIATES, INC.
LAND USE CONSULTANTS PLANNERS / LANDSCAPE DESIGNERS / SURVEYORS / ENGINEERS
3803 - B Computer Drive, Suite 104 Raleigh, N.C. 27609 . Phone 919 / 781-0300 . Fax 919 / 782-1288 . Email PCA@PriestCraven.com / Firm #: C-0488

SHEET # B-1

F:\SHARED ENGINEERING 2025\008.001 LILLE LLES ROAD RALEIGH\DRAWINGS\SHEET NEIGHBORHOOD MEETING\BUBBLE STUDY.DWG, Feb 19, 2026 2:19 PM, BW

Raleigh

City Council
Agenda Item

Agenda Title:	Text Change to Zoning Conditions TCZ-02-26: 4601 Creedmoor Road, at the intersection of Creedmoor Road and Glenwood Avenue (District E)
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Planning and Development - Long Range
Sponsor:	Matthew Klem, Bynum Walter

Agenda Item Description:

Matthew Klem, Planning and Development
Dwight Otwell, Planning Commission Chair

The request amends existing zoning conditions on the site. Proposed conditions expand commercial uses permitted on the site, prohibit certain uses otherwise allowed in CX, expands limits on hours of operation, and maintain protective yard requirements.

The Planning Commission recommends approval (8-0).

Recommended Action: The City Council may set a date for a public hearing on this case. Alternatively, the request can be held or referred to committee for further review. If a hearing is authorized, staff recommends a hearing date of June 2, 2026.

Agenda Item Details:

Text Change to Zoning Conditions: TCZ-02-26, being Wake County PIN 0796425565.

.

Current Zoning: Commercial Mixed Use-3 Stories-Parking Limited-Conditional Use (CX-3-PL-CU).

Proposed Zoning: Commercial Mixed Use-3 Stories-Parking Limited-Conditional Use (CX3-PL-CU).

.

The request would permit a text change to zoning conditions for approximately 4.71 acres of land. The site is zoned Commercial Mixed Use-3 Stories-Parking Limited Conditional Use (CX-3-PL-CU). Proposed conditions expand commercial uses permitted

on the site, prohibit certain uses otherwise allowed in CX, expands limits on hours of operation, and maintain protective yard requirements.

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The request is consistent with the 2030 Comprehensive Plan.

The request is consistent with the Future Land Use Map.

The request is consistent with the Urban Form Map.

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The Planning Commission recommends approval (8-0).

RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#13461

CASE INFORMATION: TCZ-02-26 4601 CREEDMOOR ROAD

Location	Located in northwest Raleigh at the intersection of Glenwood Avenue and Creedmoor Road Address: 4601 Creedmoor Road PIN: 0796425565 Link to iMaps
Current Zoning	Commercial Mixed Use-3 Stories-Parking Limited-Conditional Use (CX-3-PL-CU)
Requested Zoning	Commercial Mixed Use-3 Stories-Parking Limited-Conditional Use (CX-3-PL-CU)
Area of Request	4.71 acres
Corporate Limits	The site is located within corporate limits and ETJ.
Property Owner	SDC Glenwood Place, LLC
Applicant	Colin McGrath, Poyner Spruill LLP
Council District	E
PC Recommendation Deadline	June 13, 2026

SUMMARY OF PROPOSED CONDITIONS

1. Uses for this property shall be restricted as follows:

~~a. Retail Sales~~

~~1. Book store, excluding adult bookstore, with coffee bar, bakery/bagel/sandwich shop as accessory uses;~~
~~2. 2, Music store with coffee bar, bakery/bagel/sandwich shop as accessory uses;~~
~~3. Computers, software and related electronics store with coffee bar, bakery/bagel/sandwich shop as accessory uses;~~
~~4. Office supplies store;~~
~~5. Housewares, home furnishing and home use appliance stores;~~
~~6. Gifts, card and stationery shop;~~
~~7. Flowers/florist shop;~~
~~8. Jewelry shop;~~
~~9. Photography studio;~~
~~10. Newsstand;~~
~~11. Drugstore;~~
~~12. Pet supply store;~~

~~13. Antique Shop;~~
~~14. Apparel (including formal wear sales or rental) shoe (including repair) shops and tailoring (including dry goods) shops and dry goods shops;~~
~~15. Hobby, art supplies and framing shops;~~
~~16. Garment pressing, Laundry & Dry Cleaning (walk-up and pick-up only - no plant on the premises);~~
~~17. Camera shop (including film developing and printing) and copy shop without drive through service.~~
~~18. Furniture, draperies and interior decorating supply stores including piece goods (dry goods) store;~~
~~19. Art gallery;~~
~~20. Library;~~
~~21. Toy and sporting goods stores;~~
~~22. Barber, beauty, nail and manicure and cosmetic art shops;~~
~~23. Shopping area and shopping center (limited to uses prescribed herein);~~
~~24. All office uses as provided in "Office Land Use" column of the "Schedule of Permitted Land Uses in Zoning Districts" in the Raleigh City Code, so long as said use(s) is (are) not in conflict with Condition (b) below and not including 'Office Center' or "temporary event" as listed therein;~~
~~25. Utility services as provided in the Raleigh City Code.~~
~~26. Bank, without drive-thru window~~

~~b. All other general, conditional and special uses usually permitted in the Shopping Center Zoning District as set forth in the Raleigh City Code are prohibited, specifically including all dwelling units and equivalent dwelling units.~~

~~c. At the discretion of the City of Raleigh, at the time of submittal for Site Plan Approval, a traffic impact analysis, or trip generation analysis adhering to methods described in the 1985 Highway Capacity manual for such studies or its successor publication, will be submitted to the Raleigh Dept. of Transportation.~~

a. The following Commercial Mixed Use uses shall be prohibited on the Property: Residential uses; cemetery; telecommunication tower; adult establishment; Outdoor Recreation; short-term rental; Passenger Terminal; bar, nightclub, tavern, lounge; Vehicle Fuel Sales; Vehicle Sales/Rental; detention center, jail, prison; vehicle repair.

~~c.~~ 2. Development upon this subject tract (Deed Book 13931; Page 2026; WAKE PIN: 0796-42-5565), shall be limited to a maximum gross square footage of 45,000 square feet (enclosed truck service areas not included; excluded service areas include, but are not limited to, internal truck dock and staging areas for receiving and shipping of materials).

~~d. Access points will be limited to no more than one per street frontage. NOTE: The access point to/from Creedmoor Road shall be shared with the contiguous tract to the north (Deed Book 12794; Page 1199; WAKE PIN: 0796-43-6000) of 2.17 acres, more or less.~~

~~e. Any access driveway into Creedmoor Road will be located at the existing~~

~~median opening from the Marriott Drive-Creedmoor Road intersection.~~

~~f. 3. The eastern edge of pavement for the access driveway onto Glenwood Avenue will be located at least one hundred and sixty (160) feet west of the intersection point on this parcel of the new right of way of Creedmoor Road per subdivision S-73-92 and the right of way line of Glenwood Avenue. The western edge of pavement for said driveway will be located at least forty (40') feet from the common corner for this lot and parcel (Deed Book 10372; Page 1995; WAKE PIN: 0796.18-42-2327) and the right of way of Glenwood Avenue.~~

~~g.~~ 3. ~~Building~~ For modifications to buildings or structures existing as of the effective date of these conditions and new buildings or structures constructed after the effective date of these conditions, building height will not exceed thirty-five (35) feet above the average grade ~~of the top of the curb along Creedmoor Road,~~ as calculated under Unified Development Ordinance section 1.5.7, excluding, however, unoccupied entry features such as a parapet which will not exceed an additional seven (7) feet (maximum entry features height = 42 feet) measured as herein provided. ~~Said height to be calculated by determining the point on the building that is perpendicular to the selected point on the curb line and comparing the height of the building, including any parapet or screen illustrated above the roof, to the elevation of the point on the curb. Elevations are to be determined based upon standard surveying practices for calculating elevation above mean sea level. If the City Code applies a more stringent requirement, then the Code Standard shall apply.~~

~~h.~~ 4. Trees installed in the parking areas shall have a circumference of 9 and 3/8 inches (9 3/8.' minimum) measured one half-foot above ground level.

~~i.~~ 5. As a part of the Site Plan approval for any permitted use on this property, a Site Lighting Plan will be submitted confirming the site area lighting will not create sustained illumination in excess of three-tenths (0.3) foot candles at any point along the common boundary of this tract and the following adjacent Wake County Tax parcels:

~~Deed Book 10372; Page 1995; WAKE PIN: 0796.18-42-2327 (Camp)~~
~~Deed Book 12633; Page 0124; WAKE PIN: 0796.14-42-2767 (Wrenn)~~
~~Deed Book 03301; Page 0871; WAKE PIN: 0796.14-42-2577 (Alston)~~
~~Deed Book 08208; Page 2277; WAKE PIN: 0796.14-42-3923 (Smith)~~
Deed Book 15108; Page 01563; WAKE PIN: 0796422327
Deed Book 17553; Page 00987; WAKE PIN: 0796422577
Deed Book 18681; Page 02359; WAKE PIN: 0796422767

Area light poles shall not exceed 12 feet in height when located in protective yard areas and 20 feet in height in all other areas. Area light poles may encroach not more than 5 feet into the protective yard along the western boundary lines. No exposed bulbs shall be utilized and Shoebox type or other methods of shielding may be utilized to achieve the illumination standard specified herein.

~~j.~~ 6. Loading and Service areas including dumpster/compactor facilities will be located within four sided enclosures with exterior finishes that complement the exterior finishes of the building(s). ~~These enclosures will be positioned within the building envelopes as set forth in Condition I above and dumpster~~

Dumpster/compactor facilities shall be located within one hundred and thirty feet (130') of the right of way of Creedmoor Road, The enclosures walls will be at least 8 feet tall and will be gated in order to enclose completely said loading and service areas. ~~Pick up and delivery servicing, including trash~~ Trash collection, will be limited to occur between the hours of 8:00 a.m. and 9:00 p.m. Monday through Friday and 9:00 a.m. and 9:00 p.m. on Saturday and Sunday.

~~k.~~ 7. A protective yard will be provided along the common boundary of the subject parcel (0796.14- 42-5860) and the properties along the subject parcel's western boundary, including ~~the following adjacent~~ Wake County tax parcels:

~~Deed Book 10372; Page 1995; WAKE PIN: 0796.18 42 2327 (Camp)~~
~~Deed Book 08208; Page 2277; WAKE PIN: 0796.14 42 3923 (Smith)~~
~~Deed Book 03301; Page 0871; WAKE PIN: 0796.14 42 2577 (Alston) Deed Book 12633; Page 0124; WAKE PIN: 0796.14 42 2767 (Wrenn)~~
Deed Book 15108; Page 01563; WAKE PIN: 0796422327
Deed Book 17553; Page 00987; WAKE PIN: 0796422577
Deed Book 18681; Page 02359; WAKE PIN: 0796422767

This buffer will consist of the following elements:

~~1.~~ a. An overall width of forty (40') feet into the subject parcel measured per perpendicularly from the property line.

~~2.~~ b. The thirty-one foot (31') foot portion of the buffer immediately contiguous with the property line (the thirty-one foot section) shall be designated as a Natural Protective Yard (per ~~COR~~ City of Raleigh definition), and if accepted by the City (upon the applicant demonstrating minimum basal density, per Raleigh code standard), the area shall be recorded as Primary Tree Conservation Area. This Natural Protective Yard shall be located outside of the existing fence, approximately one foot (1') off the western boundary property line referenced above, and remain completely undisturbed (no grading) except for the replacement of required trees and shrubs to meet a portion of the transitional protective yard planting standards as required by the City's Landscape Ordinance and allowing for removal of dead, diseased or damaged materials that pose safety hazard; and except for repair of an existing six (6') foot chain link fence. Any and all work, including the pruning or removal of any tree, conducted within the Natural Protective Yard portion of the buffer shall require prior approval and permit from the City of Raleigh Forestry Specialist. Replacement plantings shall, at minimum, adhere to the following: be located outside of established critical root zone of existing trees, or if necessary to be within a critical root zone, provide a mitigation plan prepared by a registered arborist or other qualified professional designated by the City of Raleigh and such plan approved by a City of Raleigh Forestry Specialist prior to any disturbance.

~~3.~~ c. The remaining ten (10') feet (a ten-foot section) may be graded or possess: retaining walls as needed to make proper grade transitions for slope stabilization between the finished site grades and the undisturbed

buffer section; utility services; tree and shrub plantings along with walls and fences to complete the required transitional protective yard standard as required by the City's Landscape Ordinance; and site lighting fixtures per Condition ~~"j"~~ 5 ~~cited~~ above.

~~4.~~ d. A "super buffer" area will be provided as follows: the super buffer will extend along the western boundary of the subject parcel one hundred and sixty (160') feet south of the center line of the entrance drive from Creedmoor Road. Within this overall length of 160 feet, the buffer will be eighty (80') feet wide measured perpendicularly into the subject site. Within this eighty foot area, the first thirty one (31') feet from the property line will remain undisturbed per ~~Item (l)(2)~~ Condition 7(b) above. However, every effort ~~will~~ shall be made to permit the maximum achievable amount of the ten-foot area as set out in ~~item (1)(3)~~ Condition 7(c) above to also remain undisturbed with the exceptions noted in both ~~(1)(2) and (l) (3)~~ Conditions 7(b) and 7(c) above. For the remaining forty (40) foot portion, a detailed Landscaping Plan will be provided at the time of site plan approval illustrating the creation of a densely landscaped area of evergreen plantings, within which a pedestrian sidewalk may be located along the curb.

An additional eighteen (18) foot wide area (for a total super buffer of 98 (feet)) will be added to the eighty foot area. It will extend forty-five (45) feet on the north side of the center line of the entrance driveway from Creedmoor Road. This additional area that will create the terminus of the entranced drive will be densely planted with large evergreen trees and shrubs as specified below in ~~item (1)(5)~~ Condition 7(e) to create an opaque screen within this eighteen (18) feet wide area immediately adjacent to the driveway and may also include a pedestrian sidewalk along the curb.

A detailed planting plan and grading plan for this super buffer illustrating the intensive evergreen plantings and the maximum portions of the super buffer to be retained in an undisturbed state will be submitted to the City as a part of the site plan approval package and at the same time to the adjacent property owners of parcels noted in this condition.

~~5.~~ e. The following plant materials and sizes of materials shall be used for the purpose of meeting the transitional protective yard planting standards:

1. Only evergreen shrubs will be used such as Julienne Barberry, Glossy Eleagnus, Pyracantha or comparable thorn bearing shrubs approved by the City Landscape inspector within the Initial forty (40) foot wide buffer area. Within the remaining fifty-eight (58) foot super buffer area (l) other ornamental shrubs may be used.
2. Only evergreen trees providing dense foliage from ground level up such as magnolia or comparable species approved by the City Landscape Inspector will be used.
3. Shrubs shall at time of installation be a minimum size of 2 and 1/2 feet tall in height. Trees shall be a minimum of 3 inches (3") in caliper (diameter) or 9 and 3/8 inches (9 3/8") in circumference, measured onehalf foot above ground level and shall have a height of 8-10 feet.

~~l.~~ 8. All HVAC, related mechanical equipment and transformers will be located within enclosures consisting of side screening materials.

~~m.~~ 9. Retail facilities developed on this site will be limited to one (1) occupied level; however, mezzanine space shall be allowed.

~~n.~~ 10. Hours of operation (defined as being those hours between which businesses may be open to the public) shall be limited ~~as follows:~~ to 5:00 AM through midnight, Monday through Sunday.

~~1. Retail business(es) located on the subject property shall be limited to the hours between 9:00 AM and 11:00 PM Monday through Saturday; and 9:00 AM to 9:00 PM on Sunday.~~
~~2. All other non-retail business(es) shall be limited to the hours between 8 AM and 8 PM Monday through Saturday; and not open to the public on Sunday.~~

~~o.~~ 11. Signs placed on any building that may be viewed from any point along the common boundary with parcels:

~~Deed Book 01868; Page 0220; WAKE PIN: 0796.14 43 3168~~
~~Deed Book 02920; Page 0440; WAKE PIN: 0796.14 43 3044~~
~~Deed Book 12633; Page; WAKE PIN 0124: 0796.14 42 2767~~
~~Deed Book 03301; Page 0871; WAKE PIN: 0796.14 42 2577~~
~~Deed Book 08208; Page 2277; WAKE PIN: 0796.14 42 3923~~
Deed Book 15108; Page 01563; WAKE PIN: 0796422327
Deed Book 17553; Page 00987; WAKE PIN: 0796422577
Deed Book 18681; Page 02359; WAKE PIN: 0796422767

shall meet the following criteria:

~~1.~~ a. Be painted or otherwise affixed to windows and be illuminated only as a result of indirect lighting;

~~2.~~ b. Be affixed under a canopy or portico and meet the requirements of the City Code for such signage;

~~3.~~ c. Be a wall sign of size and area meeting the City Code that has no exposed neon elements and consists of self illuminated letters or works with translucent cover(s) which appear white mounted on the building wall and/or illuminated by means of indirect lighting either placed behind the sign as to silhouette the letters or words or from lights mounted in front of the sign and directed to shine upon the sign. Regardless of which lighting measures are employed, the source lights will be turned off by 11:15 pm. This same criteria shall apply to any sign visible from any point along the common boundary of parcel (Deed Book 10372; Page 1995; WAKE PIN: 0796.18 42 2327; Camp) except for the first seventy-five (75) feet of said line off of the right of way of Glenwood Avenue. Neon signage will not be used either on the building ~~V~~ or inside windows where it could be viewed from any point along the common boundary with the adjacent parcels as stated herein.

~~p.~~ 12. No equipment for the amplification of sound shall be used outside the building(s) upon this tract. ~~nor shall amplified sound associated with business operations within the building(s) be audible by the human ear at any point upon tax parcels:~~

~~Deed Book 10372; Page 1995; WAKE PIN: 0796.18 42 2327 (Camp)~~
~~Deed Book 08208; Page 2277; WAKE PIN: 0796.14 42 3923 (Smith)~~

~~Deed Book 03301; Page 0871; WAKE PIN: 0796.14 42 2577 (Alston)~~
~~Deed Book 02920; Page 0440; WAKE PIN: 0796.14 43 3044 (Weddington)~~
~~Deed Book 12633; Page 0124; WAKE PIN: 0796.14 42 2767 (Wrenn)~~
~~Deed Book 01868; Page 0220; WAKE PIN: 0796.14 43 3168 (Cate)~~

~~q.~~ 13. The exterior building treatment shall be ~~a blend~~ comprised of ~~Classical Styling to relate to Crabtree Valley Mall, and~~ modern materials. ~~Modern materials include~~ including but ~~are~~ not limited to items such as: ~~drivet~~ EIFS, pre-cast concrete, smooth stucco, stone, brick, etc. Architecturally the building treatment will consist of: stylized single or double columns: a fascia above the columns; a recessed window-wall below the fascia and behind the columns; and, solid wall areas. Other classical elements such as ~~coins~~ quoins, keystones and crown moldings may also be incorporated. Columns will occur either as paired sets or singles with capital and base elements and create the appearance of an arcade, Glass will be recessed at least twelve (12) inches behind the fascia. The building elevation visible from both Glenwood Avenue and/or Creedmoor Road will be of this treatment.

~~r.~~ 14. Prior to the issuance by the City of a Certificate of Occupancy for any building(s) constructed upon this tract, there shall be constructed within the protective yard required by ~~condition (1)(2)~~ Condition 7(b) and along the common boundaries of the Wake County tax parcels specified in ~~condition (1)~~ Condition 7 whose owners request same by written request to Petitioner prior to issuance of said Certificate(s) of Occupancy, a chain link fence six (6') feet in height, which shall thereafter be maintained by Petitioner and its successors.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Community Mixed Use	
Urban Form	City Growth Cener, Frequent Transit Area, Transit Emphasis Corridor (Glenwood Avenue)	
Consistent Policies *Key policies are marked with a dot (●)* *Area Specific Guidance policies are marked with a square (☐)*	●	LU 1.2 Future Land Use Map and Zoning Consistency
	●	LU 1.3 Conditional Use District
		LU 4.4 Reducing Vehicle Miles Traveled Through Mixed-Use
		LU 4.9 Corridor Development
		LU 5.2 Managing Commercial Development Impacts
	●	LU 5.4 Density Transitions
	●	LU 5.6 Buffering Requirements
	●	LU 6.2 Complementary Land Uses and Urban Vitality
	●	LU 7.1 Encouraging Nodal Development
	●	LU 7.4 Scale and Design of New Commercial Uses
	●	LU 10.4 Siting of Regional Retail
	●	LU 10.6 Retail Nodes
	●	UD 1.10 Frontage
	●	LU 2.6 Zoning and Infrastructure Impacts

Inconsistent Policies ● *Key Policy* ☐ *Area Specific Guidance*		
	●	LU 10.5 Regional Retail and Residential Areas
		CS 4.4 Response Time Standards

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
12/11/2025 6 attendees	Not Required	04/14/26	

REZONING ENGAGEMENT PORTAL RESULTS

Views	Participants	Responses	Comments
62	0	0	0
Summary of Comments: None.			

PLANNING COMMISSION RECOMMENDATION

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

Reasonableness and Public Interest	The request would continue to provide retail opportunities in a developing commercial center served by transit.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	N/A
Recommendation	Approval
Motion and Vote	Motion: O'Haver; Second: Omokaiye In Favor: Burnette, Cochran, Neptune, Omokaiye, O'Haver, Otwell, Sanchez, and Walters
Reason for Opposed Vote(s)	N/A

ATTACHMENTS

1. Staff report
2. Comprehensive Plan amendment analysis
3. Zoning conditions
4. Rezoning application

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.

Bynum Walter Date: 4/14/2026
Planning and Development Assistant Director

Staff Coordinator: Metra Sheshbaradaran: (919) 996-2638;
metra.sheshbaradaran@raleighnc.gov

REZONING STAFF REPORT – TCZ-02-26

Text Change Rezoning

OVERVIEW

The subject 4.71-acre property is in northwest Raleigh, at the intersection of Glenwood Avenue and Creedmoor Road. The site is within the corporate limits and in the Crabtree Small Area Plan. The site is directly north of Crabtree Valley Mall and the Brookhaven Subdivision to the west. The area is served directly by GoRaleigh Routes 6 Glenwood (15-minute service) and 36L Creedmoor (30-minute service). Crabtree Creek Trail is 0.23-miles southwest of the site. The area is predominantly commercial with surrounding low and moderate scale residential neighborhoods.

There is an existing shopping center and surface parking lot on the site comprised of two structures built in 1997. Currently, the site has one retail store (The Athlete's Foot) and a multi-tenant retail building (The Container Store, DXL Men's Apparel, and Jos A. Bank). The area north of the site is primarily zoned R-4, R-10, RX-3, and PD. Development in this area features detached single-family houses, townhouses, and apartments. Immediately west of the site is the Brookhaven Subdivision which is zoned Residential-4 with Brookhaven Neighborhood Conservation Overlay District (R-4 w/NCOD) and is comprised of single-family detached homes.

Immediately north of the site is another multi-tenant commercial building featuring several retail stores also zoned CX-3-PL-CU. Areas east and south of the site are zoned OP, OX, CX, with heights of 4-12 stories and the Parking Limited Frontage. These areas have a variety of commercial uses including overnight lodging, office space, and other service-oriented businesses. South of the site is the Crabtree Valley Mall which is comprised of a variety of retail and restaurant uses.

The request seeks to amend existing zoning conditions established through Z-04-11. Generally, the request expands the list of permitted uses on the site to include a greater variety of commercial uses, increases the hours of operation for commercial activity on the site, removes restrictions on delivery service hours, removes certain exterior building material requirements, and removes requirements for a Traffic Impact Analysis at the time of Site Plan Approval and driveway access points that are duplicative of current UDO requirements. The request includes updated Wake County PIN and deed book references for parcels cited in the conditions.

Overall, buffering requirements for neighboring parcels on the western boundary of the site remain unchanged. Revised conditions maintain the transitional protective yard and limits on site lighting impacts for the three immediate parcels along the western site boundary (4601 Joyner Place, 4600 Joyner Place, and 4722 Brookhaven Drive). Conditions related to the commercial cap of 45,000 square feet, the height limit of 35-42', on-site equipment screening, and requirements for sign and lighting plans are unchanged. Overall, the request

will allow for additional commercial variety on the site while maintaining existing landscape buffers and site design requirements.

The site is in a City Growth Center, Frequent Transit Area, and fronts a Transit Emphasis Corridor (Glenwood Avenue) on the Urban Form Map. An Urban or Hybrid Frontage type is recommended for these areas. The request maintains the Parking Limited Frontage which reflects policy guidance and the development pattern for this area. This area has high traffic volumes and is predominantly car dependent. Multi-modal improvement projects like the Blue Ridge Road Widening Project and Brookhaven Drive Sidewalk Project will increase pedestrian and bicycle infrastructure in the area. Additionally, the site will continue to be served by frequent transit options directly and in the greater Crabtree area. Location within a Frequent Transit Area makes the site eligible for the Frequent Transit Development Option (FTDO). Development with this option would permit an additional story of height, up to 4 stories, for a general building (non-residential uses).

The requested zoning district is consistent with the FLUM designation of Community Mixed Use. This designation recommends the CX zoning district with heights of 3-5 stories. The request is consistent with several policies and visions in the 2030 Comprehensive Plan. Future development of the site will continue to support retail opportunities accessible via transit in one of the city's growing commercial centers while limiting impacts on surrounding residential communities.

CURRENT VS. PROPOSED ZONING ENTITLEMENT*

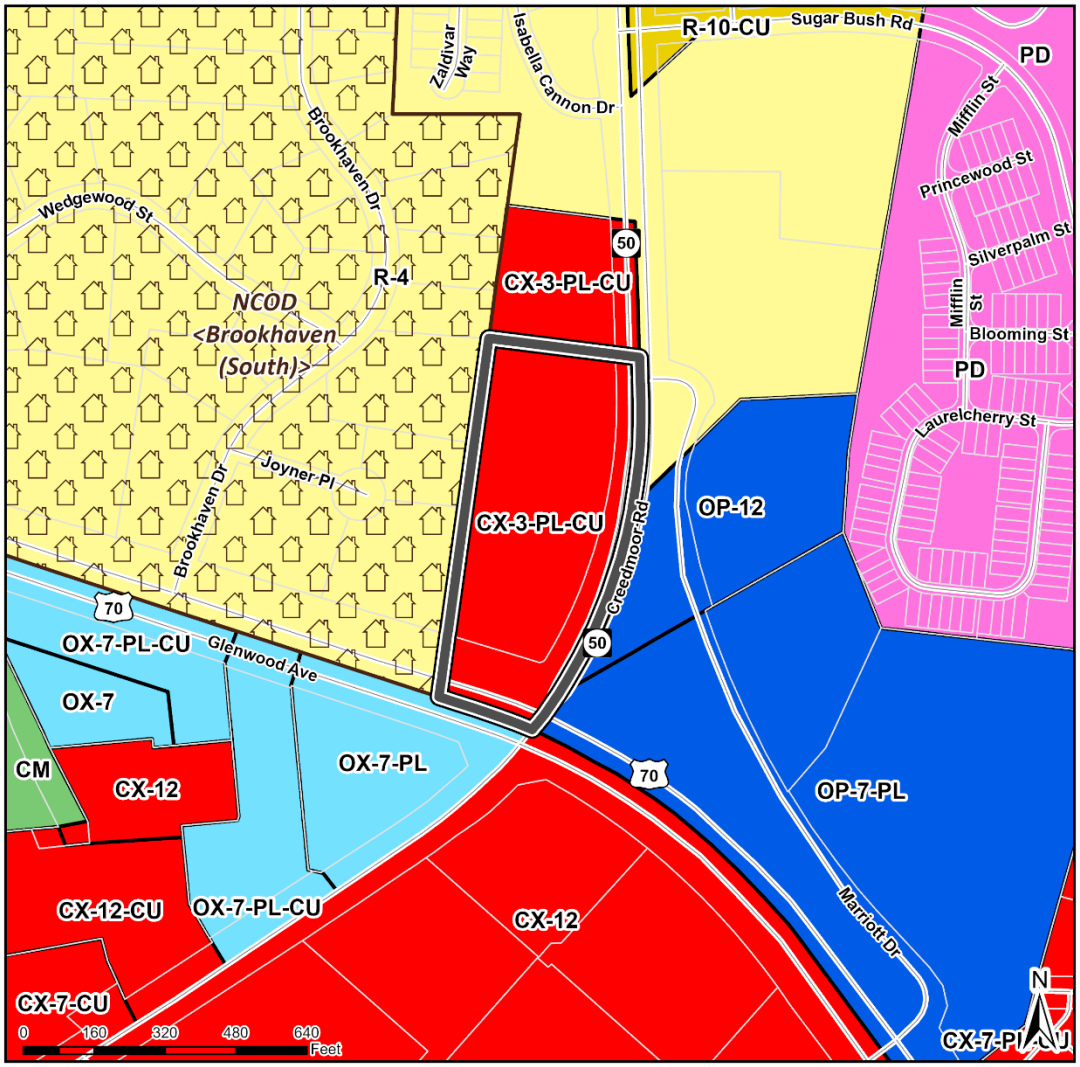
	EXISTING ZONING	PROPOSED ZONING
Zoning	CX-3-PL-CU	CX-3-PL-CU
Total Acreage	4.71	
Maximum Height	3 Stories (50')	3 Stories (50')
Build-to's **Primary Street** **Side street build-to**	 5'/100' 0'/100'	 5'/100' 0'/100'
Max. # of Residential Units	0**	0**
Max. Gross Office SF	45,000***	45,000***
Max. Gross Retail SF	45,000***	45,000***
Max. Gross Industrial SF	0.22	0.22

**These are estimates presented to provide context for analysis.*
***Residential prohibited by Conditions.*
****Limitations on development square footage from Conditions.*

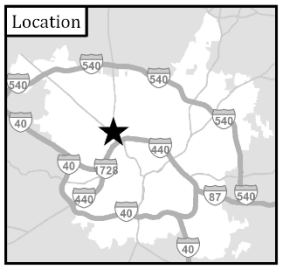
OUTSTANDING ISSUES

Outstanding Issues	1. No issues identified.	**Suggested Mitigation**	1. N/A

Existing Zoning TCZ-2-2026

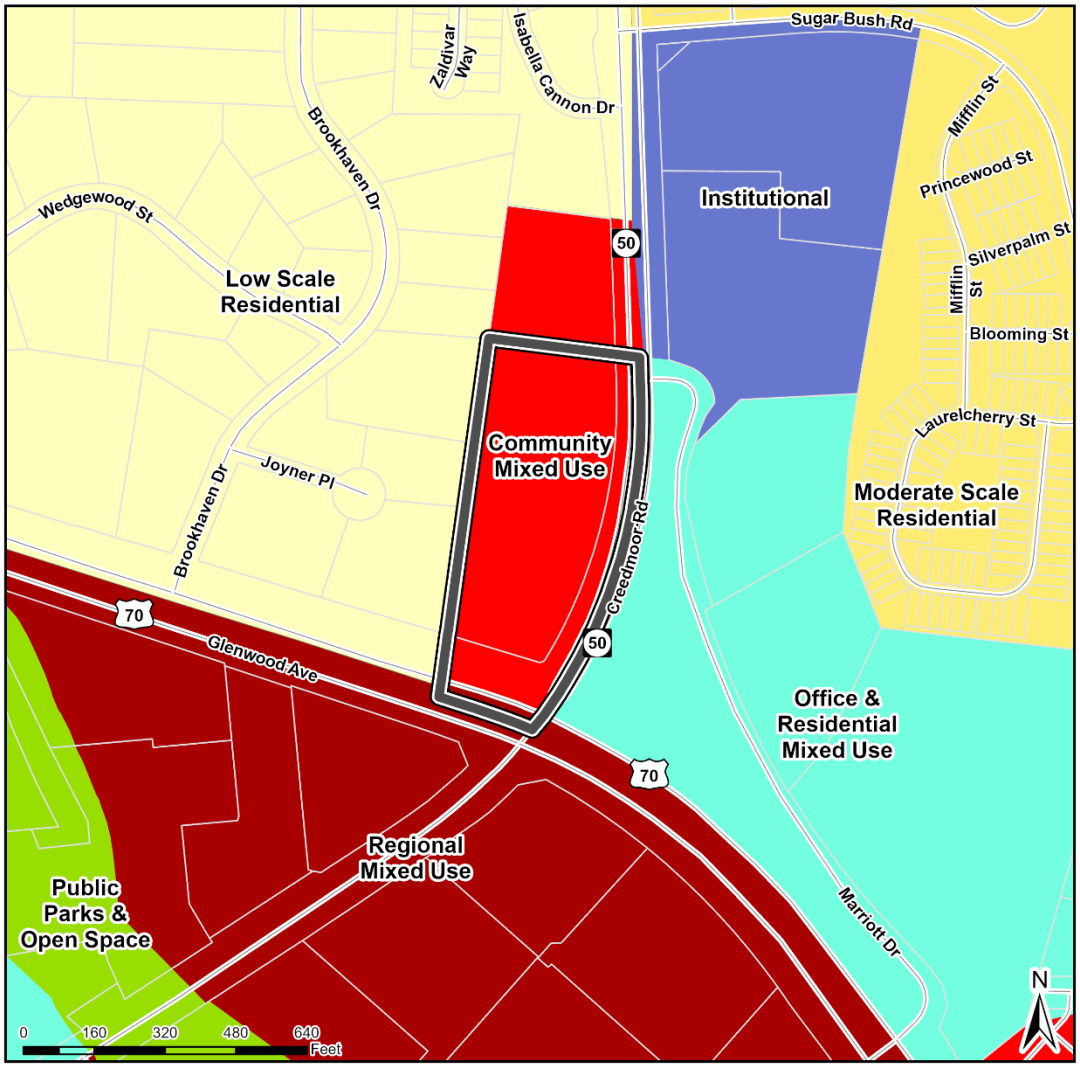


Property	4601 Creedmoor Rd
Size	4.71 acres
Existing Zoning	CX-3-PL-CU
Requested Zoning	CX-3-PL-CU (Amend Zoning Conditions)

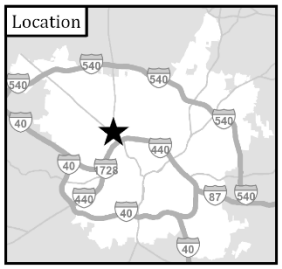


Map by Raleigh Department of Planning and Development (mcgregorm): 1/28/2026

Future Land Use TCZ-2-2026

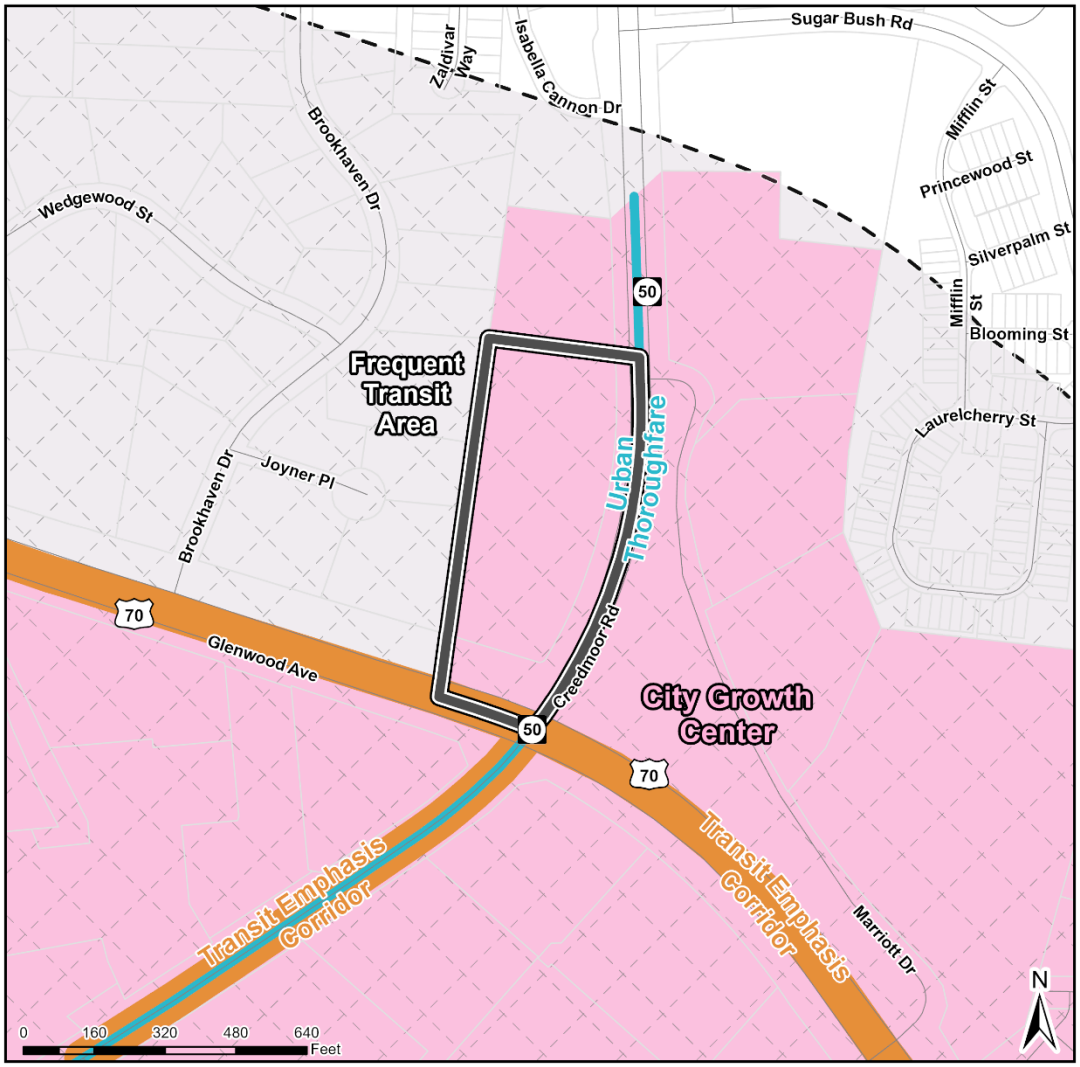


Property	4601 Creedmoor Rd
Size	4.71 acres
Existing Zoning	CX-3-PL-CU
Requested Zoning	CX-3-PL-CU (Amend Zoning Conditions)

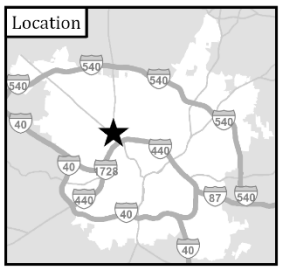


Map by Raleigh Department of Planning and Development (mcgregorm): 1/28/2026

Urban Form TCZ-2-2026



Property	4601 Creedmoor Rd
Size	4.71 acres
Existing Zoning	CX-3-PL-CU
Requested Zoning	CX-3-PL-CU (Amend Zoning Conditions)



Map by Raleigh Department of Planning and Development (mcgregorm): 1/28/2026

COMPREHENSIVE PLAN ANALYSIS

Section 3: Land Use in the Comprehensive Plan describes how zoning proposals should be evaluated. Determination of the consistency with the Comprehensive Plan includes consideration of the following topics.

Comprehensive Plan Consistency

The request is: ☒ **Consistent** ☐ **Inconsistent** with the 2030 Comprehensive Plan.

The request would expand retail opportunities on the site in an existing commercial and employment center served by transit. Proposed conditions maintain protective buffers and transitional yards that limit impacts on surrounding residential neighborhoods. The future development will continue to provide a variety of commercial benefits to nearby residents and visitors to the Crabtree Valley area.

Vision Themes

The request is:

Consistency	Vision Theme	Analysis
Consistent	Economic Prosperity and Equity	This Vision Theme recommends expanding Raleigh's economic diversity and employment opportunities that benefit all areas of the city and residents. The request would continue to support the development of the Crabtree Valley area as a commercial and employment center in the city. Although the request prohibits residential entitlement, it will provide additional commercial and employment opportunities near existing neighborhoods in the area and close to transit. Proposed conditions expand commercial uses on the site, encouraging a variety of economic activity in the area. Approval of the request and revised conditions would expand the range of commercial and employment opportunities in the area available to all residents.

Consistency	Vision Theme	Analysis
Consistent	Managing Our Growth	This Vision Theme supports development that creates desirable places to live, work, and visit in the city. The request would continue adding to the commercial and employment offerings in one of the city's larger mixed-use areas, though it would not permit residential development. The Crabtree Valley area serves as a major destination in the city for commercial amenities, lodging, and office space. Approval of the request would continue supporting the commercial development in an area served by frequent transit.

Future Land Use

Future Land Use designation: Community Mixed Use

The request is: ☒ **Consistent** ☐ **Inconsistent** with the Future Land Use Map.

This Future Land Use Map (FLUM) designation is intended for medium-sized shopping centers and larger pedestrian retail districts featuring department stores, restaurants, offices, and commercial uses that serve multiple neighborhoods. The request prohibits residential on the site. While this FLUM category might support upper-level residential uses, it primarily focuses on commercial uses and intensity. Commercial Mixed Use (CX) is the recommended zoning district with heights up to 3-5 stories. The request for CX-3-PL-CU is consistent with this FLUM designation.

Infrastructure

Will community facilities and streets be available at City standards to serve the use proposed for the property? ☐ **Yes** ☒ **No**

The site is located within city limits. The property is currently connected to public utilities and served by 6" and 8" water and sewer mains along Glenwood Avenue and Creedmoor Road.

The site does not meet the NFPA standard response time of 480 seconds (8 minutes) or less travel time for deployment of an initial full alarm assignment at a fire suppression incident. The site is surrounded by primary city limits and future development of the site would not expand the ETJ or the area of concern. The nearest fire hydrant is approximately 300 feet away on Creedmoor Road.

Urban Form

Urban Form designation: City Growth Center, Frequent Transit Area, Transit Emphasis Corridor (Glenwood Avenue)

The request is: ☒ **Consistent** ☐ **Inconsistent** with the Urban Form Map.

Overview: The site is located within a City Growth Center, Frequent Transit Area, and fronts a Transit Emphasis Corridor (Glenwood Avenue). For Frequent Transit Areas and Transit Emphasis Corridors, an Urban or Hybrid Frontage type is recommended for these areas. These frontage types generally encourage some level of walkability, limit parking between the building and street, and support multi-modal connections between sites. In City Growth Centers, a suburban or hybrid approach to frontage is supported, dependent on existing built conditions.

Impact: The request maintains the Parking Limited (-PL) frontage that exists on the site currently. This frontage type supports on-site parking options between the building and street while maintaining some level of walkability. The minimum primary street build-to is based on the base district setbacks (5') with a maximum of 100'. The side street build-to is 0'/100'. Side lot line and rear lot line setbacks are 0' or 6', set by the base district. The frontage also dictates the minimum building width located in the primary street build-to (50%), side build-to (20%), and requires 1 street-facing entrance with direct pedestrian access from the public sidewalk. This will result in buildings oriented towards the street with some level pedestrian connections.

Compatibility: The site fronts two major facilities in the city – Glenwood Avenue and Creedmoor Road. Current development along these streets is primarily car-dependent with limited multi-modal options due to the high volume of vehicle trips. The site's location within a Frequent Transit Areas and along a Transit Emphasis Corridor indicates transit service to the site will be expanded, with a more complete pedestrian and bicycle network. Commercial areas surrounding the site to north, east, and south are also zoned with the -PL frontage. West of the site, the Brookhaven Subdivision is comprised of single-family homes zoned R-4. Future development of the site will complement the surrounding area that has a high level of commercial development accessible via transit options.

Public Benefits of the Proposed Rezoning

- The request would continue to support commercial development in an area intended for increased density and development in the city.
- The request would continue to provide commercial amenities and employment opportunities in a mixed-use area served by frequent transit options.

Detriments of the Proposed Rezoning

- None identified.

Policy Guidance

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

Consistent Policies *Key policies are marked with a dot (●)* *Area Specific Guidance policies are marked with a square (☐)*		
	●	LU 1.2 Future Land Use Map and Zoning Consistency
	●	LU 1.3 Conditional Use District
		LU 4.4 Reducing Vehicle Miles Traveled Through Mixed-Use
		LU 4.9 Corridor Development
		LU 5.2 Managing Commercial Development Impacts
	●	LU 5.4 Density Transitions
	●	LU 5.6 Buffering Requirements
	●	LU 6.2 Complementary Land Use and Urban Vitality
	●	LU 7.1 Encouraging Nodal Development
	●	LU 7.4 Scale and Design of New Commercial Uses
	●	LU 10.4 Sitting of Regional Retail
	●	LU 10.6 Retail Nodes
	●	UD 1.10 Frontage

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

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

● **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.

CS 4.4 Response Time Standards

Maintain standards in response time/coverage for fire calls and emergency medical response calls as outlined in the National Fire Protection Association 1710 (standard for the organization and deployment of fire suppression operations, emergency medical operations, an special operations): one minute from 911 call to wheels rolling and four minutes total response time.

- The site does not meet the NFPA standard response time (8 min) or less travel time for deployment of an initial full alarm assignment at a fire suppression incident. The site is surrounded by primary city limits and future development of the site would not expand the ETJ or expand the area of concern.

● **LU 10.5 Regional Retail and Residential Areas**

Regional retail uses should not be located adjacent to areas for Low- to Moderate-Density Residential use on the Zoning Map or Future Land Use Map, or areas currently developed for such.

- The site is zoned for regional retail uses and immediately abuts a low-scale residential district (R-4) featuring single-family detached homes. Proposed conditions maintain existing provisions for additional landscape buffering and limit height, hours of operation, and lighting impacts to the residential properties bordering the site.

EQUITY AND CLIMATE CHANGE ANALYSIS

Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	31	--	Score not available
Transit Score	30	46	The area has better transit service than the city's average. This means the site is relatively accessible via transit options, but most trips still require a car. Specifically, the site is served directly by GoRaleigh Routes 6 Glenwood (15-minute service) and 36L Creedmoor (30-minute service). The area is designated as a Frequent Transit Area and fronts a Transit Emphasis Corridor (Glenwood Avenue). The site is likely to see expanded transit service options and some level of multi-modal investments.
Bike Score	41	41	The site has the same bike score as the city's average. This means the site has available but limited bicycle infrastructure.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	80	A high HUD Low Transportation Cost Index score indicates residents in this area have lower transportation costs. A score in the 80th percentile means residents in this area are less likely to be burdened by transportation costs.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	78	A high HUD Proximity to Jobs Index score indicates residents in this area live near employment opportunities. A score in the 78th percentile means residents have higher access to employment options.

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 requested district?
Detached House	82.7	No
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.

Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	--	Existing zoning and the proposed request prohibit residential entitlement.
Is naturally occurring affordable housing present on the site?	--	Residential development is not permitted on the site.
Does it include any subsidized units?	--	Residential development is not permitted on the site.
Does it permit a variety of housing types beyond detached houses?	--	Residential development is not permitted on the site.
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 site is directly served by two GoRaleigh Routes.

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

Demographic Indicators from EJSCREEN*

Indicator	Site Area	Raleigh
Demographic Index (%)**	6	37
People of Color Population (%)	6	46
Low Income Population (%)	6	29
Linguistically Isolated Population (%)	0	3
Population with Less Than High School Education (%)	2	8
Population under Age 5 (%)	5	6

Population over Age 64 (%)	38	11
% change in median gross rent since 2016	31.2	25.5
% change in median gross rent since 2019	40.35	42.82

**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*?	82.5 yrs old	Residents in this area have a higher life expectancy than Raleigh's average of 79.9 years old.
Are there known industrial uses or industrial zoning districts within 1,000 feet?	No	
Are there hazardous waste facilities are located within one kilometer?	No	
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	Yes	The site has a USGS stream running through the eastern boundary of the site. Flood prone soils are present on the site in this area as well. The site is near designated Flood Hazard Areas to the south.
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?*	No	The site was annexed in 1990, after federal anti-discrimination legislation was passed.
Has the area around the site ever been the subject of an urban renewal program?*	No	
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups?*	No	None were identified.
Are there known restrictive covenants on the property or	No	None were identified.

nearby properties that restrict development beyond what the UDO otherwise requires?*		

**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?

   The request does not alter entitlement opportunity on the site. It maintains the prohibition of residential entitlement and cap on commercial square footage. The request does expand commercial uses permitted on the site, which could support a broader range of services and employment opportunities offered on the site. The request is in an area with greater transit service and comparable bicycle infrastructure. Its location in a Frequent Transit Service and along a Transit Emphasis Corridor will likely expand the site's transit options. As a result, visitors may be able to access the site via transit options, reducing carbon emissions.

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?

   Yes. The site is in area that has seen a greater increase in rent prices (31.2%), compared to the city's average (25.5%). Additionally, there are a higher percentage of residents over the age of 64 years old in this area (38%) than on average (11%). As a result, residents would likely benefit from lower housing costs and greater housing variety. Nearby residents will benefit from proximity to the site's commercial and employment opportunities. Proposed conditions broaden the range of commercial uses that will be permitted on the site. The request can provide additional service and amenities that cater to a variety of residents.

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

   Yes, housing costs in this area have increased. The median gross rent for the area has increased by 31.2%. This is greater than the citywide average increase of 25.5% during the same period.

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?

No, the site was annexed and developed in 1990, after federal anti-discrimination legislation was passed. Staff have not identified any instances of racial or ethnic discrimination specific to this area.

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?

   No, residents in this area have a slightly higher life expectancy of 82.5 years old than the citywide average of 79.9 years old. The site is near the Crabtree Creek Trail, which may improve quality of life for residents in this area.

TRADE REVIEWS

Staff from various departments review every rezoning case when it is submitted. If a reviewer has identified a potential negative impact that might result from the proposed rezoning, it is noted here.

Review Summary

The following reviewers identified potential impacts specific to this request:

☐ Current Planning ☒ Raleigh Fire ☐ Raleigh Water ☒ Transportation
☐ Historic Resources ☐ Raleigh Parks ☒ Stormwater ☐ Urban Forestry

Stormwater Information

TCZ-02-26 4601 CREEDMOOR ROAD	YES/NO	NOTES
Floodzone	No	
Structural Flooding Downstream	No	
Other Drainage Complaints Downstream	No	
Stormwater Conditions	No	
Neuse Buffers Onsite	No	
Existing Impervious	Yes	Existing commercial buildings and parking lot
Subject to Impervious Limits in UDO 9.2.2.A	No	
Changes to UDO Max Impervious Area (9.2.2.A)	N/A	
Subject to 9.2.2.B to H	Yes	
Watershed Overlay	No	
Drainage Basin	Crabtree	

Impact Identified: None identified.

Potential Mitigation: N/A

Transportation & Transit Review

Site and Location Context

Location

The site is located in northwest Raleigh, just across from the Crabtree Valley Mall.

Area Plans

The site falls within the Crabtree Area Plan. This area plan emphasizes pedestrian circulation centered around the Crabtree Mall.

Other Projects in the Area

East of the site, the Blue Ridge Road Widening Project is currently underway. This project is a Complete Street project that will widen Blue Ridge Road to three lanes along with installing curb and gutter, a pedestrian tunnel, sidewalks, and a multi-use path. Construction has already begun on the southern section of the project (from Duraleigh Road to Homewood Banks Drive) and is expected to be completed in the spring of 2026. Road widening between Homewood Banks Drive and Crabtree Valley Avenue is expected to begin construction in the summer of 2026. Just west of the site, the Brookhaven Drive Sidewalk Project is currently in the design phase and is expected to be completed this year. In January, the City hired a design firm to deliver a design and construction schedule for a package of sidewalk projects. Brookhaven Drive also has an active Traffic Calming Project from Glenwood Avenue to Rembert Drive. Construction is currently underway, installing speed cushions and updating traffic signage and pavement marking.

Existing and Planned Infrastructure

Streets

Creedmoor Road and Glenwood Avenue are both state-maintained facilities designated as a 6-lane divided avenues in the City of Raleigh Street Plan (UDO 8.5.6.C).

Pedestrian Facilities

There are currently sidewalks along the site's frontage and pedestrian signals/crosswalks at the Glenwood Avenue and Creedmoor Road intersection.

Bicycle Facilities

There are no bicycle facilities near the site. Development of the site through a subdivision or tier three site plan will require 5' protected bicycle lanes behind the curb (UDO 8.5.6.C).

Transit

The site is directly served by Route 6 Glenwood with a bus stop on the site's Glenwood Avenue frontage. Route 6 Glenwood runs every 15 minutes, connecting Crabtree Mall to the Townridge Shopping Center and Downtown Raleigh. A few hundred feet north of the site,

the is a bus stop served by Route 36 Creedmoor. Route 36 Creedmoor runs every 30 minutes, connecting Crabtree Mall to the Town North Shopping Center at Brennan Drive. The greater Crabtree area is served by Route 16 Oberlin, Route 23L Millbrook, Route 26 Edwards Mill, and Route 27 Blue Ridge with stops at the Crabtree Mall just southeast of the site.

Access

There are several preexisting conditions that regulate access to the site (Conditions #3, #4, and #5). These zoning conditions were adopted prior to the adoption of the Unified Development Ordinance and Raleigh Street Design Manual. These conditions should be removed as they are outdated and have already been fulfilled through previous development of the site.
The UDO outlines access requirements in UDO 8.3.5. In addition, because Glenwood Avenue and Creedmoor Road are state-maintained facilities, any new access would be subject to NCDOT permitting and approval.

Traffic Impact Analysis (TIA)

Determination

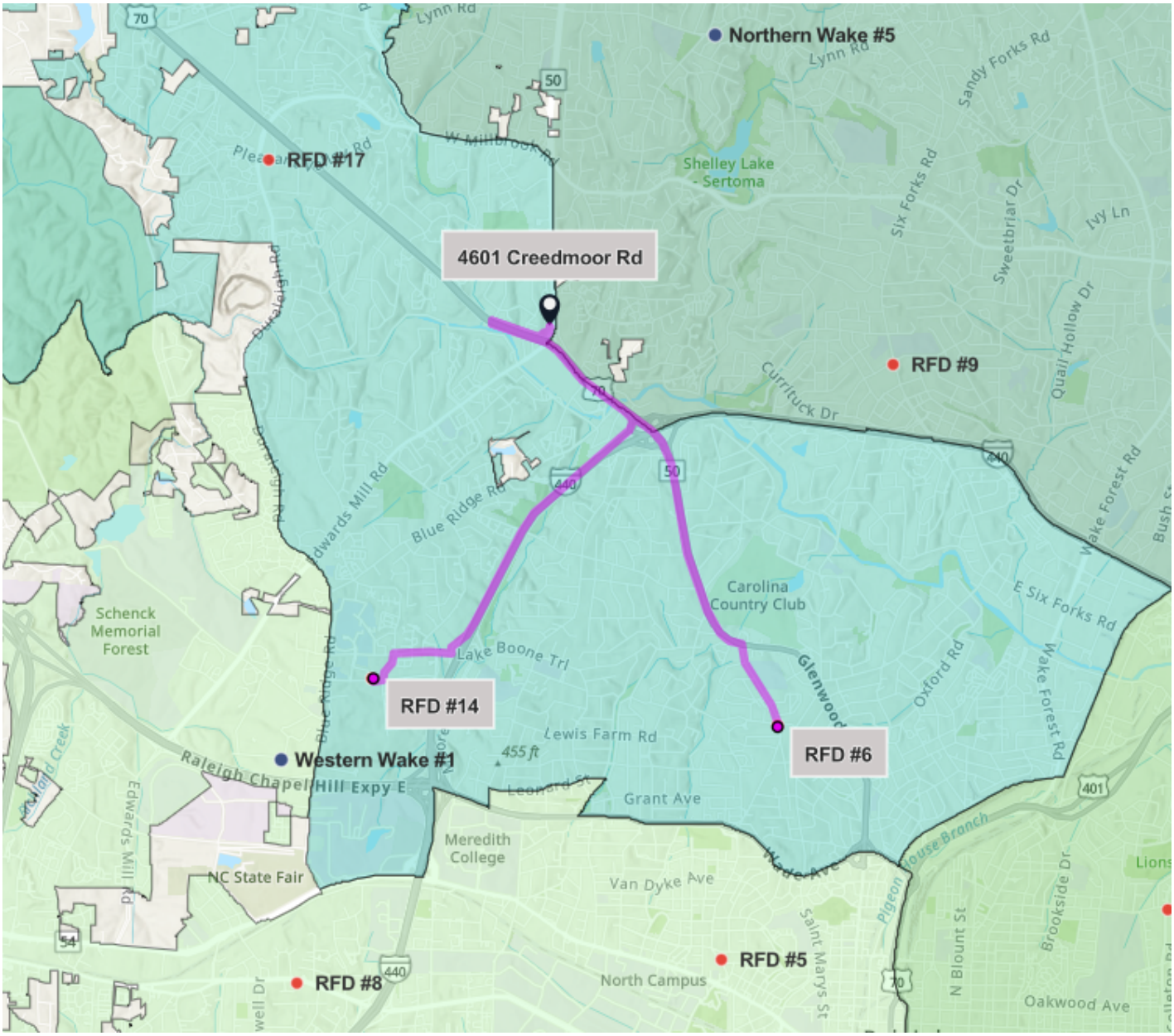
Because the text change to zoning conditions does not alter zoning entitlements, no change in trip generation is expected. Therefore, a TIA will not be required at rezoning.
After the adoption of these zoning conditions in 2011, the Raleigh Street Design Manual (SDM) was adopted by City Council. Chapter 7 of the SDM outlines when traffic studies are required. Removal of (former) condition #2 would be appropriate as this determination would be made at the site plan stage.

RFD Service Review

Case Number: Z-02-26
Box Response: 4601 Creedmoor Rd
Council District: District E
Date: 02/02/2026

1st Alarm Fire Response Units	Time (min)	Distance (mi)
Engine 16 (5225 Leadmine Rd)	4	1.3
Engine 17 (4601 Pleasant Valley Rd)	5	2.2
Engine 18 (8200 Morgans Way)	7	3.5
Engine 6 (2601 Fairview Rd)	9	3.7
Ladder 6 (2601 Fairview Rd)	9	3.7
Ladder 14 (3500 Harden Rd)	9	4.0
Mutual Aid Unit		
Northern Wake Station 5 (1431 Lynn Rd)	7	2.8
NFPA Standard Impact		
NOT MET: NFPA 1710 4.1.2.1 Sec 5 - For other than high-rise, 480 seconds (8 min) or less travel time for deployment of an initial full alarm assignment at a fire suppression incident		
Hydrant Distance		
Nearest hydrant approximately 300 ft away on Creedmoor Rd.		
Additional Comments		

Ladder Travel Distance



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Conditional Use District Zoning Conditions		
Zoning case #: Z-02-26	Date submitted: 4/10/26	**OFFICE USE ONLY** Rezoning case #
Existing zoning: CX-3-PL-CU	Proposed zoning: CX-3-PL-CU	

Narrative of Zoning Conditions Offered

See attached for revised conditions.

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

Property Owner(s) Signature: DocuSigned by: Bradley Schlosser 536CFE020E2E4B0... _____

Printed Name: Bradley Schlosser, Principal, SDC Glenwood Place, LLC

RECEIVED
By Metra Sheshbaradaran at 9:46 am, Apr 10, 2026

Docusign Envelope ID: 5FAAA93F-A870-8A34-8370-7CCB9A256EA1

Z-X-XX Conditional Use – Creedmoor Road - located on the west side of Creedmoor Road, northwest of its intersection with Glenwood Avenue, being Wake County PIN 0796-42-5565 ("Property"). Approximately 4.71 acres to amend the existing conditions for property zoned Shopping Center Conditional Use District.

Narrative or conditions being requested:

1. Uses for this property shall be restricted as follows:

    a. The following Commercial Mixed Use uses shall be prohibited on the Property: Residential uses; cemetery; telecommunication tower; adult establishment; Outdoor Recreation; short-term rental; Passenger Terminal; bar, nightclub, tavern, lounge; Vehicle Fuel Sales; Vehicle Sales/Rental; detention center, jail, prison; vehicle repair.

2. Development upon this subject tract (Deed Book 13931; Page 2026; WAKE PIN: 0796-42-5565), shall be limited to a maximum gross square footage of 45,000 square feet (enclosed truck service areas not included; excluded service areas include, but are not limited to, internal truck dock and staging areas for receiving and shipping of materials).

3. For modifications to buildings or structures existing as of the effective date of these conditions and new buildings or structures constructed after the effective date of these conditions, building height will not exceed thirty-five (35) feet above the average grade, as calculated under Unified Development Ordinance section 1.5.7, excluding, however, unoccupied entry features such as a parapet which will not exceed an additional seven (7) feet (maximum entry features height = 42 feet) measured as herein provided.

4. Trees installed in the parking areas shall have a circumference of 9 and 3/8 inches (9 3/8.' minimum) measured one half-foot above ground level.

5. As a part of the Site Plan approval for any permitted use on this property, a Site Lighting Plan will be submitted confirming the site area lighting will not create sustained illumination in excess of three-tenths (0.3) foot candles at any point along the common boundary of this tract and the following adjacent Wake County Tax parcels:

    Deed Book 15108; Page 01563; WAKE PIN: 0796422327
    Deed Book 17553; Page 00987; WAKE PIN: 0796422577
    Deed Book 18681; Page 02359; WAKE PIN: 0796422767

    Area light poles shall not exceed 12 feet in height when located in protective yard areas and 20 feet in height in all other areas. Area light poles may encroach not more than 5 feet into the protective yard along the western boundary lines. No exposed bulbs shall be utilized and

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Shoebox type or other methods of shielding may be utilized to achieve the illumination standard specified herein.

6. Loading and Service areas including dumpster/compactor facilities will be located within four sided enclosures with exterior finishes that complement the exterior finishes of the building(s). Dumpster/compactor facilities shall be located within one hundred and thirty feet (130') of the right of way of Creedmoor Road, The enclosures walls will be at least 8 feet tall and will be gated in order to enclose completely said loading and service areas. Trash collection will be limited to occur between the hours of 8:00 a.m. and 9:00 p.m. Monday through Friday and 9:00 a.m. and 9:00 p.m. on Saturday and Sunday.

7. A protective yard will be provided along the common boundary of the subject parcel (0796.14- 42-5860) and the properties along the subject parcel's western boundary, including Wake County tax parcels:

Deed Book 15108; Page 01563; WAKE PIN: 0796422327
Deed Book 17553; Page 00987; WAKE PIN: 0796422577
Deed Book 18681; Page 02359; WAKE PIN: 0796422767

This buffer will consist of the following elements:

a. An overall width of forty (40') feet into the subject parcel measured per perpendicularly from the property line.

b. The thirty-one foot (31') foot portion of the buffer immediately contiguous with the property line (the thirty-one foot section) shall be designated as a Natural Protective Yard (per City of Raleigh definition), and if accepted by the City (upon the applicant demonstrating minimum basal density, per Raleigh code standard), the area shall be recorded as Primary Tree Conservation Area. This Natural Protective Yard shall be located outside of the existing fence, approximately one foot (1') off the western boundary property line referenced above, and remain completely undisturbed (no grading) except for the replacement of required trees and shrubs to meet a portion of the transitional protective yard planting standards as required by the City's Landscape Ordinance and allowing for removal of dead, diseased or damaged materials that pose safety hazard; and except for repair of an existing six (6') foot chain link fence. Any and all work, including the pruning or removal of any tree, conducted within the Natural Protective Yard portion of the buffer shall require prior approval and permit from the City of Raleigh Forestry Specialist. Replacement plantings shall, at minimum, adhere to the following: be located outside of established critical root zone of existing trees, or if necessary to be within a critical root zone, provide a mitigation plan prepared by a registered arborist or other qualified professional designated by the City of Raleigh and

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such plan approved by a City of Raleigh Forestry Specialist prior to any disturbance.

c. The remaining ten (10') feet (a ten-foot section) may be graded or possess: retaining walls as needed to make proper grade transitions for slope stabilization between the finished site grades and the undisturbed buffer section; utility services; tree and shrub plantings along with walls and fences to complete the required transitional protective yard standard as required by the City's Landscape Ordinance; and site lighting fixtures per Condition 5 above.

d. A "super buffer" area will be provided as follows: the super buffer will extend along the western boundary of the subject parcel one hundred and sixty (160') feet south of the center line of the entrance drive from Creedmoor Road. Within this overall length of 160 feet, the buffer will be eighty (80') feet wide measured perpendicularly into the subject site. Within this eighty foot area, the first thirty one (31') feet from the property line will remain undisturbed per Condition 7(b) above. However, every effort shall be made to permit the maximum achievable amount of the ten- foot area as set out in Condition 7(c) above to also remain undisturbed with the exceptions noted in both Conditions 7(b) and (c) above. For the remaining forty (40) foot portion, a detailed Landscaping Plan will be provided at the time of site plan approval illustrating the creation of a densely landscaped area of evergreen plantings, within which a pedestrian sidewalk may be located along the curb.

An additional eighteen (18) foot wide area (for a total super buffer of 98 (feet)) will be added to the eighty foot area. It will extend forty-five (45) feet on the north side of the center line of the entrance driveway from Creedmoor Road. This additional area that will create the terminus of the entranced drive will be densely planted with large evergreen trees and shrubs as specified below in Condition 7(e) to create an opaque screen within this eighteen (18) feet wide area immediately adjacent to the driveway and may also include a pedestrian sidewalk along the curb.

A detailed planting plan and grading plan for this super buffer illustrating the intensive evergreen plantings and the maximum portions of the super buffer to be retained in an undisturbed state will be submitted to the City as a part of the site plan approval package and at the same time to the adjacent property owners of parcels noted in this condition.

e. The following plant materials and sizes of materials shall be used for the purpose of meeting the transitional protective yard planting standards:

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1. Only evergreen shrubs will be used such as Julienne Barberry, Glossy Eleagnus, Pyracantha or comparable thorn bearing shrubs approved by the City Landscape inspector within the Initial forty (40) foot wide buffer area. Within the remaining fifty-eight (58) foot super buffer area (l) other ornamental shrubs may be used.

2. Only evergreen trees providing dense foliage from ground level up such as magnolia or comparable species approved by the City Landscape Inspector will be used.

3. Shrubs shall at time of installation be a minimum size of 2 and 1/2 feet tall in height. Trees shall be a minimum of 3 inches (3") in caliper (diameter) or 9 and 3/8 inches (9 3/8") in circumference, measured one- half foot above ground level and shall have a height of 8-10 feet.

8. All HVAC, related mechanical equipment and transformers will be located within enclosures consisting of side screening materials.

9. Retail facilities developed on this site will be limited to one (1) occupied level; however, mezzanine space shall be allowed.

10. Hours of operation (defined as being those hours between which businesses may be open to the public) shall be limited to 5:00 AM through midnight, Monday through Sunday.

11. Signs placed on any building that may be viewed from any point along the common boundary with parcels:

Deed Book 15108; Page 01563; WAKE PIN: 0796422327
Deed Book 17553; Page 00987; WAKE PIN: 0796422577
Deed Book 18681; Page 02359; WAKE PIN: 0796422767
shall meet the following criteria:

a. Be painted or otherwise affixed to windows and be illuminated only as a result of indirect lighting;

b. Be affixed under a canopy or portico and meet the requirements of the City Code for such signage;

c. Be a wall sign of size and area meeting the City Code that has no exposed neon elements and consists of self illuminated letters or works with translucent cover(s) which appear white mounted on the building wall and/or illuminated by means of indirect lighting either

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placed behind the sign as to silhouette the letters or words or from lights mounted in front of the sign and directed to shine upon the sign. Regardless of which lighting measures are employed, the source lights will be turned off by 11:15 pm. This same criteria shall apply to any sign visible from any point along the common boundary of parcel (Deed Book 10372; Page 1995; WAKE PIN: 0796.18 42 2327; Camp) except for the first seventy-five (75) feet of said line off of the right of way of Glenwood Avenue. Neon signage will not be used either on the building or inside windows where it could be viewed from any point along the common boundary with the adjacent parcels as stated herein.

12. No equipment for the amplification of sound shall be used outside the building(s) upon this tract.

13. The exterior building treatment shall be comprised of modern materials, including but not limited to items such as: EIFS, pre-cast concrete, smooth stucco, stone, brick, etc. Architecturally the building treatment will consist of: stylized single or double columns: a fascia above the columns; a recessed window-wall below the fascia and behind the columns; and, solid wall areas. Other classical elements such as quoins, keystones and crown moldings may also be incorporated. Columns will occur either as paired sets or singles with capital and base elements and create the appearance of an arcade, Glass will be recessed at least twelve (12) inches behind the fascia. The building elevation visible from both Glenwood Avenue and/or Creedmoor Road will be of this treatment.

14. Prior to the issuance by the City of a Certificate of Occupancy for any building(s) constructed upon this tract, there shall be constructed within the protective yard required by Condition 7(b) and along the common boundaries of the Wake County tax parcels specified in Condition 7 whose owners request same by written request to Petitioner prior to issuance of said Certificate(s) of Occupancy, a chain link fence six (6') feet in height, which shall thereafter be maintained by Petitioner and its successors.

Z-~~4-11~~X-XX Conditional Use – Creedmoor Road - located on the west side of Creedmoor Road, northwest of its intersection with Glenwood Avenue, being Wake County PIN 0796-42-5565~~.~~ ("Property"). Approximately 4.71 acres to amend the existing conditions for property zoned Shopping Center Conditional Use District.

~~**Conditions Dated: 5/2/11**~~

Narrative or conditions being requested:

1. Uses for this property shall be restricted as follows:

~~a. Retail Sales~~

~~1. Book store, excluding adult bookstore, with coffee bar, bakery/bagel/sandwich shop as accessory uses;~~
~~2. 2, Music store with coffee bar, bakery/bagel/sandwich shop as accessory uses;~~
~~3. Computers, software and related electronics store with coffee bar, bakery/bagel/sandwich shop as accessory uses;~~
~~4. Office supplies store;~~
~~5. Housewares, home furnishing and home use appliance stores;~~
~~6. Gifts, card and stationery shop;~~
~~7. Flowers/florist shop;~~
~~8. Jewelry shop;~~
~~9. Photography studio;~~
~~10. Newsstand;~~
~~11. Drugstore;~~
~~12. Pet supply store;~~
~~13. Antique Shop;~~
~~14. Apparel (including formal wear sales or rental) shoe (including repair) shops and tailoring (including dry goods) shops and dry goods shops;~~
~~15. Hobby, art supplies and framing shops;~~
~~16. Garment pressing, Laundry & Dry Cleaning (walk-up and pick-up only - no plant on the premises);~~
~~17. Camera shop (including film developing and printing) and copy shop without drive through service.~~
~~18. Furniture, draperies and interior decorating supply stores including piece goods (dry goods) store;~~
~~19. Art gallery;~~
~~20. Library;~~
~~21. Toy and sporting goods stores;~~

~~22. Barber, beauty, nail and manicure and cosmetic art shops;~~
~~23. Shopping area and shopping center (limited to uses prescribed herein);~~
~~24. All office uses as provided in "Office Land Use" column of the "Schedule of Permitted Land Uses in Zoning Districts" in the Raleigh City Code, so long as said use(s) is (are) not in conflict with Condition (b) below and not including 'Office Center' or "temporary event" as listed therein;~~
~~25. Utility services as provided in the Raleigh City Code.~~
~~26. Bank, without drive-thru window~~

~~a. All other general, conditional and special uses usually permitted in the Shopping Center Zoning District as set forth in the Raleigh City Code are prohibited, specifically including all dwelling units and equivalent dwelling units.~~

~~b. At the discretion of the City of Raleigh, at the time of submittal for Site Plan Approval, a traffic impact analysis, or trip generation analysis adhering to methods described in the 1985 Highway Capacity manual for such studies or its successor publication, will be submitted to the Raleigh Dept. of Transportation.~~

a. The following Commercial Mixed Use uses shall be prohibited on the Property: Residential uses; cemetery; telecommunication tower; adult establishment; Outdoor Recreation; short-term rental; Passenger Terminal; bar, nightclub, tavern, lounge; Vehicle Fuel Sales; Vehicle Sales/Rental; detention center, jail, prison; vehicle repair.

~~c.~~2. Development upon this subject tract (Deed Book 13931; Page 2026; WAKE PIN: 0796-42-5565), shall be limited to a maximum gross square footage of 45,000 square feet (enclosed truck service areas not included; excluded service areas include, but are not limited to, internal truck dock and staging areas for receiving and shipping of materials).

~~d. Access points will be limited~~For modifications to ~~no more than one per street frontage. NOTE: The access point to/from Creedmoor Road shall be shared with the contiguous tract to the north (Deed Book 12794; Page 1199; WAKE PIN: 0796-43-6000) of 2.17, acres, more~~buildings or ~~less.~~

~~e. Any access driveway into Creedmoor Road will be located at the~~structures existing ~~median opening from the Marriott Drive-Creedmoor Road intersection.~~

~~f. The eastern edge~~as of the effective date of ~~pavement for the access driveway onto Glenwood Avenue will be located at least one hundred~~these conditions and ~~sixty (160) feet west~~new buildings or structures constructed after the effective date of ~~the intersection point on this parcel of the new right of way of Creedmoor Road per subdivision S-73-92 and the right of way line of Glenwood Avenue. The western edge of pavement for said driveway will be located at least forty (40') feet from the common corner for this lot and parcel (Deed Book 10372; Page 1995; WAKE PIN: 0796.18 42 2327) and the right of way of Glenwood Avenue.~~

~~g.~~3.~~Building~~these conditions, building height will not exceed thirty-five (35) feet above the average grade ~~of the top of the curb along Creedmoor Road~~, as calculated under Unified Development Ordinance section 1.5.7, excluding, however, unoccupied entry features such as a parapet which will not exceed an additional seven (7) feet (maximum entry features height = 42 feet) measured as herein provided. ~~Said height to be calculated by determining the point on the building that is perpendicular to the selected point on the curb line and comparing the height of the building, including any parapet or screen illustrated above the roof, to the elevation of the point on the curb. Elevations are to be determined based upon standard surveying practices for calculating elevation above mean sea level. If the City Code applies a more stringent requirement, then the Code Standard shall apply.~~

~~h.~~4.Trees installed in the parking areas shall have a circumference of 9 and 3/8 inches (9 3/8.' minimum) measured one half-foot above ground level.

~~i.~~5. As a part of the Site Plan approval for any permitted use on this property, a Site Lighting Plan will be submitted confirming the site area lighting will not create sustained illumination in excess of three-tenths (0.3) foot candles at any point along the common boundary of this tract and the following adjacent Wake County Tax parcels:

Deed Book ~~10372~~15108; Page ~~1995~~01563; WAKE PIN: ~~0796.18 42 2327 (Camp)~~0796422327

Deed Book ~~12633~~17553; Page ~~0124~~00987; WAKE PIN: ~~0796.14 42 2767 (Wrenn)~~0796422577

Deed Book ~~03301~~18681; Page ~~0871~~02359; WAKE PIN: ~~0796.14 42 2577 (Alston)~~0796422767

~~Deed Book 08208; Page 2277; WAKE PIN: 0796.14 42 3923 (Smith)~~

Area light poles shall not exceed 12 feet in height when located in protective yard areas and 20 feet in height in all other areas. Area light poles may encroach not more than 5 feet into the protective yard along the western boundary lines. No exposed bulbs shall be utilized and

Shoebox type or other methods of shielding may be utilized to achieve the illumination standard specified herein.

~~j.~~6. Loading and Service areas including dumpster/compactor facilities will be located within four sided enclosures with exterior finishes that complement the exterior finishes of the building(s). ~~These enclosures will be positioned within the building envelopes as set forth in Condition I above and dumpster~~Dumpster/compactor facilities shall be located within one hundred and thirty feet (130') of the right of way of Creedmoor Road, The enclosures walls will be at least 8 feet tall and will be gated in order to enclose completely said loading and service areas. ~~Pick up and delivery servicing, including trash~~Trash collection~~,~~ will be limited to occur between the hours of 8:00 a.m. and 9:00 p.m. Monday through Friday and 9:00 a.m. and 9:00 p.m. on Saturday and Sunday.

~~k.~~7.A protective yard will be provided along the common boundary of the subject parcel (0796.14- 42-5860) and the ~~following adjacent~~properties along the subject parcel's western boundary, including Wake County tax parcels:

Deed Book ~~1037~~15108; Page ~~1995~~01563; WAKE PIN: ~~0796.18 42 2327~~0796422327
~~(Camp)~~
Deed Book ~~0820~~817553; Page ~~227~~700987; WAKE PIN: ~~0796.14 42 3923~~0796422577
~~(Smith)~~
Deed Book ~~0330~~118681; Page ~~087~~102359; WAKE PIN: ~~0796.14 42 2577~~0796422767
~~(Alston)~~
~~Deed Book 12633; Page 0124; WAKE PIN: 0796.14 42 2767~~
~~(Wrenn)~~
This buffer will consist of the following elements:

a. ~~l.~~ An overall width of forty (40') feet into the subject parcel measured per perpendicularly from the property line.

~~2.~~b. The thirty-one foot (31') foot portion of the buffer immediately contiguous with the property line (the thirty-one foot section) shall be designated as a Natural Protective Yard (per ~~COR~~City of Raleigh definition), and if accepted by the City (upon the applicant demonstrating minimum basal density, per Raleigh code standard), the area shall be recorded as Primary Tree Conservation Area. This Natural Protective Yard shall be located outside of the existing fence, approximately one foot (1') off the western boundary property line referenced above, and remain completely undisturbed (no grading) except for the replacement of required trees and shrubs to meet a

portion of the transitional protective yard planting standards as required by the City's Landscape Ordinance and allowing for removal of dead, diseased or damaged materials that pose safety hazard; and except for repair of an existing six (6') foot chain link fence. Any and all work, including the pruning or removal of any tree, conducted within the Natural Protective Yard portion of the buffer shall require prior approval and permit from the City of Raleigh Forestry Specialist. Replacement plantings shall, at minimum, adhere to the following: be located outside of established critical root zone of existing trees, or if necessary to be within a critical root zone, provide a mitigation plan prepared by a registered arborist or other qualified professional designated by the City of Raleigh and such plan approved by a City of Raleigh Forestry Specialist prior to any disturbance.

~~3.~~c. The remaining ten (10') feet (a ten-foot section) may be graded or possess: retaining walls as needed to make proper grade transitions for slope stabilization between the finished site grades and the undisturbed buffer section; utility services; tree and shrub plantings along with walls and fences to complete the required transitional protective yard standard as required by the City's Landscape Ordinance; and site lighting fixtures per Condition ~~"j" cited~~5 above.

~~4.~~d. A "super buffer" area will be provided as follows: the super buffer will extend along the western boundary of the subject parcel one hundred and sixty (160') feet south of the center line of the entrance drive from Creedmoor Road. Within this overall length of 160 feet, the buffer will be eighty (80') feet wide measured perpendicularly into the subject site. Within this eighty foot area, the first thirty one (31') feet from the property line will remain undisturbed per ~~Item (1)(2~~Condition 7(b) above. However, every effort ~~will~~shall be made to permit the maximum achievable amount of the ten- foot area as set out in ~~item (1)(3~~Condition 7(c) above to also remain undisturbed with the exceptions noted in both ~~(1)(2~~Conditions 7(b) and ~~(1) (3~~c) above. For the remaining forty (40) foot portion, a detailed Landscaping Plan will be provided at the time of site plan approval illustrating the creation of a densely landscaped area of evergreen plantings, within which a pedestrian sidewalk may be located along the curb.

An additional eighteen (18) foot wide area (for a total super buffer of 98 (feet)) will be added to the eighty foot area. It will extend forty-five (45) feet on the north side of the center line of the entrance driveway from Creedmoor Road. This additional area that will create the terminus of the entranced drive will be densely planted with large evergreen trees and shrubs as specified below in ~~item (1)(5~~Condition 7(e) to create an opaque

screen within this eighteen (18) feet wide area immediately adjacent to the driveway and may also include a pedestrian sidewalk along the curb.

A detailed planting plan and grading plan for this super buffer illustrating the intensive evergreen plantings and the maximum portions of the super buffer to be retained in an undisturbed state will be submitted to the City as a part of the site plan approval package and at the same time to the adjacent property owners of parcels noted in this condition.

~~5.~~e. The following plant materials and sizes of materials shall be used for the purpose of meeting the transitional protective yard planting standards:

1. Only evergreen shrubs will be used such as Julienne Barberry, Glossy Eleagnus, Pyracantha or comparable thorn bearing shrubs approved by the City Landscape inspector within the Initial forty (40) foot wide buffer area. Within the remaining fifty-eight (58) foot super buffer area (l) other ornamental shrubs may be used.

2. Only evergreen trees providing dense foliage from ground level up such as magnolia or comparable species approved by the City Landscape Inspector will be used.

3. Shrubs shall at time of installation be a minimum size of 2 and 1/2 feet tall in height. Trees shall be a minimum of 3 inches (3") in caliper (diameter) or 9 and 3/8 inches (9 3/8") in circumference, measured one- half foot above ground level and shall have a height of 8-10 feet.

~~l.~~8. All HVAC, related mechanical equipment and transformers will be located within enclosures consisting of side screening materials.

~~m.~~9. Retail facilities developed on this site will be limited to one (1) occupied level; however, mezzanine space shall be allowed.

~~n.~~10. Hours of operation (defined as being those hours between which businesses may be open to the public) shall be limited ~~as follows:~~to 5:00 AM through midnight, Monday through Sunday.

~~1. Retail business(es) located on the subject property shall be limited to the hours between 9:00 AM and 11:00 PM Monday through Saturday; and 9:00 AM to 9:00 PM on Sunday.~~

~~2. All other non-retail business(es) shall be limited to the hours between 8 AM and 8 PM Monday through Saturday; and not open to the public on Sunday.~~

~~e.~~11. Signs placed on any building that may be viewed from any point along the common boundary with parcels:

Deed Book ~~01868~~15108; Page ~~022~~01563; WAKE PIN: ~~0796.14 43~~ 0796422327

Deed Book ~~0292~~017553; Page ~~044~~00987; WAKE PIN: ~~0796.14 43~~0796422577

Deed Book ~~1263~~318681; Page 02359; WAKE PIN ~~0124: 0796.14 42 Deed Book 03301; Page 0871; WAKE PIN: 0796.14 42~~: 0796422767

~~Deed Book 08208; Page 2277; WAKE PIN: 0796.14 42~~ shall meet the following criteria:

~~1.~~

a. Be painted or otherwise affixed to windows and be illuminated only as a result of indirect lighting;

b. ~~2.~~ Be affixed under a canopy or portico and meet the requirements of the City Code for such signage;

c. ~~3.~~ Be a wall sign of size and area meeting the City Code that has no exposed neon elements and consists of self illuminated letters or works with translucent cover(s) which appear white mounted on the building wall and/or illuminated by means of indirect lighting either placed behind the sign as to silhouette the letters or words or from lights mounted in front of the sign and directed to shine upon the sign. Regardless of which lighting measures are employed, the source lights will be turned off by 11:15 pm. This same criteria shall apply to any sign visible from any point along the common boundary of parcel (Deed Book 10372; Page 1995; WAKE PIN: 0796.18 42 2327; Camp) except for the first seventy-five (75) feet of said line off of the right of way of Glenwood Avenue. Neon signage will not be used either on the building ~~V~~ or inside windows where it could be viewed from any point along the common boundary with the adjacent parcels as stated herein.

~~p.~~12. No equipment for the amplification of sound shall be used outside the building(s) ~~nor shall amplified sound associated with business operations within the building(s) be audible by the human ear at any point upon tax parcels:~~upon this tract.

~~Deed Book 10372; Page 1995; WAKE PIN: 0796.18 42 2327 (Camp)~~
~~Deed Book 08208; Page 2277; WAKE PIN: 0796.14 42 3923 (Smith)~~
~~Deed Book 03301; Page 0871; WAKE PIN: 0796.14 42 2577 (Alston)~~

~~Deed Book 02920; Page 0440; WAKE PIN: 0796.14 43 3044 (Weddington)~~
~~Deed Book 12633; Page 0124; WAKE PIN: 0796.14 42 2767 (Wrenn)~~
~~Deed Book 01868; Page 0220; WAKE PIN: 0796.14 43 3168 (Cate)~~

~~q.~~13. The exterior building treatment shall be ~~a blend~~comprised of ~~Classical Styling to relate to Crabtree Valley Mall, and~~ modern materials~~. Modern materials include~~, including but ~~are~~ not limited to items such as: ~~drivet~~EIFS, pre-cast concrete, smooth stucco, stone, brick, etc. Architecturally the building treatment will consist of: stylized single or double columns: a fascia above the columns; a recessed window-wall below the fascia and behind the columns; and, solid wall areas. Other classical elements such as ~~coins~~quoins, keystones and crown moldings may also be incorporated. Columns will occur either as paired sets or singles with capital and base elements and create the appearance of an arcade, Glass will be recessed at least twelve (12) inches behind the fascia. The building elevation visible from both Glenwood Avenue and/or Creedmoor Road will be of this treatment.

~~r.~~14. Prior to the issuance by the City of a Certificate of Occupancy for any building(s) constructed upon this tract, there shall be constructed within the protective yard required by ~~condition (1)(2~~Condition 7(b) and along the common boundaries of the Wake County tax parcels specified in ~~condition (1)~~Condition 7 whose owners request same by written request to Petitioner prior to issuance of said Certificate(s) of Occupancy, a chain link fence six (6') feet in height, which shall thereafter be maintained by Petitioner and its successors.

Docusign Envelope ID: E028EC0F-0603-48B2-8951-8D5A6D4ED2F9

Rezoning Application and Checklist

Item C.1.d

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

Raleigh

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

Rezoning Request				
Rezoning Type	☐ General use	☐ Conditional use	☐ Master plan	**OFFICE USE ONLY** Rezoning case #
	☑ Text change to zoning conditions			
Existing zoning base district: CX	Height: 3	Frontage: PL	Overlay(s):	
Proposed zoning base district: CX	Height: 3	Frontage: PL	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-27-96; Z-4-11				

General Information		
Date: 1/9/2026	Date amended (1):	Date amended (2):
Property address: 4601 Creedmoor Road, Raleigh		
Property PIN: 0796425565		
Deed reference (book/page): DB 13931; P 2026		
Nearest intersection: Creedmoor/Glenwood	Property size (acres): 4.71	
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: SDC Glenwood Place, LLC, [redacted]		
Property owner email: c/o Colin R. McGrath Poyner Spruill LLP, [redacted]		
Property owner phone: c/o Colin R. McGrath, Poyner Spruill LLP, [redacted]		
Applicant name and address: SDC Glenwood Place, LLC, c/o Colin R. McGrath		
Applicant email: c/o Colin R. McGrath Poyner Spruill LLP, [redacted]		
Applicant phone: c/o Colin R. McGrath, Poyner Spruill LLP, [redacted]		
Applicant signature(s): DocuSigned by: Bradley Schlosser 996CFE029B2E4B0...		1/13/2026
Additional email(s): c/o Colin R. McGrath, Poyner Spruill LLP, [redacted]		

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By Matt McGregor at 11:15 am, Feb 04, 2026

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Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	**OFFICE USE ONLY** Rezoning case #
Existing zoning: CX-3-PL-CU	Proposed zoning: CX-3-PL-CU	

Narrative of Zoning Conditions Offered
See attached for clean and redline versions of proposed changes to existing conditions.

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

Property Owner(s) Signature: DocuSigned by: Bradley Schlosser 536CFE020E2E4B0... 1/13/2026

Printed Name: Bradley Schlosser, Principal, SDC Glenwood Place, LLC

RECEIVED
By Matt McGregor at 11:15 am, Feb 04, 2026

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Rezoning Application Addendum #1

Comprehensive Plan Analysis	OFFICE USE ONLY Rezoning case # _____
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	

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.

The property is designated as "Community Mixed Use" on the Future Land Use Map. CX is the primary zoning district that corresponds to the Community Mixed Use designation, and the proposed text change to the existing zoning conditions will retain that zoning as well as the 3-story height designation, which is consistent with the Community Mixed Use designation.

The proposed amendments to the property's conditions allow the inclusion of uses that draw from multiple neighborhoods, including grocery stores, that are specifically mentioned in the Comprehensive Plan's description of the Community Mixed Use designation.

The property is also designated as both within a City Growth Center and Frequent Transit Area on the Urban Form Map, and is within the Crabtree area plan. The proposed amended conditions carry forward the previously approved conditions related to siting of development on the property, design congruity with the surrounding Crabtree area, buffering of adjoining residential property, and the Parking Limited frontage to retain consistency with these designations.

This TCZ request is consistent with the following policies contained in the 2030 Comprehensive Plan:

LU 1.2; LU 1.3; LU 2.1; LU 4.4; LU 4.6; LU 4.7; LU 5.1; LU 5.2; LU 5.6; LU 7.1; LU 7.4; LU 10.6; T 1.1; T 6.8; AP-CR 5

Public Benefits

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

This TCZ request is reasonable because it is fully consistent with the existing zoning, which will remain unchanged, is consistent with the Comprehensive Plan, Future Land Use Map, and Urban Form Map.

The request benefits the public interest by allowing a slightly broader set of uses on this historically commercial site that will benefit surrounding neighborhoods and the community at large, all while maintaining key protections and enhanced buffers to preserve the compatibility with the surrounding uses that has been demonstrated on the site for three decades.

Docusign Envelope ID: E028EC0F-0603-48B2-8951-8D5A6D4ED2F9

Rezoning Application Addendum #2	
Impact on Historic Resources	**OFFICE USE ONLY** Rezoning case # _____
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	

Inventory of Historic Resources
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.
There are no historic resources on the property.

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: City Growth Center/Transit Emphasis Corridor	Click here to view the Urban Form Map.
1	All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form. **Response:** The proposed revised conditions will allow additional retail and personal services uses, including grocery stores, consistent with this guideline.
2	Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing. **Response:** The site's original conditions related to height and the presence of a "super buffer" along its boundary with the Brookhaven neighborhood will remain, ensuring continued compatibility and well-thought transitions, consistent with this guideline.
3	A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major thoroughfare or arterial. **Response:** The site has frontage and access along Creedmoor Road and Glenwood Avenue. There are no available connections directly into the Brookhaven neighborhood.
4	Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan. **Response:** The site has direct access to the commercial property immediately north. Exterior lot lines and the existing development of the site and the Brookhaven neighborhood, including the required buffers, limit the ability to interconnect directly with neighboring development.
5	New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets. **Response:** The site has been developed consistent with its existing zoning and prior conditions, which will remain unchanged. Although none is planned in connection with this TCZ request, any new development will be arranged consistent with this 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. **Response:** The site's zoning includes Parking Limited frontage, which will remain as part of this TCZ request, consistent with this 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. **Response:** The site's zoning includes Parking Limited frontage, which will remain as part of this TCZ request, consistent with this guideline.
8	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. **Response:** The site's zoning includes Parking Limited frontage, which will remain as part of this TCZ request, consistent with this guideline.
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:** Redevelopment of the site is not planned in connection with this TCZ request. Should it become a possibility in the future, the redevelopment of the site will be based on the existing conditions governing buffers and site layout, but will also take this guideline into account.
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:** Redevelopment of the site is not planned in connection with this TCZ request. Should it become a possibility in the future, the redevelopment of the site will be based on the existing conditions governing buffers and site layout, but will also take this guideline into account.
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:** Redevelopment of the site is not planned in connection with this TCZ request. Should it become a possibility in the future, the redevelopment of the site will be based on the existing conditions governing buffers and site layout, but will also take this guideline into account.
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:** Redevelopment of the site is not planned in connection with this TCZ request. Should it become a possibility in the future, the redevelopment of the site will be based on the existing conditions governing buffers and site layout, but will also take this guideline into account.
13	New public spaces should provide seating opportunities. **Response:** Redevelopment of the site is not planned in connection with this TCZ request. Should it become a possibility in the future, the redevelopment of the site will be based on the existing conditions governing buffers and site layout, but will also take this guideline into account.

14	Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments. **Response:** The site's zoning includes Parking Limited frontage, which will remain as part of this TCZ request, consistent with this 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. **Response:** The site's zoning includes Parking Limited frontage, which will remain as part of this TCZ request, consistent with this guideline.
16	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 cane make a significant improvement. **Response:** There are no parking structures located, or proposed to be located, on the property.
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:** The property, located along a Transit Emphasis Corridor, has ready access to public transit.
18	Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network. **Response:** The property includes convenient sidewalks along its frontage, which tie through crosswalks, into Crabtree Valley Mall, where a Transfer Point is located.
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:** No such sensitive landscape areas are located on the property or planned to be disturbed. The property's extensive buffering will remain in place and no redevelopment is planned in connection with this TCZ case.
20	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:** The site's zoning includes Parking Limited frontage, which will remain as part of this TCZ request, consistent with this guideline.

21	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. **Response:** Redevelopment of the site is not planned in connection with this TCZ request. Should it become a possibility in the future, the redevelopment of the site will be based on the existing conditions governing frontage and site layout, but will also take this guideline into account.
22	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. **Response:** The property has been developed consistent with the existing conditions regarding buffering, and currently includes street trees along Creedmoor Road and Glenwood Avenue. Redevelopment of the site is not planned in connection with this TCZ request. Should it become a possibility in the future, the redevelopment of the site will be based on the existing conditions governing buffers and site layout, but will also take this guideline into account.
23	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:** The property has been developed consistent with the existing conditions regarding buffering, and currently includes street trees along Creedmoor Road and Glenwood Avenue. Redevelopment of the site is not planned in connection with this TCZ request. Should it become a possibility in the future, the redevelopment of the site will be based on the existing conditions governing buffers and site layout, but will also take this guideline into account.
24	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. **Response:** The property has been developed consistent with this guideline, and no redevelopment of the site is planned in connection with this TCZ request.
25	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:** The property has been developed consistent with its existing conditions, which include architectural details consistent with this guideline.
26	The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function. **Response:** The property has been developed consistent with its existing conditions, which include architectural details and frontage consistent with this guideline.

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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 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 guidelines	☑	☐	☐	☐	☐
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.	☑	☐	☐	☐	☐
9. Trip generation study	☐	☑	☐	☐	☐
10. Traffic impact analysis	☐	☑	☐	☐	☐
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	☑	☐	☐	☐	☐
If applicable, see page 11:					
12. Proof of Power of Attorney	☐	☑	☐	☐	☐
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	☐	☑	☐	☐	☐
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	☑	☐	☐	☐	☐
15. Proposed conditions signed by property owner(s).	☑	☐	☐	☐	☐

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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 & 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 2 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	☐	☑	☐	☐	☐

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Who Can Initiate a Zoning Request?

If requesting to down-zone property, the rezoning application must be signed by all the property owners whose property is subject to the downzoning. Downzoning is defined as a zoning ordinance that affects an area of land in one of the following ways:

1. By decreasing the development density of the land to be less dense than was allowed under its previous usage.
2. By reducing the permitted uses of the land that are specified in a zoning ordinance or land development regulation to fewer uses than were allowed under its previous usage.

If requesting to rezone property to a conditional district, the rezoning application must be signed by all owners of the property to be included in the district. For purposes of the application only (not the zoning conditions), the City will accept signatures on behalf of the property owner from the following:

1. the property owner;
2. an attorney acting on behalf of the property owner with an executed power of attorney; or
3. a person authorized to act on behalf of the property owner with an executed owner's affidavit.

An owner's can grant power of attorney. This must be made under oath, properly notarized and, at a minimum, include the following information:

- The property owner's name and, if applicable, the property owner's title and organization name.
- The address, PIN and Deed Book/Page Number of the property.
- A statement that the person listed as the property owner is the legal owner of the property described.
- The name of the person authorized to act on behalf of the property owner as the applicant. If applicable, the authorized person's title and organization name.
- A statement that the property owner, as legal owner of the described property, hereby gives authorization and permission to the authorized person, to submit to the City of Raleigh an application to rezone the described property.
- A statement that the property owner understands and acknowledges that zoning conditions must be signed, approved and consented to by the property owner.
- The property owner's signature and the date the property owner signed the affidavit.

If requesting to rezone property to a general use district that is not a down-zoning, the rezoning application may be signed, for the purpose of initiating the request, by property owners or third-party applicants.

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Z-X-XX Conditional Use – Creedmoor Road - located on the west side of Creedmoor Road, northwest of its intersection with Glenwood Avenue, being Wake County PIN 0796-42-5565 ("Property"). Approximately 4.71 acres to amend the existing conditions for property zoned Shopping Center Conditional Use District.

Narrative or conditions being requested:

1. Uses for this property shall be restricted as follows:

    a. The following Commercial Mixed Use uses shall be prohibited on the Property: Residential uses; cemetery; telecommunication tower; adult establishment; Outdoor Recreation; short-term rental; Passenger Terminal; bar, nightclub, tavern, lounge; Vehicle Fuel Sales; Vehicle Sales/Rental; detention center, jail, prison; vehicle repair.

2. Development upon this subject tract (Deed Book 13931; Page 2026; WAKE PIN: 0796-42-5565), shall be limited to a maximum gross square footage of 45,000 square feet (enclosed truck service areas not included; excluded service areas include, but are not limited to, internal truck dock and staging areas for receiving and shipping of materials).

3. Access points will be limited to no more than one per street frontage. NOTE: The access point to/from Creedmoor Road shall be shared with the contiguous tract to the north (Deed Book 12794; Page 1199; WAKE PIN: 0796-43-6000) of 2.17, acres, more or less.

4. Any access driveway into Creedmoor Road will be located at the existing median opening from the Marriott Drive-Creedmoor Road intersection.

5. The eastern edge of pavement for the access driveway onto Glenwood Avenue will be located at least one hundred and sixty (160) feet west of the intersection point on this parcel of the new right of way of Creedmoor Road per subdivision S-73-92 and the right of way line of Glenwood Avenue. The western edge of pavement for said driveway will be located at least forty (40') feet from the common corner for this lot and parcel (Deed Book 10372; Page 1995; WAKE PIN: 0796.18-42-2327) and the right of way of Glenwood Avenue.

6. Building height will not exceed thirty-five (35) feet above the grade of the top of the curb along Creedmoor Road, excluding, however, unoccupied entry features such as a parapet which will not exceed an additional seven (7) feet (maximum entry features height = 42 feet) measured as herein provided. Said height to be calculated by determining the point on the building that is perpendicular to the selected point on the curb line and comparing the height of the building, including any parapet or screen illustrated above the roof, to the elevation of the point on the curb.

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Elevations are to be determined based upon standard surveying practices for calculating elevation above mean sea level. If the City Code applies a more stringent requirement, then the Code Standard shall apply.

7. Trees installed in the parking areas shall have a circumference of 9 and 3/8 inches (9 3/8.' minimum) measured one half-foot above ground level.

8. As a part of the Site Plan approval for any permitted use on this property, a Site Lighting Plan will be submitted confirming the site area lighting will not create sustained illumination in excess of three-tenths (0.3) foot candles at any point along the common boundary of this tract and the following adjacent Wake County Tax parcels:

Deed Book 15108; Page 01563; WAKE PIN: 0796422327
Deed Book 17553; Page 00987; WAKE PIN: 0796422577
Deed Book 18681; Page 02359; WAKE PIN: 0796422767

Area light poles shall not exceed 12 feet in height when located in protective yard areas and 20 feet in height in all other areas. Area light poles may encroach not more than 5 feet into the protective yard along the western boundary lines. No exposed bulbs shall be utilized and Shoebox type or other methods of shielding may be utilized to achieve the illumination standard specified herein.

9. Loading and Service areas including dumpster/compactor facilities will be located within four sided enclosures with exterior finishes that complement the exterior finishes of the building(s). These enclosures will be positioned within the building envelopes as set forth in Condition I above and dumpster/compactor facilities shall be located within one hundred and thirty feet (130') of the right of way of Creedmoor Road, The enclosures walls will be at least 8 feet tall and will be gated in order to enclose completely said loading and service areas. Trash collection will be limited to occur between the hours of 8:00 a.m. and 9:00 p.m. Monday through Friday and 9:00 a.m. and 9:00 p.m. on Saturday and Sunday.

10. A protective yard will be provided along the common boundary of the subject parcel (0796.14- 42-5860) and the following adjacent Wake County tax parcels:

Deed Book 15108; Page 01563; WAKE PIN: 0796422327
Deed Book 17553; Page 00987; WAKE PIN: 0796422577
Deed Book 18681; Page 02359; WAKE PIN: 0796422767

This buffer will consist of the following elements:

a. An overall width of forty (40') feet into the subject parcel measured per perpendicularly from the property line.

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b. The thirty-one foot (31') foot portion of the buffer immediately contiguous with the property line (the thirty-one foot section) shall be designated as a Natural Protective Yard (per COR definition), and if accepted by the City (upon the applicant demonstrating minimum basal density, per Raleigh code standard), the area shall be recorded as Primary Tree Conservation Area. This Natural Protective Yard shall be located outside of the existing fence, approximately one foot (1') off the western boundary property line referenced above, and remain completely undisturbed (no grading) except for the replacement of required trees and shrubs to meet a portion of the transitional protective yard planting standards as required by the City's Landscape Ordinance and allowing for removal of dead, diseased or damaged materials that pose safety hazard; and except for repair of an existing six (6') foot chain link fence. Any and all work, including the pruning or removal of any tree, conducted within the Natural Protective Yard portion of the buffer shall require prior approval and permit from the City of Raleigh Forestry Specialist. Replacement plantings shall, at minimum, adhere to the following: be located outside of established critical root zone of existing trees, or if necessary to be within a critical root zone, provide a mitigation plan prepared by a registered arborist or other qualified professional designated by the City of Raleigh and such plan approved by a City of Raleigh Forestry Specialist prior to any disturbance.

c. The remaining ten (10') feet (a ten-foot section) may be graded or possess: retaining walls as needed to make proper grade transitions for slope stabilization between the finished site grades and the undisturbed buffer section; utility services; tree and shrub plantings along with walls and fences to complete the required transitional protective yard standard as required by the City's Landscape Ordinance; and site lighting fixtures per Condition "j" cited above.

d. A "super buffer" area will be provided as follows: the super buffer will extend one hundred and sixty (160') feet south of the center line of the entrance drive from Creedmoor Road. Within this overall length of 160 feet, the buffer will be eighty (80') feet wide measured perpendicularly into the subject site. Within this eighty foot area, the first thirty one (31') feet from the property line will remain undisturbed per Item (l)(2) above. However, every effort will be made to permit the maximum achievable amount of the ten- foot area as set out in item (1)(3) above to also remain undisturbed with the exceptions noted in both (1)(2) and (l) (3) above. For the remaining forty (40) foot portion, a detailed Landscaping Plan will be provided at the time of site plan approval illustrating the creation of a densely landscaped area of evergreen plantings, within which a pedestrian sidewalk may be located along the curb.

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An additional eighteen (18) foot wide area (for a total super buffer of 98 (feet)) will be added to the eighty foot area. It will extend forty-five (45) feet on the north side of the center line of the entrance driveway from Creedmoor Road. This additional area that will create the terminus of the entranced drive will be densely planted with large evergreen trees and shrubs as specified below in item (1)(5) to create an opaque screen within this eighteen (18) feet wide area immediately adjacent to the driveway and may also include a pedestrian sidewalk along the curb.

A detailed planting plan and grading plan for this super buffer illustrating the intensive evergreen plantings and the maximum portions of the super buffer to be retained in an undisturbed state will be submitted to the City as a part of the site plan approval package and at the same time to the adjacent property owners of parcels noted in this condition.

e. The following plant materials and sizes of materials shall be used for the purpose of meeting the transitional protective yard planting standards:

1. Only evergreen shrubs will be used such as Julienne Barberry, Glossy Eleagnus, Pyracantha or comparable thorn bearing shrubs approved by the City Landscape inspector within the Initial forty (40) foot wide buffer area. Within the remaining fifty-eight (58) foot super buffer area (l) other ornamental shrubs may be used.

2. Only evergreen trees providing dense foliage from ground level up such as magnolia or comparable species approved by the City Landscape Inspector will be used.

3. Shrubs shall at time of installation be a minimum size of 2 and 1/2 feet tall in height. Trees shall be a minimum of 3 inches (3”) in caliper (diameter) or 9 and 3/8 inches (9 3/8”) in circumference, measured one- half foot above ground level and shall have a height of 8-10 feet.

11. All HVAC, related mechanical equipment and transformers will be located within enclosures consisting of side screening materials.

12. Retail facilities developed on this site will be limited to one (1) occupied level; however, mezzanine space shall be allowed.

13. Hours of operation (defined as being those hours between which businesses may be open to the public) shall be limited to 5:00 AM through midnight, Monday through Sunday.

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14. Signs placed on any building that may be viewed from any point along the common boundary with parcels:

Deed Book 15108; Page 01563; WAKE PIN: 0796422327
Deed Book 17553; Page 00987; WAKE PIN: 0796422577
Deed Book 18681; Page 02359; WAKE PIN: 0796422767
shall meet the following criteria:

a. Be painted or otherwise affixed to windows and be illuminated only as a result of indirect lighting;

b. Be affixed under a canopy or portico and meet the requirements of the City Code for such signage;

c. Be a wall sign of size and area meeting the City Code that has no exposed neon elements and consists of self illuminated letters or works with translucent cover(s) which appear white mounted on the building wall and/or illuminated by means of indirect lighting either placed behind the sign as to silhouette the letters or words or from lights mounted in front of the sign and directed to shine upon the sign. Regardless of which lighting measures are employed, the source lights will be turned off by 11:15 pm. This same criteria shall apply to any sign visible from any point along the common boundary of parcel (Deed Book 10372; Page 1995; WAKE PIN: 0796.18 42 2327; Camp) except for the first seventy-five (75) feet of said line off of the right of way of Glenwood Avenue. Neon signage will not be used either on the building V or inside windows where it could be viewed from any point along the common boundary with the adjacent parcels as stated herein.

15. No equipment for the amplification of sound shall be used outside the building(s) nor shall amplified sound associated with business operations within the building(s) be audible by the human ear at any point upon tax parcels:

Deed Book 15108; Page 01563; WAKE PIN: 0796422327
Deed Book 17553; Page 00987; WAKE PIN: 0796422577
Deed Book 18681; Page 02359; WAKE PIN: 0796422767
Deed Book 08208; Page 02277; WAKE PIN: 0796423923
Deed Book 19638; Page 00878; WAKE PIN: 0796433044
Deed Book 18699; Page 02000; WAKE PIN: 0796433168

16. The exterior building treatment shall be comprised of modern materials, including but not limited to items such as: drivet, pre-cast concrete, smooth stucco, stone, brick, etc. Architecturally the building treatment will consist of: stylized single or double columns: a fascia above the columns; a recessed window-wall below the fascia and behind the columns; and, solid wall areas. Other classical elements such as coins, keystones and crown

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moldings may also be incorporated. Columns will occur either as paired sets or singles with capital and base elements and create the appearance of an arcade, Glass will be recessed at least twelve (12) inches behind the fascia. The building elevation visible from both Glenwood Avenue and/or Creedmoor Road will be of this treatment.

17. Prior to the issuance by the City of a Certificate of Occupancy for any building(s) constructed upon this tract, there shall be constructed within the protective yard required by condition (1)(2) and along the common boundaries of the Wake County tax parcels specified in condition (1) whose owners request same by written request to Petitioner prior to issuance of said Certificate(s) of Occupancy, a chain link fence six (6') feet in height, which shall thereafter be maintained by Petitioner and its successors.

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~~**Ordinance: 877 ZC 658**~~
~~**Effective Date: May 17, 2011**~~

Z-~~4-11~~ X-XX Conditional Use – Creedmoor Road - located on the west side of Creedmoor Road, northwest of its intersection with Glenwood Avenue, being Wake County PIN 0796-42-5565 ("Property"). Approximately 4.71 acres to amend the existing conditions for property zoned Shopping Center Conditional Use District.

~~**Conditions Dated: 5/2/11**~~

Narrative or conditions being requested:

1. Uses for this property shall be restricted as follows:

~~a.~~ The following Commercial Mixed Use uses shall be prohibited on the Property: Residential uses; cemetery; telecommunication tower; adult establishment; Outdoor Recreation; short-term rental; Passenger Terminal; bar, nightclub, tavern, lounge; Vehicle Fuel Sales; Vehicle Sales/Rental; detention center, jail, prison; vehicle repair.~~Retail Sales~~

~~1.Book store, excluding adult bookstore, with coffee bar, bakery/bagel/sandwich shop as accessory uses;~~
~~2.2, Music store with coffee bar, bakery/bagel/sandwich shop as accessory uses;~~
~~3.Computers, software and related electronics store with coffee bar, bakery/bagel/sandwich shop as accessory uses;~~
~~4.Office supplies store;~~
~~5.Housewares, home furnishing and home use appliance stores;~~
~~6.Gifts, card and stationery shop;~~
~~7.Flowers/florist shop;~~
~~8.Jewelry shop;~~
~~9.Photography studio;~~
~~10.Newsstand;~~
~~11.Drugstore;~~
~~12.Pet supply store;~~
~~13.Antique Shop;~~
~~14.Apparel (including formal wear sales or rental) shoe (including repair) shops and tailoring (including dry goods) shops and dry goods shops;~~
~~15.Hobby, art supplies and framing shops;~~
~~16.Garment pressing, Laundry & Dry Cleaning (walk-up and pick-up only - no plant on the premises);~~
~~17.Camera shop (including film developing and printing) and copy shop without drive through service.~~
~~18.Furniture, draperies and interior decorating supply stores including piece goods (dry goods) store;~~

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~~19.Art gallery;~~
~~20.Library;~~
~~21.Toy and sporting goods stores;~~
~~22.Barber, beauty, nail and manicure and cosmetic art shops;~~
~~23.Shopping area and shopping center (limited to uses prescribed herein);~~
~~24.All office uses as provided in "Office Land Use" column of the "Schedule of Permitted Land Uses in Zoning Districts" in the Raleigh City Code, so long as said use(s) is (are) not in conflict with Condition (b) below and not including 'Office Center' or "temporary event" as listed therein;~~
~~25.Utility services as provided in the Raleigh City Code.~~
~~26.Bank, without drive-thru window~~

~~a. All other general, conditional and special uses usually permitted in the Shopping Center Zoning District as set forth in the Raleigh City Code are prohibited, specifically including all dwelling units and equivalent dwelling units.~~

a.

~~b.At the discretion of the City of Raleigh, at the time of submittal for Site Plan Approval, a traffic impact analysis, or trip generation analysis adhering to methods described in the 1985 Highway Capacity manual for such studies or its successor publication, will be submitted to the Raleigh Dept. of Transportation.~~

~~c.~~2. Development upon this subject tract (Deed Book 13931; Page 2026; WAKE PIN: 0796-42-5565), shall be limited to a maximum gross square footage of 45,000 square feet (enclosed truck service areas not included; excluded service areas include, but are not limited to, internal truck dock and staging areas for receiving and shipping of materials).

~~d.~~3. Access points will be limited to no more than one per street frontage. NOTE: The access point to/from Creedmoor Road shall be shared with the contiguous tract to the north (Deed Book 12794; Page 1199; WAKE PIN: 0796-43-6000) of 2.17, acres, more or less.

~~e.~~4. Any access driveway into Creedmoor Road will be located at the existing median opening from the Marriott Drive-Creedmoor Road intersection.

~~f.~~5. The eastern edge of pavement for the access driveway onto Glenwood Avenue will be located at least one hundred and sixty (160) feet west of the intersection point on this parcel of the new right of way of Creedmoor Road per subdivision S-73-92 and the right of way line of Glenwood Avenue. The western edge of pavement for said driveway will be located at least forty

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(40') feet from the common corner for this lot and parcel (Deed Book 10372; Page 1995; WAKE PIN: 0796.18-42-2327) and the right of way of Glenwood Avenue.

~~g.~~6.Building height will not exceed thirty-five (35) feet above the grade of the top of the curb along Creedmoor Road, excluding, however, unoccupied entry features such as a parapet which will not exceed an additional seven (7) feet (maximum entry features height = 42 feet) measured as herein provided. Said height to be calculated by determining the point on the building that is perpendicular to the selected point on the curb line and comparing the height of the building, including any parapet or screen illustrated above the roof, to the elevation of the point on the curb. Elevations are to be determined based upon standard surveying practices for calculating elevation above mean sea level. If the City Code applies a more stringent requirement, then the Code Standard shall apply.

~~h.~~7.Trees installed in the parking areas shall have a circumference of 9 and 3/8 inches (9 3/8.' minimum) measured one half-foot above ground level.

~~i.~~8. As a part of the Site Plan approval for any permitted use on this property, a Site Lighting Plan will be submitted confirming the site area lighting will not create sustained illumination in excess of three-tenths (0.3) foot candles at any point along the common boundary of this tract and the following adjacent Wake County Tax parcels:

Deed Book 15108; Page 01563; WAKE PIN: 0796422327
Deed Book 17553; Page 00987; WAKE PIN: 0796422577
Deed Book 18681; Page 02359; WAKE PIN: 0796422767~~Deed Book 10372; Page 1995; WAKE PIN: 0796.18 42 2327 (Camp)~~

~~Deed Book 12633; Page 0124; WAKE PIN: 0796.14 42 2767 (Wrenn)~~
~~Deed Book 03301; Page 0871; WAKE PIN: 0796.14 42 2577 (Alston)~~
~~Deed Book 08208; Page 2277; WAKE PIN: 0796.14 42 3923 (Smith)~~

Area light poles shall not exceed 12 feet in height when located in protective yard areas and 20 feet in height in all other areas. Area light poles may encroach not more than 5 feet into the protective yard along the western boundary lines. No exposed bulbs shall be utilized and Shoebox type or other methods of shielding may be utilized to achieve the illumination standard specified herein.

~~j.~~9. Loading and Service areas including dumpster/compactor facilities will be located within four sided enclosures with exterior finishes that complement the exterior finishes of the building(s). These enclosures will be positioned within the building envelopes as set forth in Condition I above

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and dumpster/compactor facilities shall be located within one hundred and thirty feet (130') of the right of way of Creedmoor Road, The enclosures walls will be at least 8 feet tall and will be gated in order to enclose completely said loading and service areas. ~~Pick up and delivery servicing, including t~~Trash collection~~,~~ will be limited to occur between the hours of 8:00 a.m. and 9:00 p.m. Monday through Friday and 9:00 a.m. and 9:00 p.m. on Saturday and Sunday.

~~k.~~10. A protective yard will be provided along the common boundary of the subject parcel (0796.14- 42-5860) and the following adjacent Wake County tax parcels:

Deed Book 15108; Page 01563; WAKE PIN: 0796422327
Deed Book 17553; Page 00987; WAKE PIN: 0796422577
Deed Book 18681; Page 02359; WAKE PIN: 0796422767~~Deed Book 10372; Page 1995; WAKE PIN: 0796.18 42 2327 (Camp)~~
~~Deed Book 08208; Page 2277; WAKE PIN: 0796.14 42 3923 (Smith)~~
~~Deed Book 03301; Page 0871; WAKE PIN: 0796.14 42 2577 (Alston)~~
~~Deed Book 12633; Page 0124; WAKE PIN: 0796.14 42 2767~~

~~(Wrenn)~~

This buffer will consist of the following elements:

a. ~~l.~~ An overall width of forty (40') feet into the subject parcel measured per perpendicularly from the property line.

~~2.~~b. The thirty-one foot (31') foot portion of the buffer immediately contiguous with the property line (the thirty-one foot section) shall be designated as a Natural Protective Yard (per COR definition), and if accepted by the City (upon the applicant demonstrating minimum basal density, per Raleigh code standard), the area shall be recorded as Primary Tree Conservation Area. This Natural Protective Yard shall be located outside of the existing fence, approximately one foot (1') off the western boundary property line referenced above, and remain completely undisturbed (no grading) except for the replacement of required trees and shrubs to meet a portion of the transitional protective yard planting standards as required by the City's Landscape Ordinance and allowing for removal of dead, diseased or damaged materials that pose safety hazard; and except for repair of an existing six (6') foot chain link fence. Any and all work, including the pruning or removal of any tree, conducted within the Natural Protective Yard portion of the buffer shall require prior approval and permit from the City of Raleigh Forestry Specialist. Replacement plantings shall, at minimum, adhere to the following: be located outside of established critical root zone of

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existing trees, or if necessary to be within a critical root zone, provide a mitigation plan prepared by a registered arborist or other qualified professional designated by the City of Raleigh and such plan approved by a City of Raleigh Forestry Specialist prior to any disturbance.

~~3.~~c. The remaining ten (10') feet (a ten-foot section) may be graded or possess: retaining walls as needed to make proper grade transitions for slope stabilization between the finished site grades and the undisturbed buffer section; utility services; tree and shrub plantings along with walls and fences to complete the required transitional protective yard standard as required by the City's Landscape Ordinance; and site lighting fixtures per Condition "j" cited above.

~~4.~~d. A "super buffer" area will be provided as follows: the super buffer will extend one hundred and sixty (160') feet south of the center line of the entrance drive from Creedmoor Road. Within this overall length of 160 feet, the buffer will be eighty (80') feet wide measured perpendicularly into the subject site. Within this eighty foot area, the first thirty one (31') feet from the property line will remain undisturbed per Item (l)(2) above. However, every effort will be made to permit the maximum achievable amount of the ten- foot area as set out in item (1)(3) above to also remain undisturbed with the exceptions noted in both (1)(2) and (l) (3) above. For the remaining forty (40) foot portion, a detailed Landscaping Plan will be provided at the time of site plan approval illustrating the creation of a densely landscaped area of evergreen plantings, within which a pedestrian sidewalk may be located along the curb.

An additional eighteen (18) foot wide area (for a total super buffer of 98 (feet)) will be added to the eighty foot area. It will extend forty-five (45) feet on the north side of the center line of the entrance driveway from Creedmoor Road. This additional area that will create the terminus of the entranced drive will be densely planted with large evergreen trees and shrubs as specified below in item (1)(5) to create an opaque screen within this eighteen (18) feet wide area immediately adjacent to the driveway and may also include a pedestrian sidewalk along the curb.

A detailed planting plan and grading plan for this super buffer illustrating the intensive evergreen plantings and the maximum portions of the super buffer to be retained in an undisturbed state will be submitted to the City as a part of the site plan approval package and at the same time to the adjacent property owners of parcels noted in this condition.

~~5.~~e. The following plant materials and sizes of materials shall be used for the purpose of meeting the transitional protective yard planting standards:

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1. Only evergreen shrubs will be used such as Julienne Barberry, Glossy Eleagnus, Pyracantha or comparable thorn bearing shrubs approved by the City Landscape inspector within the Initial forty (40) foot wide buffer area. Within the remaining fifty-eight (58) foot super buffer area (l) other ornamental shrubs may be used.

2. Only evergreen trees providing dense foliage from ground level up such as magnolia or comparable species approved by the City Landscape Inspector will be used.

3. Shrubs shall at time of installation be a minimum size of 2 and 1/2 feet tall in height. Trees shall be a minimum of 3 inches (3") in caliper (diameter) or 9 and 3/8 inches (9 3/8") in circumference, measured one- half foot above ground level and shall have a height of 8-10 feet.

~~l.~~11. All HVAC, related mechanical equipment and transformers will be located within enclosures consisting of side screening materials.

~~m.~~12. Retail facilities developed on this site will be limited to one (1) occupied level; however, mezzanine space shall be allowed.

~~n.~~Hours of operation (defined as being those hours between which businesses may be open to the public) shall be limited ~~as follows:~~

~~1. Retail business(es) located on the subject property shall be limited to the hours between 9:00 AM and 11:00 PM Monday through Saturday; and 9:00 AM to 9:00 PM on Sunday.~~

13. ~~2. All other non-retail business(es) shall be limited to the hours between 8 AM and 8 PM Monday through Saturday; and not open to the public on Sunday.~~to 5:00 AM through midnight, Monday through Sunday.

~~o.~~14. Signs placed on any building that may be viewed from any point along the common boundary with parcels:

Deed Book 15108; Page 01563; WAKE PIN: 0796422327
Deed Book 17553; Page 00987; WAKE PIN: 0796422577
Deed Book 18681; Page 02359; WAKE PIN: 0796422767~~Deed Book 01868; Page 0220; WAKE PIN: 0796.14 43 Deed Book 02920; Page 0440; WAKE PIN: 0796.14 43~~

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~~Deed Book 12633; Page; WAKE PIN 0124: 0796.14 42 Deed Book 03301; Page 0871; WAKE PIN: 0796.14 42~~
~~Deed Book 08208; Page 2277; WAKE PIN: 0796.14 42~~ shall meet the following criteria:

a. ~~1.~~ Be painted or otherwise affixed to windows and be illuminated only as a result of indirect lighting;

b. ~~2.~~ Be affixed under a canopy or portico and meet the requirements of the City Code for such signage;

c. ~~3.~~ Be a wall sign of size and area meeting the City Code that has no exposed neon elements and consists of self illuminated letters or works with translucent cover(s) which appear white mounted on the building wall and/or illuminated by means of indirect lighting either placed behind the sign as to silhouette the letters or words or from lights mounted in front of the sign and directed to shine upon the sign. Regardless of which lighting measures are employed, the source lights will be turned off by 11:15 pm. This same criteria shall apply to any sign visible from any point along the common boundary of parcel (Deed Book 10372; Page 1995; WAKE PIN: 0796.18 42 2327; Camp) except for the first seventy-five (75) feet of said line off of the right of way of Glenwood Avenue. Neon signage will not be used either on the building V or inside windows where it could be viewed from any point along the common boundary with the adjacent parcels as stated herein.

~~p.~~15. No equipment for the amplification of sound shall be used outside the building(s) nor shall amplified sound associated with business operations within the building(s) be audible by the human ear at any point upon tax parcels:

Deed Book 15108; Page 01563; WAKE PIN: 0796422327~~Deed Book 10372; Page 1995; WAKE PIN: 0796.18 42 2327 (Camp)~~
Deed Book 17553; Page 00987; WAKE PIN: 0796422577
Deed Book 18681; Page 02359; WAKE PIN: 0796422767
Deed Book 08208; Page 02277; WAKE PIN: 0796~~.14~~ 42 3923 ~~(Smith)~~
~~Deed Book 03301; Page 0871; WAKE PIN: 0796.14 42 2577 (Alston)~~
Deed Book ~~0292~~19638; Page ~~044~~00878; WAKE PIN: ~~0796.14 43 3044~~0796433044 ~~(Weddington)~~
~~Deed Book 12633; Page 0124; WAKE PIN: 0796.14 42 2767 (Wrenn)~~
Deed Book ~~01868~~18699; Page ~~022~~002000; WAKE PIN: ~~0796.14 43 3168 (Cate)~~0796433168

~~q.~~16. The exterior building treatment shall be ~~a blend of Classical Styling to relate to Crabtree Valley Mall, and modern materials. M~~comprised of modern materials, includ~~e~~ing but ~~are~~ not limited to items such as: drivet, pre-cast concrete, smooth stucco, stone, brick, etc. Architecturally the

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building treatment will consist of: stylized single or double columns: a fascia above the columns; a recessed window-wall below the fascia and behind the columns; and, solid wall areas. Other classical elements such as coins, keystones and crown moldings may also be incorporated. Columns will occur either as paired sets or singles with capital and base elements and create the appearance of an arcade, Glass will be recessed at least twelve (12) inches behind the fascia. The building elevation visible from both Glenwood Avenue and/or Creedmoor Road will be of this treatment.

~~r.~~17. Prior to the issuance by the City of a Certificate of Occupancy for any building(s) constructed upon this tract, there shall be constructed within the protective yard required by condition (1)(2) and along the common boundaries of the Wake County tax parcels specified in condition (1) whose owners request same by written request to Petitioner prior to issuance of said Certificate(s) of Occupancy, a chain link fence six (6') feet in height, which shall thereafter be maintained by Petitioner and its successors.

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PROPOSED TCZ

4601 Creedmoor Road

REPORT OF DECEMBER 11, 2025 NEIGHBORHOOD MEETING

In accordance with Sections 10.2.3 and 10.2.4 of the Unified Development Ordinance, a neighborhood meeting was held with respect to this proposed text change to zoning conditions case at 5:30 p.m. on December 11, 2025. Attached as **Exhibit A** is a list of those persons and organizations contacted about the meeting. Those persons and organizations were mailed a letter of invitation concerning the meeting, a copy of which (excluding zoning map exhibits) is attached as **Exhibit B**. The letters were mailed on or about November 24, 2025, by first class mail by the Planning Department on behalf of the Applicant, SDC Glenwood Place, LLC. Attached as **Exhibit C** is a list of individuals who attend the meeting on December 11, 2025. A summary of the items discussed at the meeting is attached as **Exhibit D**.

Respectfully submitted the 9th day of January, 2026.

Colin R. McGrath, Esq.
Attorney for Applicant

Docusign Envelope ID: E028EC0F-0603-48B2-8951-8D5A6D4ED2F9

EXHIBIT B

NOTICE OF NEIGHBORHOOD MEETING LETTER

Poyner Spruill LLP

[redacted]

November 25, 2025

Dear Neighboring Property Owners:

We represent Schlosser Development and SDC Glenwood Place, LLC ("Schlosser"), which is considering a text change to zoning conditions ("TCZ") to amend and update the zoning conditions governing the property located at 4601 Creedmoor Road (the "Property"). Currently, the Property is zoned Commercial Mixed Use – 3 Stories – Parking Limited – Conditional Use (CX-3-PL-CU). Schlosser's proposal would not change the base zoning district or the current 3-story height maximum. Schlosser also intends to leave the zoning conditions related to buffers and signage unchanged. Schlosser's proposal would revise the existing conditions to allow additional types of retail and commercial uses for which the Property is well-suited, and to ensure the zoning conditions are consistent with the City's Unified Development Ordinance ("UDO").

Schlosser plans to file its TCZ petition with the City of Raleigh ("City") in the near future. The City requires that a neighborhood meeting be held for all property owners within 500 feet of the Property for which a TCZ is sought. We are writing to invite you to the neighborhood meeting to discuss this request. The neighborhood meeting will be held in-person on **Thursday, December 11, 2025 at Sertoma Arts Center, located at 1400 W Millbrook Road, starting at 5:30 p.m.**

For your reference and convenience, enclosed as **Exhibit A** is an aerial photograph of the area with the Property outlined in red. Enclosed as **Exhibit B** is a map showing the current zoning of the area, including the Property.

Information about the TCZ and rezoning process is available online. You can visit www.raleighnc.gov and search for "Rezoning Process." If you have any further questions about the TCZ and rezoning process, you may contact Matthew McGregor, at (919) 996-4637 or matthew.mcgregor@raleighnc.gov.

If you have any further questions about the neighborhood meeting or this request, you may contact me at [redacted]

Sincerely,

Chad W. Essick
Partner

Enclosures

WWW.POYNERSPRUILL.COM RALEIGH / CHARLOTTE / ROCKY MOUNT / SOUTHERN PINES

301 Fayetteville Street, Suite 1900, Raleigh, NC 27601 P.O. Box 1801, Raleigh, NC 27602-1801 P: 919.783.6400

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EXHIBIT C

NEIGHBORHOOD MEETING ATTENDEES

The following individuals attended the neighborhood meeting held on December 11, 2025:

1. Mac Kendall, [redacted]
2. Rachel Kendall, [redacted]
3. Steve Rosoff, [redacted]
4. Matt McGregor, City of Raleigh Staff
5. Stephen Hill, SDC Glenwood Place, LLC
6. Colin McGrath, Poyner Spruill LLP

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EXHIBIT D

SUMMARY OF DISCUSSION ITEMS

On Thursday, December 11, 2025, at 5:30 p.m., the applicant held a neighborhood meeting for property owners within 500 feet of the parcel subject to the proposed text change to zoning conditions.

The following items were discussed:

1. Existing zoning for the property;
2. Zoning and development history of the property;
3. Purpose for the proposed text change to zoning conditions;
4. Scope of the proposed changes to the existing conditions;
5. Conditions proposed to be maintained through the proposed process;
6. Existing buffers, location of buildings, and access to site;
7. Summary of text change to zoning conditions process.

Item C.1.d

4601 Creedmoor Rd (Z-2-26)

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
62	0	0	0

Raleigh

City Council
Agenda Item

Agenda Title:	Rezoning Z-37-25: Multiple addresses along Avent Ferry Road, Broadwell Drive, Sure and Steadfast Court, and Chappell Drive (District D)
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Planning and Development - Long Range
Sponsor:	Matthew Klem, Bynum Walter

Agenda Item Description:

Bynum Walter, Planning & Development

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This request would permit additional residential density on the site, increase building height, and would permit limited commercial uses on the site.

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This was deferred from the April 21, 2026, meeting to allow the applicant to revise their request to be less restrictive than the current version. This requires a new public hearing (all notice costs paid by the applicant).

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The revised request is for 5 Stories (RX-5-CU w/SRPOD). Revised conditions limit building height to 68’ and residential development to 478 units.

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The Planning Commission recommends approval (8-0).

Recommended Action: The City Council may set a date for public hearing on this case. Alternatively, the request can be held or referred to a committee for further review. If a hearing is authorized, staff recommends a hearing date of May 19, 2026.

Agenda Item Details:

Rezoning Z-37-25: Multiple addresses along Avent Ferry Road, Broadwell Drive, Sure Court and Steadfast Court, and Chappell Drive; being Wake County PINs 0793365128, 0793355939, 0793366103, 0793366071, 0793450865, 0793451712, 0793451624, 0793356894, 0793358763, 07934515262604, 0793357668, 0793356663, 0793355568, 0793354784, 0793352548, 0793353623, 0793354651 (District D).

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Approximately 8.95 acres are requested to be rezoned by Ashley Honeycutt Terrazas on behalf of Dominion Raleigh LLC. The request would allow for a variety of housing types to be built on the site. The revised request increases allowed building height to 5 stories. Proposed conditions prohibit certain uses, limit surface parking, provide pedestrian connection from the site to Chappell Dr, require active ground floor uses in parking structures facing Avent Ferry Rd and Chappell Dr, require tenant notification and relocation payment for existing residents on the site, limits building height to 68', and limits development to 478 units .

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Current Zoning: Residential-10 with Special Residential Parking Overlay District (R-10 w/SRPOD), Residential Mixed-Use with Special Residential Parking Overlay District (RX-3 w/SRPOD), and Conservation Management with Special Residential Parking Overlay District (CM w/SRPOD)

Proposed Zoning: Residential Mixed Use-5 Stories-Conditional Use with Special Residential Parking Overlay District (RX-5-CU w/SRPOD).

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The request is consistent with the Future Land Use Map.

The request is consistent with the 2030 Comprehensive Plan.

The request is consistent with the Urban Form Map.

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The Planning Commission recommends approval (8-0).

RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#13445

CASE INFORMATION: Z-37-25 AVENT FERRY ROAD ASSEMBLAGE

Location	Site is located at the intersection of Avent Ferry Road and Chappell Drive, less than a quarter mile from North Carolina State University campus. Address: Multiple addresses along Avent Ferry Road, Broadwell Drive, Sure Court and Steadfast Court, and Chappell Drive. PINs: 0793365128, 0793355939, 0793366103, 0793366071, 0793450865, 0793451712, 0793451624, 0793356894, 0793358763, 0793451526, 0793357668, 0793356663, 0793355568, 0793354784, 0793352548, 0793353623, 0793354651 Link to iMaps
Current Zoning	R-10 w/ SRPOD, RX-3 w/ SRPOD, & CM w/ SRPOD
Requested Zoning	RX-5-CU w/ SRPOD
Area of Request	8.95 acres
Corporate Limits	• The site is located within Raleigh's corporate limits. • The site is located within Raleigh's ETJ. • Annexation is not required for Raleigh zoning to be applied.
Property Owner	Dominion Raleigh, LLC c/o Mark Taylor
Applicant	Ashley Honeycutt Terrazas on behalf of Dominion Raleigh, LLC
Council District	D
PC Recommendation Deadline	March 14, 2026

SUMMARY OF PROPOSED CONDITIONS

1. The following principle uses as defined in UDO Art. 6 shall be prohibited: Cemetery and Parking Facility.
2. The following conditions shall apply only to development qualifying as a Tier 3 site plan:
    a. There shall be no surface parking between the building and Avent Ferry Road and Chappell Drive.
    b. Each principal building fronting Chappell Drive shall have at least one entrance facing Chappell Drive and a direct pedestrian connection from the building to the pedestrian infrastructure on Chappell Drive.

c) The ground story of any parking structures shall have active uses (such as, but not limited to, residential, commercial, office or civic space) located between the parking structure and any public sidewalk on facades facing Avent Ferry Road or Chappell Drive.

3. Residential tenants of the "Existing Buildings," which are the building(s) that exist on the property at 2615 Avent Ferry Road (DB 17903/PG1885), 2617 (DB 17903/PG1885), 610 Chappell Drive (DB17903/PG1885), 635 Chappell Drive (DB17903/PG1885), 639 Chappell Drive (DB 17903/PG1885), 650 Chappell Drive (DB 17903/PG1885), 670 Chappell Drive (DB 17903/PG1885), 703 (DB 17903/PG1885), 2604 Broadwell Drive (DB 17903/PG1885), 2610 Broadwell Drive (DB 17903/PG1885), 2618 Broadwell Drive (DB 17903/PG1885), 2624 Broadwell Drive (DB 17903/PG1885), 2714 Broadwell Drive (DB 17903/PG1885), 610 Sure and Steadfast Court (DB 17903/PG1885), and 611 Sure and Steadfast Court (DB 17903/PG1885) (the "Property") prior to the effective date of the approval of this zoning, are entitled to 120 days written notice before any early termination of their leases, including month-to-month leases, due to redevelopment of the Property. The Property Owner or its designee shall provide the Planning and Development Staff with a sworn affidavit confirming compliance with this condition prior to issuance of a demolition permit for the Existing Buildings. If required, a sample copy of the notification letter shall be attached to and referenced in the affidavit. This condition is not intended to amend any lease or lease term. This condition does not expand the notice period that any landlord is required by North Carolina law to give such holdover tenants to quit a tenancy from month to month.
4. In the event that the Property Owner is required by these zoning conditions to provide tenants of the Existing Buildings with 120 days' written notice of lease termination under Condition 3, the Property Owner, or its designee, shall provide a one-time relocation assistance payment of $2,500 per dwelling unit, upon request from a current tenant. Prior to the issuance of a demolition permit for any Existing Building, the Property Owner or its designee shall submit a sworn affidavit to the Planning and Development Staff confirming that the notice of eligibility for relocation assistance was given to each dwelling unit located in the subject Existing Building that will have a lease terminated early under Condition 3, and that the relocation assistance was provided to the tenants of the Existing Buildings, if requested. The affidavit shall include a copy of the eligibility notice provided to tenants, identification of the eligible residential units receiving relocation assistance, and the dates on which payments were made.
5. Buildings shall not exceed 68 feet in height.
6. The total number of principal and accessory dwelling units shall not exceed 478 units.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Office & Residential Mixed Use	
Urban Form	• Urban Thoroughfare (Avent Ferry Road) • Transit Emphasis Corridor (Avent Ferry Road) • Frequent Transit Area	
Consistent Policies ***Key policies are marked with a dot (●)*** ***Area Specific Guidance policies are marked with a square (☐)***	●	LU 1.2 Future Land Use Map and Zoning Consistency
	●	LU 1.3 Conditional Use District Consistency
	●	LU 2.2 Compact Development
	●	LU 2.5 Healthy Communities
		LU 4.4 Reducing Vehicle Miles Traveled Through Mixed-Use
	●	LU 4.7 Capitalizing on Transit Access
	●	LU 4.19 Missing Middle Housing
	●	LU 5.1 Reinforcing the Urban Pattern
	●	LU 8.1 Housing Variety
	●	LU 8.10 Infill Development
		LU 8.11 Development of Vacant Sites
	●	LU 8.12 Infill Compatibility
	●	LU 8.14 Student-Oriented Housing
		LU 8.17 Zoning for Housing Opportunity and Choice
	●	H 1.8 Zoning for Housing
		H 1.9 Housing Diversity
	●	AP-AF 1 Guide Future Zoning
		AP-AF 2 Pedestrian Crossings
		AP-AF 4 Streetscape Improvement
Inconsistent Policies ● ***Key Policy*** ☐ ***Area Specific Guidance***	●	LU 2.6 - Zoning and Infrastructure Impacts
		CS 4.4 - Response Time Standards

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
9/16/2025 3 attendees	11/19/2025 7 attendees	01/13/2026 01/27/2026 02/10/2026	03/04/26 03/17/26 04/21/26 05/05/26

REZONING ENGAGEMENT PORTAL RESULTS

Views	Participants	Responses	Comments
96	0	0	0
Summary of Comments: Not Applicable			

PLANNING COMMISSION RECOMMENDATION

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

Reasonableness and Public Interest	The request would increase the amount of housing that could be built on site, which could add to the city's housing supply. Future residents would benefit from living near commercial and employment centers, institutional amenities, and existing transit and a future Bus Rapid Transit route.
Change(s) in Circumstances	
Amendments to the Comprehensive Plan	None required.
Recommendation	Approval
Motion and Vote	Motion – Otwell; Second – Fox; In Favor: Bennett, Cochran, Fox, Neptune, Omokaiye, Otwell, Shelburne, and Walters
Reason for Opposed Vote(s)	

ATTACHMENTS

1. Staff report
2. Zoning conditions
3. Rezoning application

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.

Bynum Walter Date: 2/10/2026
Planning and Development Assistant Director

Staff Coordinator: Metra Sheshbaradaran, 919-996-2638, metra.sheshbaradaran@raleighnc.gov

Raleigh

REZONING STAFF REPORT – Z-37-25

Conditional Use District

OVERVIEW

The rezoning site consists of approximately 8.95 acres across 17 parcels located along Avent Ferry Road, Broadwell Drive, Sure Court, Steadfast Court, and Chappell Drive. The nearest major intersection is Avent Ferry Road and Chappell Drive, and the site is located less than a quarter mile from the NC State University campus. Thirteen of the parcels are situated along Avent Ferry Road, Broadwell Drive, and Chappell Drive, with four additional parcels located across Chappell Drive. Currently, 15 of the parcels are developed with multifamily dwellings, and the remaining two parcels are vacant. The properties are part of the Isle Forest and Martin Homes subdivisions.

The existing zoning includes three districts: Residential Mixed Use (RX-3) with the Special Residential Parking Overlay District (SRPOD), Conservation Management (CM) with SRPOD, and Residential-10 (R-10) with SRPOD. These districts collectively permit a range of residential densities and building types, limited retail in RX districts, and tree conservation requirements in CM areas, while the SRPOD adds standards related to parking surface materials, limits on front-yard parking, landscaping, and temporary parking allowances. The applicant proposes to rezone the properties to Residential Mixed Use (RX-4-CU) with SRPOD. The RX-4 district is intended to accommodate a variety of residential building types at higher densities, with limited ground-floor retail options. The proposed conditions prohibit cemetery and parking facility uses, require that Tier 3 site plans provide no surface parking between buildings and either Avent Ferry Road or Chappell Drive, and require a direct pedestrian connection to the pedestrian infrastructure on Chappell Drive. Additionally, the applicant proposes a tenant-protection condition requiring a minimum of 120 days' written notice before complete demolition of existing residential buildings. The proposed zoning conditions do not conflict with the FLUM, Urban Form Map, or Comprehensive Plan policies.

The Future Land Use Map (FLUM) designates the site as Office & Residential Mixed Use, a category intended for locations along major corridors where low-density residential uses are no longer appropriate and where redevelopment should introduce a mix of office and residential uses. This category generally supports building heights of up to four stories near established neighborhoods, with the potential for additional height on larger sites or along major corridors where impacts can be appropriately managed.

Adjacent FLUM designations include Institutional and Medium-Scale Residential north of Avent Ferry Road, Institutional to the west and south, and Conservation Management areas surrounding Lake Raleigh.

The proposed RX-4-CU zoning district is consistent with FLUM guidance. The rezoning would modify the current R-10 and CM districts to a Residential Mixed Use district with a four-story height designation, allowing development that better aligns with the envisioned land use pattern for this corridor.

The Urban Form Map identifies Avent Ferry Road as an Urban Thoroughfare, a Transit Emphasis Corridor, and a Frequent Transit Area (FTA). These designations support higher densities, pedestrian-oriented development patterns, and the reduction of surface parking between buildings and the street. The site is also located within one of Raleigh's economic development target areas where the Comprehensive Plan supports reinvestment and redevelopment. Consistent with these policies, the site is eligible for the Frequent Transit Development Option (FTDO). Under the proposed zoning, this option allows increased building height, up to five stories for apartment and mixed-use building types, based on the site's location within a Frequent Transit Area served by high-frequency GoRaleigh routes. Any building that uses the height bonus must comply with Urban Limited frontage requirements. Without the FTDO, maximum building height would be limited to four stories.

Area-specific guidance is provided by the Avent Ferry Corridor Plan, which identifies this segment of Avent Ferry Road as a priority corridor for improved walkability, pedestrian safety, and multimodal access. The plan recommends streetscape improvements, enhanced pedestrian and bicycle infrastructure, and redevelopment that supports future transit, including potential Bus Rapid Transit (BRT) connections along Western Boulevard. The policies in this plan reinforce the appropriateness of higher-density mixed-use or residential development consistent with the proposed zoning.

The site is served by GoRaleigh Route 11 (Avent Ferry), which operates every 15 minutes during peak periods and every 30 minutes until midnight, and Route 12 (Method), which provides service every 30 to 60 minutes depending on time of day. Several bus stops are within a five- to ten-minute walk of the site. The property is located in the Walnut Creek watershed.

Following the January 13, 2026, Planning Commission, the applicant submitted unsigned conditions addressing commissioner comments related to parking structures and recommended frontages for Avent Ferry Road and Chappell Drive. Revised conditions require any parking structure fronting Avent Ferry Road or Chappell Drive to include an active use such as but not limited to residential, commercial, office or civic space between the parking structure and any public sidewalk and specific tenant notice requirements for the demolition of residential buildings. The request is still consistent with the Comprehensive Plan, Future Land Use Map, and Urban Form Map.

CURRENT VS. PROPOSED ZONING ENTITLEMENT*

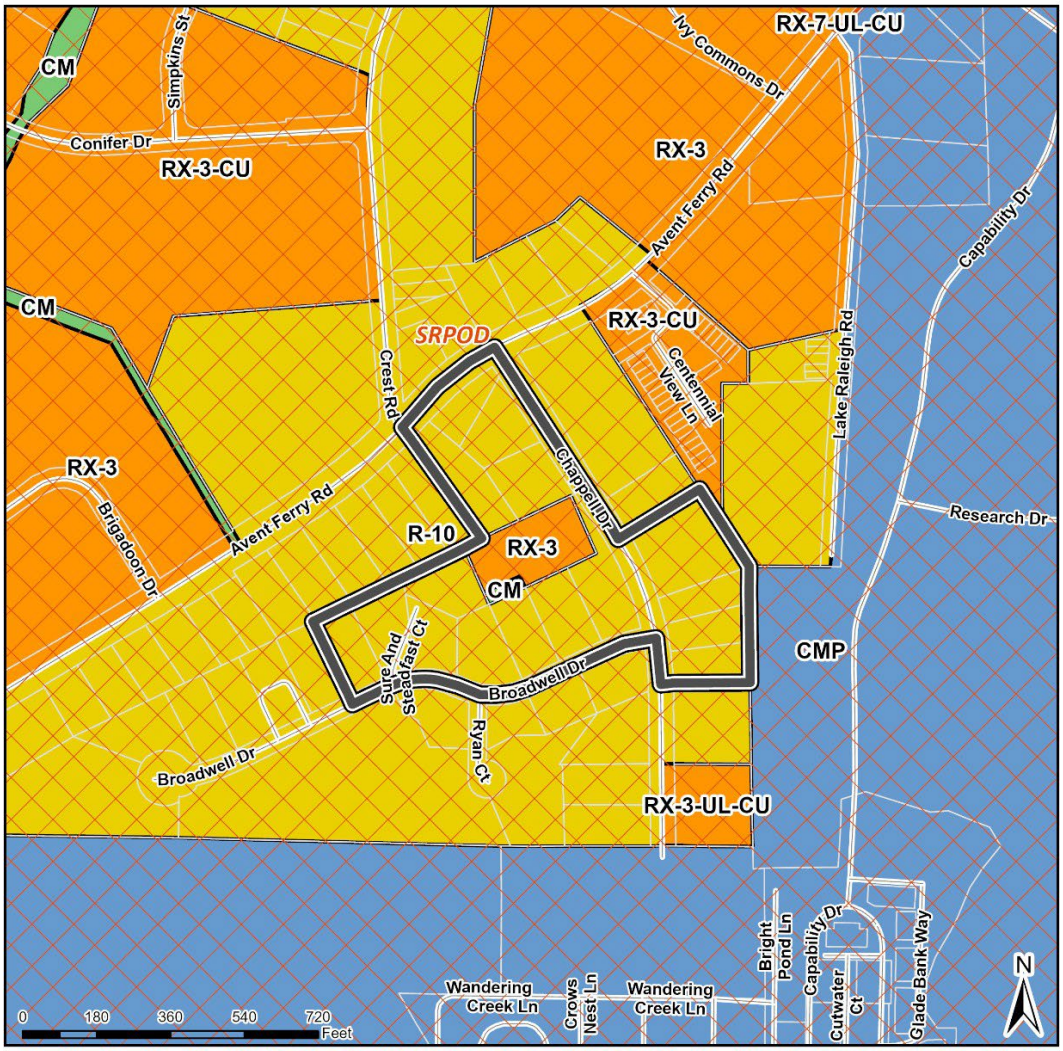
	EXISTING ZONING	EXISTING ZONING	PROPOSED ZONING
Zoning	R-10 w/ SRPOD	RX-3 w/ SRPOD	**RX-4-CU w/SRPOD**
Total Acreage		**8.95**	
Maximum Height	45'/3 Stories	50'/3 Stories	**68'/4 Stories**
Max. # of Residential Units	347	50	**478**
Max. Gross Office SF	--	--	**8,000**
Max. Gross Retail SF	--	--	**8,000**

**These are estimates presented to provide context for analysis.*
**These estimates use the available Frequent Transit Development Option (FTDO).*

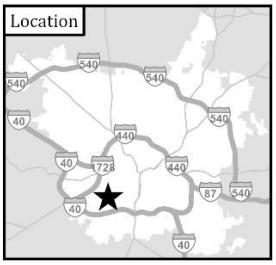
OUTSTANDING ISSUES.

Outstanding Issues	1. None Identified	**Suggested Mitigation**	1. None Identified

Existing Zoning Z-37-2025

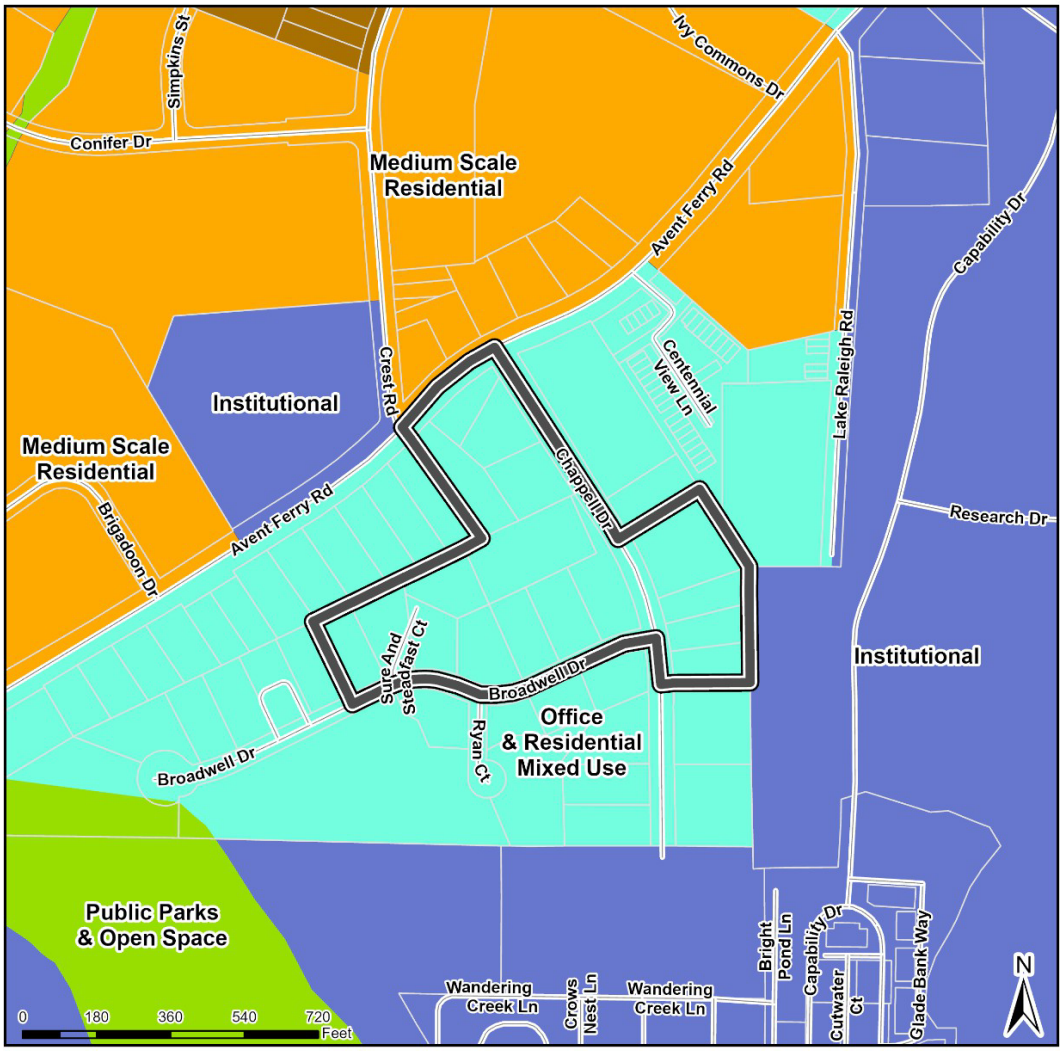


Property	Avent Ferry Rd Assemblage
Size	8.95 acres
Existing Zoning	R-10, RX-3, CM w/ SRPOD
Requested Zoning	RX-4-CU w/ SRPOD

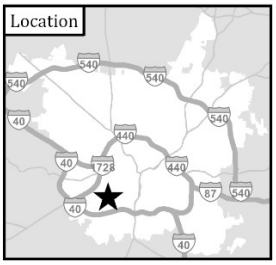


Map by Raleigh Department of Planning and Development (mcgregorm): 9/30/2025

Future Land Use Z-37-2025

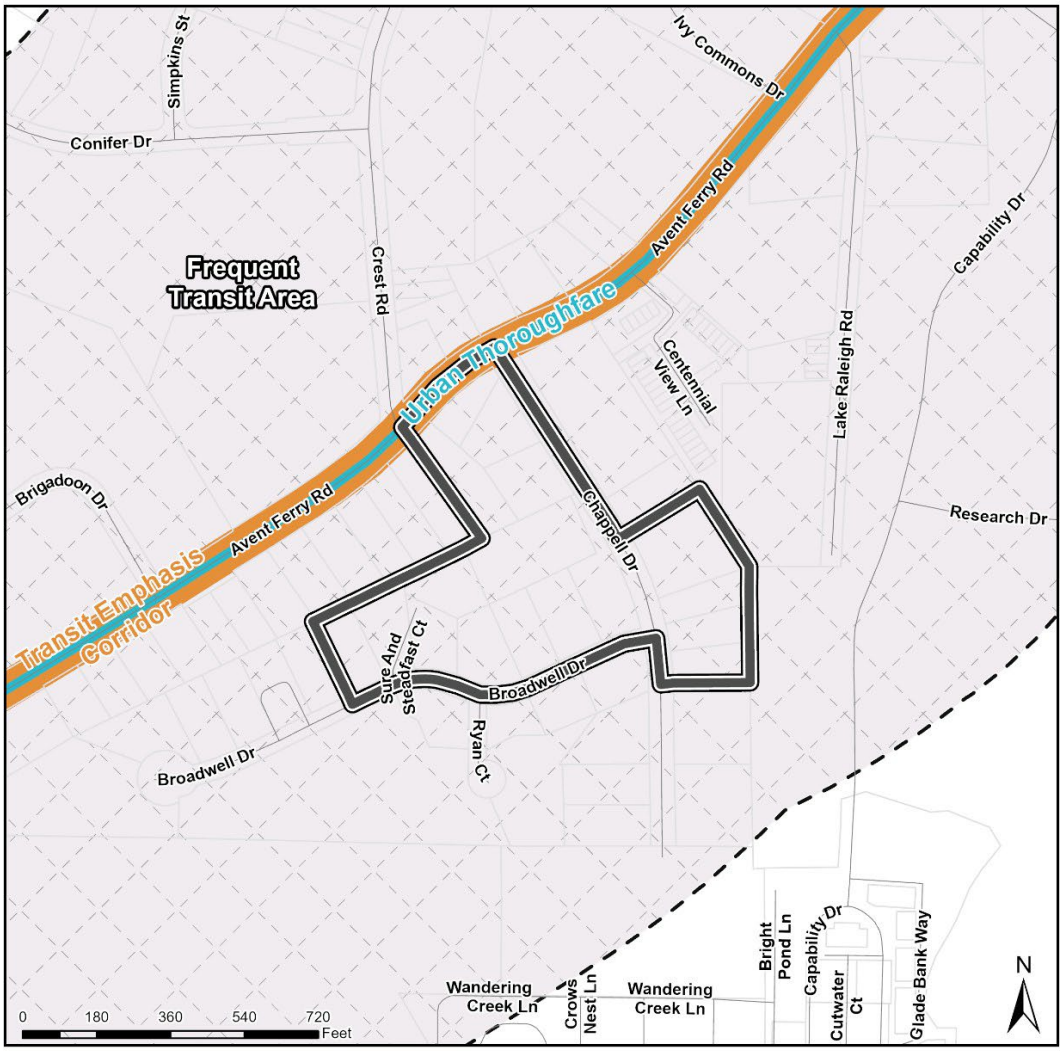


Property	Avent Ferry Rd Assemblage
Size	8.95 acres
Existing Zoning	R-10, RX-3, CM w/ SRPOD
Requested Zoning	RX-4-CU w/ SRPOD

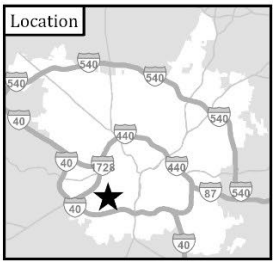


Map by Raleigh Department of Planning and Development (mcgregorm): 9/30/2025

Urban Form Z-37-2025



Property	Avent Ferry Rd Assemblage
Size	8.95 acres
Existing Zoning	R-10, RX-3, CM w/ SRPOD
Requested Zoning	RX-4-CU w/ SRPOD



Map by Raleigh Department of Planning and Development (mcgregorm): 9/30/2025

COMPREHENSIVE PLAN ANALYSIS

Section 3: Land Use in the Comprehensive Plan describes how zoning proposals should be evaluated. Determination of the consistency with the Comprehensive Plan includes consideration of the following topics.

Comprehensive Plan Consistency

The request is: ☒ **Consistent** ☐ **Inconsistent** with the 2030 Comprehensive Plan.

The request is consistent with the Comprehensive Plan because it allows higher-density residential development in an area supported by strong transit service, existing infrastructure, and corridor-specific guidance from the Avent Ferry Corridor Plan. The proposal aligns with the Future Land Use Map designation of Office & Residential Mixed Use, which envisions residential intensification along major corridors. It also advances key citywide themes by expanding the overall housing supply, supporting a more walkable and transit-oriented development pattern, and directing growth to an infill location where transportation, utility, and public services already exist.

Vision Themes

The request is:

Consistency	Vision Theme	Analysis
Consistent	Coordinating Land Use and Transportation	The rezoning aligns higher-density residential development with a Frequent Transit Area, an Urban Thoroughfare, and a Transit Emphasis Corridor. The proposed conditions eliminate surface parking in front of buildings, improve pedestrian connectivity, and support a walkable development pattern that enables transit use. The project directly fulfills the theme's core principle: coordinating land use intensity with transportation investment and placing higher-density housing where transit access is strongest.

Consistency	Vision Theme	Analysis
Consistent	Expanding Housing Choices	The Expanding Housing Choices theme is relevant to this rezoning request because the proposal advances all three components of the policy: affordability (subsidized/market-accessible), housing variety, and overall housing supply. While the request does not directly provide subsidized affordable units, it supports affordability in two indirect but meaningful ways: by locating additional housing in an area with frequent transit service - reducing household transportation costs - and by increasing the overall supply of units, which contributes to easing upward pressure on rents citywide. The request also expands housing variety by enabling higher-density residential building types allowed under the RX-4 district, including multifamily housing in a walkable, transit-served location. Finally, the rezoning increases housing supply by allowing more units on a site currently developed with older 1–2 story garden apartments and a small number of vacant parcels. This increase in supply is consistent with the City's stated objective of providing more housing choices in high-opportunity areas close to jobs, education, transit, and daily services.
Consistent	Managing Our Growth	The rezoning accommodates growth in an area with existing infrastructure, frequent transit, and established utility service. By enabling more housing in an infill location, the request supports more sustainable growth patterns, reduces pressure to expand into greenfield areas, and reinforces multimodal transportation networks identified in the Avent Ferry Corridor Plan.
Consistent	Growing Successful Neighborhoods and Communities	This theme emphasizes diversifying housing types, improving access to high-opportunity areas, and supporting redevelopment patterns that create walkable, complete neighborhoods. The request allows redevelopment along an established corridor near transit, employment, and services. It also supports neighborhood reinvestment and walkability goals set by the Corridor Plan and encourages the creation of more diverse housing in an established neighborhood context.

Consistency	Vision Theme	Analysis
Consistent	Economic Prosperity and Equity	The site is within an economic development target area and adjacent to major employment and educational centers. Adding more housing within walking distance of transit expands access to jobs, education, and local businesses. The rezoning enables residents, including students, workers, and households without cars, to better participate in Raleigh's economic growth by placing housing in an affordable and mobility-rich area.
Consistent	Greenprint Raleigh	This theme supports reducing carbon emissions by concentrating housing near transit, allowing more density in walkable locations, and reducing reliance on private vehicles. The rezoning's location in an FTDO area, its transit accessibility, and the reduction of front-of-site surface parking contribute to a more environmentally aligned development pattern. While not a primary environmental protection site, the request does advance sustainability through transportation and land use integration.

Future Land Use

Future Land Use designation: Office & Residential Mixed Use

The request is: ☒ **Consistent** ☐ **Inconsistent** with the Future Land Use Map.

The request is consistent with the Office & Residential Mixed Use FLUM category, which supports higher-density residential, and office uses along major corridors where low-density residential is no longer appropriate. The proposed RX-4 district aligns with this intent by allowing a mix of residential building types at a scale envisioned for this designation, including heights of up to four stories (and up to five with FTDO) in areas well-served by transit. The location along Avent Ferry Road, a Transit Emphasis Corridor, further supports the FLUM's guidance for more intense, mixed-use development in this type of setting.

Infrastructure

Will community facilities and streets be available at City standards to serve the use proposed for the property? ☐ **Yes** ☒ **No**

City streets and utilities are accessible and sufficient to serve the property. The site is currently within very close proximity to transit infrastructure.

This site is in an area of fire service consideration; It does not meet the NFPA 1710 Section 4.1.2.1 Sec 5: For structures other than high-rise buildings, which require that a travel time of 480 seconds (8 minutes) or less is required for the deployment of an initial full alarm assignment to a fire suppression incident. This standard is not met.

Urban Form

Urban Form designation: Frequent Transit Area, Urban Thoroughfare, and Transit Emphasis Corridor

The request is: ☒ **Consistent** ☐ **Inconsistent** with the Urban Form Map.

Overview: The Urban Form Guidance recommends an urban frontage for the site. While a frontage designation is not included in this rezoning request, the proposed zoning conditions help achieve the intent of that frontage. Specifically, the conditions state that no surface parking will be located between the building and Avent Ferry Road or Chappell Drive, and that each principal building fronting Chappell Drive will provide at least one entrance facing the street along with a direct pedestrian connection to the sidewalk or other pedestrian infrastructure on Chappell Drive

Public Benefits of the Proposed Rezoning

- Supports transit-oriented development by locating higher-density housing within a Frequent Transit Area and along a Transit Emphasis Corridor.
- Expands the overall housing supply near NC State University, employment centers, and existing services.
- Improves walkability and pedestrian safety through zoning conditions that prohibit surface parking between buildings and the street and require a direct pedestrian connection to Chappell Drive.
- Aligns with the Avent Ferry Corridor Plan, supporting long-term multimodal improvements and streetscape goals.
- Promotes infill development in an area with existing infrastructure, reducing pressure for outward growth.
- Enhances land-use efficiency by transitioning older multifamily buildings and vacant parcels to a district that supports a more compatible scale along a major corridor.
- Supports economic development goals by adding housing in a designated economic development target area with strong connectivity to jobs and education.

Detriments of the Proposed Rezoning

- No public detriments identified.

Policy Guidance

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

Consistent Policies *Key policies are marked with a dot (●)* *Area Specific Guidance policies are marked with a square (☐)*		
	●	LU 1.2 Future Land Use Map and Zoning Consistency
	●	LU 1.3 Conditional Use District Consistency
	●	LU 2.2 Compact Development
	●	LU 2.5 Healthy Communities
		LU 4.4 Reducing Vehicle Miles Traveled Through Mixed-Use
	●	LU 4.7 Capitalizing on Transit Access
	●	LU 4.19 Missing Middle Housing
	●	LU 5.1 Reinforcing the Urban Pattern
	●	LU 8.1 Housing Variety
	●	LU 8.10 Infill Development
		LU 8.11 Development of Vacant Sites
	●	LU 8.12 Infill Compatibility
	●	LU 8.14 Student-Oriented Housing
		LU 8.17 Zoning for Housing Opportunity and Choice
	●	H 1.8 Zoning for Housing
		H 1.9 Housing Diversity
	●	AP-AF 1 Guide Future Zoning
		AP-AF 2 Pedestrian Crossings
		AP-AF 4 Streetscape Improvement

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

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

● **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.

Policy CS 4.4 Response Time Standards

Maintain standards in response time/coverage for fire calls and emergency medical response calls as outlined in the National Fire Protection Association 1710 (standard for the organization and deployment of fire suppression operations, emergency medical operations, and special operations): one minute from 911 call to wheels rolling and four minutes total response time.

- The site does not meet the National Fire Protection Association (NFPA) standards for the deployment of an initial full alarm assignment (8 minutes) or the arrival of a second company (6 minutes or less travel time, minimums staffing 4 personnel).

EQUITY AND CLIMATE CHANGE ANALYSIS

Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	31	34	The site has a Walk Score of 34, slightly above the citywide average of 31. This indicates that the area offers marginally better walkability than typical Raleigh neighborhoods, with some destinations reachable on foot and sidewalks present along portions of Avent Ferry Road and Chappell Drive. While still car-dependent overall, the site benefits from being close to NC State University and nearby services.
Transit Score	30	41	The Transit Score of 41 is significantly higher than the city average of 30, reflecting strong transit access. The site is directly served by two GoRaleigh routes - Route 11 with 15-minute service and Route 12 with 30–60-minute service - resulting in more frequent and reliable transit availability than most areas of the city. This supports transit-oriented or transit-supportive redevelopment.
Bike Score	41	49	The site's Bike Score of 49, compared to the city average of 41, indicates above-average bicycle accessibility. This reflects nearby bikeable streets, access to NC State's bicycle network, and overall better cycling conditions than typical neighborhoods. The elevated score supports the suitability of additional density in an area with viable bicycle connections.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	76	The site's Low Transportation Cost Index score of 76 indicates that households living in this location are expected to experience lower transportation costs than in most areas of the region. This reflects the site's proximity to transit, jobs, and daily services. Higher scores correspond to improved affordability through reduced transportation burdens.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	79	The HUD Jobs Proximity Index score of 79 shows that the site has strong

		access to nearby employment, ranking above most locations in the region. This is consistent with its proximity to NC State University, downtown Raleigh via two transit routes, and employment clusters along Western Boulevard and Hillsborough Street. Higher scores indicate better access to jobs within a short commute.

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 requested district?
Detached House	82.7	Yes
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

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

Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Adds	Envision Results estimates the proposal adds an additional 131 units to the housing supply.
Is naturally occurring affordable housing present on the site?	Likely	Yes. Naturally occurring affordable housing is present on the site. The majority of the parcels are developed with multifamily buildings that offer rents below those found in newly constructed or amenity-rich apartment communities in Raleigh. These units are not income-restricted or subsidized; instead, their affordability results from the age, condition, and modest scale of the existing buildings. This combination of factors is characteristic of naturally occurring affordable housing (NOAH) and provides lower-cost rental options for students, workers, and households with moderate incomes.
Does it include any subsidized units?	No	N/A
Does it permit a variety of housing types beyond detached houses?	Yes	Allows single-unit, two-unit, and multi-unit residential uses, as well as cottage court housing types.
If not a mixed-use district, does it permit smaller lots than the average? *	N/A	N/A
Is it within walking distance of transit?	Yes	The Transit Score of 41 is significantly higher than the city average of 30, reflecting strong transit access. The site is directly served by two GoRaleigh routes - Route 11 with 15-minute service and Route 12 with 30–60-minute service - resulting in more frequent and reliable transit availability than most areas of the city. This supports transit-oriented or transit-supportive redevelopment.

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

Demographic Indicators from EJSCREEN*

Indicator	Site Area	Raleigh
Demographic Index** (percentile)	70	37
People of Color Population (%)	28	46
Low Income Population (%)	54	29
Linguistically Isolated Population (%)	11	3
Population with Less Than High School Education (%)	0	8
Population under Age 5 (%)	0	6
Population over Age 64 (%)	0	11
% change in median gross rent since 2020	65.7	25.5

**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*?	No Data	
Are there known industrial uses or industrial zoning districts within 1,000 feet?	No	
Are there hazardous waste facilities are located within one kilometer?	Yes	2 Sites: NCSU Centennial Campus and Grifols Therapeutics Inc.
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?	Yes	Low-income census tracts where a significant number or share of residents is more than ½ mile (urban) from the nearest supermarket. Low-income census tract where more than 100 housing units do not have a vehicle and are more than a half-mile mile from the nearest supermarket.

**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	In the 1960s, when the property was annexed or developed, government-sanctioned racial segregation in housing was still prevalent. This was eight years before the Fair Housing Act of 1968, during a period when federal, state, and local policies still enabled and enforced discriminatory housing practices.
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	
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires? *	No	

**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: Yes. The rezoning increases the site's potential to provide more equitable access to housing, employment, and transportation. By allowing higher-density residential development in an area already served by frequent bus service and within walking and biking distance of NC State University and key employment corridors, the request enables more residents to live close to jobs, education, and services. The HUD Jobs Proximity Index (79th percentile) and Low Transportation Cost Index (76th percentile) for this location indicate that households here already enjoy comparatively strong access to employment and lower transportation costs, and the rezoning would allow more people to benefit from these conditions.

   The request also supports transportation choices that can reduce carbon emissions. The site is along a Transit Emphasis Corridor and within a Frequent Transit Area, and the zoning conditions require a direct pedestrian connection to Chappell Drive and prohibit surface parking between buildings and the street. These elements reinforce a walkable, transit-supportive built form, making it easier for residents to walk, bike, or ride transit instead of driving. Allowing additional housing units in this transit-rich setting shifts growth to a location where more daily trips can be made without a car,

which in turn has the potential to reduce vehicle miles traveled and associated emissions on a per-household basis.

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: Yes. The area already functions as a relatively attainable rental market for students, workers, and lower- to moderate-income households due to the presence of naturally occurring affordable housing in older apartments. Existing and future residents in this corridor benefit from the combination of lower transportation costs, strong transit access, and proximity to employment and education. The rezoning maintains and enhances this dynamic by allowing more housing capacity in a location where residents can reach jobs at NC State, downtown Raleigh, and other employment centers by bus, bike, or on foot.

   The area is well-served by two GoRaleigh routes with frequent service, and multimodal scores (Walk, Transit, and Bike) exceed citywide averages. This variety of transportation modes can lower household transportation spending and reduce reliance on single-occupancy vehicle trips, which indirectly reduces energy use and carbon emissions. Concentrating additional housing units here, rather than in more auto-dependent parts of the city, leverages existing transit and street infrastructure and supports more energy-efficient travel patterns over time.

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

   Response: Yes. Housing costs in this general area have increased in recent years, and available data and market observations suggest that rent growth has been significant, particularly in neighborhoods near NC State University and along transit-served corridors like Avent Ferry Road. Citywide, median gross rent increased substantially between 2020 and 2023, and the presence of new construction, student-oriented housing, and reinvestment pressure in this corridor indicates that rents in this submarket are likely rising at least as fast as the city average, and in some cases faster for newly built or renovated units.

   The existing multifamily buildings on the site offer lower rents than newer, amenity-rich developments nearby; however, it is difficult to categorize these units as true NOAH, as current rental estimates suggest they would not likely be considered affordable by standard measures. A more accurate framing is that these units are relatively less expensive within the local market context, though not necessarily affordable in an absolute sense. While redevelopment could put upward pressure on housing costs at this specific location, the rezoning also helps address broader affordability challenges by increasing the overall supply of units in a high-demand, transit-rich area. Over time, expanding the housing supply in such locations can help moderate rent escalation at the citywide scale, even as individual properties may transition to higher price points..

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: T*his area has been shaped by broader patterns of exclusionary zoning, disinvestment in certain neighborhoods, and transportation and land use decisions that limited housing access for BIPOC residents. During the mid-20th century, when many nearby neighborhoods were platted and developed, government-sanctioned housing segregation and lending discrimination (such as redlining and racially restrictive practices) constrained where Black residents and other communities of color could live, often relegating them to areas with fewer public investments and less access to opportunity. While this specific corridor functioned primarily as a student- and workforce-oriented rental area rather than a historically Black neighborhood, the cumulative effect of exclusionary zoning and limited multifamily opportunities in other parts of the city has contributed to concentrated demand for rental housing in places like Avent Ferry.*

   The rezoning request does not directly remedy a specific, documented instance of displacement or racially targeted policy on this site, but it can modestly improve conditions tied to historic inequities by allowing more housing in a high-opportunity, transit-rich area that is accessible to a wider range of residents, including those without cars. By supporting a transit-oriented pattern that reduces transportation cost burdens and improves access to jobs and education, the request aligns with equity goals aimed at expanding opportunity for populations historically excluded from high-amenity parts of the city. The tenant-notification condition also provides additional time for existing residents, many of whom may be renters with limited housing security, to adjust and seek alternative housing, which helps soften the immediate impact of reinvestment and redevelopment.

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: Available citywide data do not identify this corridor as having the lowest life expectancy or the most severe environmental hazards in Raleigh; however, residents here may still experience health-related challenges tied to housing cost burdens, car dependence, and limited access to everyday needs by foot in certain segments of the corridor. The area's above-average Walk, Transit, and Bike Scores and proximity to parks (such as Lake Johnson), schools, and services mean that the site is comparatively well-positioned for active transportation and healthier lifestyle choices relative to more auto-dependent neighborhoods.

   The rezoning request creates opportunities to further improve health-related conditions by supporting a more walkable, transit-oriented development pattern. By concentrating additional housing near frequent transit, the request can reduce

dependence on long car commutes and encourage more walking, biking, and transit usage, all of which are associated with improved physical health and lower emissions. The prohibition on front-of-site surface parking and the requirement for direct pedestrian connections help create safer, more comfortable conditions for people walking and biking along the corridor. While the loss of Conservation Management zoning on a portion of one parcel may reduce opportunities for on-site tree preservation, the overall pattern of higher-density infill in a transit-rich location supports citywide goals to reduce vehicle emissions and promote healthier, more sustainable travel behaviors.

TRADE REVIEWS

Staff from various departments review every rezoning case when it is submitted. If a reviewer has identified a potential negative impact that might result from the proposed rezoning, it is noted here.

Review Summary

The following reviewers identified no potential negative impacts specific to this request:

☒ Current Planning ☐ Raleigh Fire ☒ Raleigh Water ☒ Transportation
☒ Historic Resources ☒ Raleigh Parks ☒ Stormwater ☐ Urban Forestry

The following reviewers did identify potential negative impacts specific to this request:

Reviewer	Comments	
Urban Forestry	Impact:	One of the seventeen properties, 650 Chappell Dr (PIN 0793356894), is partially zoned CM (Conservation Management). CM zoning requires that 30% of the CM-zoned land be delineated as primary tree conservation area per UDO 4.2.1.A. The proposed zoning, RX-4, would eliminate that requirement for primary tree conservation area on that portion of that property.
	Mitigation:	N/A
Raleigh Fire	Impact:	NOT MET: NFPA 1710 4.1.2.1 Sec 5 - For other than high-rise, 480 seconds (8 min) or less travel time for deployment of an initial full alarm assignment at a fire suppression incident.
	Mitigation:	N/A

Stormwater Information

Z-37-25 Avent ferry Road Assemblage	YES/NO	NOTES
Floodzone	Yes	*Flood hazard soils*
Structural Flooding Downstream	No	
Other Drainage Complaints Downstream	No	
Stormwater Conditions	No	
Neuse Buffers Onsite	Possible	NRCS soil survey
Existing Impervious	Yes	Multiple residential buildings
Subject to Impervious Limits in UDO 9.2.2.A	No	
Changes to UDO Max Impervious Area (9.2.2.A)	NA	
Subject to 9.2.2.B to H	Yes	
Watershed Overlay	No	
Drainage Basin	Walnut	

Impact Identified: N/A

Potential Mitigation: N/A

Transportation & Transit Review

Site and Location Context

Location

The site is located in west Raleigh, just south of North Carolina State University's Centennial campus.

Area Plans

The site is located within the Avent Ferry Corridor Plan, which is focused on the development of Avent Ferry as a walkable corridor. The plan proposes a pedestrian crossing at the intersection of Avent Ferry Road and Chappell Drive.

In 2019, City Council adopted the Avent Ferry Road Streetscape Plan to align with the recently completed Avent Ferry Corridor Study. The resolution amended the Raleigh Street Design Manual to include cross-section design guidelines for several segments along the Avent Ferry Corridor. The site is located in Segment 2 of the study, between Varsity Drive and Gorman Street.

Other Projects in the Area

The site is three quarters of a mile south of a future bus rapid transit (BRT) station area. The Western BRT corridor will establish a high-capacity and high-frequency transit network that

connects downtown Raleigh to downtown Cary. The project is current in the design phase, with final 30% designs anticipated by the end of the year.

Existing and Planned Infrastructure

Streets

Avent Ferry Road is a state-maintained street and is designated as a 4-lane divided avenue in the Raleigh Street Plan. Chappell Drive and Broadwell Drive are both city-maintained streets that are designated as a neighborhood street in the Raleigh Street Plan. Development of the site through a tier three site plan or subdivision would require right-of-way dedication and street improvements as outlined in UDO 8.5.6.B and UDO 8.5.4.C.

The Avent Ferry Streetscape Plan requires a cross-section that is very similar to what would otherwise be required by the UDO and Raleigh Street Plan. The streetscape plan cross-section allows a reduced median buffer and reallocates some buffer space on the edge of vehicular traffic to be reserved as bike space. In addition, the streetscape plan does not recommend a planted buffer separating the bicycle and pedestrian facilities as the typical UDO cross-section requires.

Pedestrian Facilities

There is currently sidewalk on the site's Avent Ferry Road frontage and incomplete sidewalk along Broadwell Drive. Development of the site through a tier three site plan or subdivision

would require the installation of sidewalk along the site's Broadwell Drive and Chappell Drive frontage (UDO 8.5.4.C).

There are currently two pedestrian crossing facilities within close proximity of the site. Around 500' northeast of the Avent Ferry Road and Chappell Drive intersection, a pedestrian hybrid beacon was recently installed to connect pedestrians to an existing bus stop on the south side of Avent Ferry Road. Another pedestrian hybrid beacon is located southwest of the site at Brigadoon Drive.

Bicycle Facilities

There are currently no bicycle facilities near the site. The street plan designation for Avent Ferry calls for 5' bicycle lanes behind the curb (UDO 8.5.6.B). The Avent Ferry Streetscape Plan, however, requires 6' of dedicated bicycle space.

Avent Ferry Road is also identified as part of the Active Mobility Plan's priority bicycle network. The plan recommends a separated bicycle facility along Avent Ferry Road.

Transit

The site is directly served by GoRaleigh Route 11 Avent Ferry and Route 12 Method, with several bus stops within a 5-to-10-minute walk from the site. Route 11 Avent Ferry connects the GoRaleigh station in downtown to Trailwood Heights at Tryon Road, running every 15 minutes from 6:30 AM to 7:30 PM and every 30 minutes until midnight. Route 12 Method connects the

GoRaleigh station in downtown to Beryl Road at Method Road, every hour from 6 AM to 11 PM with 30-minute frequencies from 6:15 AM to 8:15 AM and 2:45 PM to 6:15 PM.

Access

Because Avent Ferry Road is a state-maintained facility, any access onto Avent Ferry will require NCDOT permitting and approval. Previous engagement with NCDOT suggests that any access onto Avent Ferry Road should be aligned with the Crest Road intersection on the opposite side of Avent Ferry Road. Access may also be limited to right-in right-out operations.

Traffic Impact Analysis (TIA)

Determination

Based on the Envision results, approval of case Z-37-25 would increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from RX-3 w/SRPOD, R-10 w/SRPOD, & CM w/SRPOD to RX-4-CU w/ SRPOD is projected to generate 15 fewer trips in the AM peak hour and 6 fewer trips in the PM peak hour. The proposed residential mixed-use zoning is expected to generate fewer trips despite allowing additional units because denser developments with complementary uses typically generate fewer trips than single use zoning districts. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual. A TIA may be required during site permit review.

FTDO

Within a Frequent Transit Area, the site is allowed to develop additional housing through the Frequent Transit Development Option (FTDO). If the site uses this option, the proposed rezoning from RX-3 w/SRPOD, R-10 w/SRPOD, & CM w/SRPOD to RX-4-CU w/ SRPOD & FTDO is projected to generate 19 fewer trips in the AM peak hour and 7 fewer trips in the PM peak hour. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual. A TIA may be required during site permit review

Z-37-25 Existing Land Use	Daily	AM	PM
	320	20	24
Z-37-25 Current Zoning Entitlements	**Daily**	**AM**	**PM**
	2,280	139	162
Z-37-25 Proposed Zoning Maximums	**Daily**	**AM**	**PM**
	2,028	124	156
Z-37-25 Trip Volume Change (Proposed Maximums minus Current Entitlements)	**Daily**	**AM**	**PM**
	-252	**-15**	**-6**

Impact Identified: N/A

Potential Mitigation: N/A

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Rezoning Application and Checklist

Item D.1

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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 12 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	☒ Conditional use	☐ Planned Development	**OFFICE USE ONLY** Rezoning case #
	☐ Text Change to Zoning Conditions			
Existing zoning base district: R-10, RX-3, & CM	Height:	Frontage: N/A	Overlay(s): SRPOD	
Proposed zoning base district: RX	Height: 5	Frontage: N/A	Overlay(s): SRPOD	
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:				

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: See attached ownership addendum		
Property PIN: See attached ownership addendum		
Deed reference (book/page): See attached ownership addendum		
Nearest intersection: Avent Ferry Road & Chappell Drive		Property size (acres): 8.95 ac
For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A

Property Owner/Applicant*

Printed Property Owner Name and Title:

Printed Name: See attached ownership addendum

Printed Name: _____

Property Owner Signature(s):

Hwy 52 & Uni, L.L.C.,
a North Carolina limited liability company

By: Signed by: Vy Ksh 1F7485BC100542E...

Vijay K. Shah, Member

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436 of 771

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Conditional Use District Zoning Conditions		
Zoning case #: Z-37-25	Date submitted: 9/18/25; Revised 12/4/25, 1/23/26, 3/13/26, & 4/22/26	**OFFICE USE ONLY** Rezoning case #
Existing zoning: R-10, RX-3, & CM w/ SRPOD	Proposed zoning: RX-5-CU w/ SRPOD	

Narrative of Zoning Conditions Offered

1. The following principle uses as defined in UDO Art. 6 shall be prohibited: Cemetery and Parking Facility.

2. The following conditions shall apply only to development qualifying as a Tier 3 site plan:

   a. There shall be no surface parking between the building and Avent Ferry Road and Chappell Drive.

   b. Each principal building fronting Chappell Drive shall have at least one entrance facing Chappell Drive and a direct pedestrian connection from the building to the pedestrian infrastructure on Chappell Drive.

   c. The ground floor of any parking structures shall have active uses (such as, but not limited to, residential, commercial, office or civic space) located between the parking structure and any public sidewalk on façades facing Avent Ferry Road or Chappell Drive.

3. Residential tenants of the "Existing Buildings," which are the building(s) that exist on the property at 2615 Avent Ferry Road (DB 17903/PG1885), 2617 Avent Ferry Road (DB 17903/PG1885), 610 Chappell Drive (DB 17903/PG1885), 616 Chappell Drive (DB 17903/PG1885), 633 Chappell Drive (DB 17903/PG1885), 635 Chappell Drive (DB 17903/PG1885), 639 Chappell Drive (DB 17903/PG1885), 650 Chappell Drive (DB17550/PG83), 670 Chappell Drive (DB 17903/PG1885), 703 Chappell Drive (DB 17903/PG1885), 2604 Broadwell Drive (DB 17903/PG1885), 2610 Broadwell Drive (DB 17903/PG1885), 2618 Broadwell Drive (DB 17903/PG1885), 2624 Broadwell Drive (DB 17903/PG1885), 2714 Broadwell Drive (DB 17903/PG1885), 610 Sure and Steadfast Court (DB 17903/PG1885), and 611 Sure and Steadfast Court (DB 17903/PG1885) (the "Property") prior to the effective date of the approval of this zoning, are entitled to 120 days written notice before any early termination of their leases, including month-to-month leases, due to redevelopment of the Property. The Property Owner or its designee shall provide the Planning and Development Staff with a sworn affidavit confirming compliance with this condition prior to issuance of a demolition permit for the Existing Buildings. If required, a sample copy of the notification letter shall be attached to and referenced in the affidavit. This condition is not intended to amend any lease or lease term. This condition does not expand the notice period that any landlord is required by North Carolina law to give such holdover tenants to quit a tenancy from month to month.

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.

Hwy 52 & Uni, L.L.C.,
a North Carolina limited liability company

By: Signed by: Vy Ksh 1F7485BC100542E...
Vijay K. Shah, Member

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Zoning case #: Z-37-25	Date submitted: 9/18/25; Revised 12/4/25, 1/23/26, 3/13/26, & 4/22/26	**OFFICE USE ONLY** Rezoning case #
Existing zoning: R-10, RX-3, & CM w/ SRPOD	Proposed zoning: RX-5-CU w/ SRPOD	

Narrative of Zoning Conditions Offered

4. In the event that the Property Owner is required by these zoning conditions to provide tenants of the Existing Buildings with 120 days' written notice of lease termination under Condition 3, the Property Owner, or its designee, shall provide a one-time relocation assistance payment of $2,500 per dwelling unit, upon request from a current tenant. Prior to the issuance of a demolition permit for any Existing Building, the Property Owner or its designee shall submit a sworn affidavit to the Planning and Development Staff confirming that notice of eligibility for relocation assistance was given to each dwelling unit located in the subject Existing Building that will have a lease terminated early under Condition 3, and that the relocation assistance was provided to tenants of the Existing Buildings, if requested. The affidavit shall include a copy of the eligibility notice provided to tenants, identification of the eligible residential units receiving relocation assistance, and the dates on which such payments were made.

5. Buildings shall not exceed 68 feet in height.

6. The total number of principal and accessory dwelling units shall not exceed 478 units.

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.

Hwy 52 & Uni, L.L.C.,
a North Carolina limited liability company

By: Signed by: Vy Ks 1F7485BC100542E...
Vijay K. Shah, Member

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Rezoning Application and Checklist

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Raleigh

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For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A

Property Owner/Applicant*

Printed Property Owner Name and Title:

Printed Name: See attached ownership addendum

Printed Name: _____

Property Owner Signature(s):

Dominion Raleigh, LLC,
a North Carolina limited liability company

By: Signed by: Mark D. Taylor 5A957A8CAD9146D... _____
Mark D. Taylor, Member

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By Metra Sheshbaradaran at 10:44 am, Apr 22, 2026

REVISION 03.20.26

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Docusign Envelope ID: FE8B9F6A-B5BA-4898-B5AB-DFDFDE84330F

Conditional Use District Zoning Conditions		
Zoning case #: Z-37-25	Date submitted: 9/18/25; Revised 12/4/25, 1/23/26, 3/13/26, & 4/22/26	**OFFICE USE ONLY** Rezoning case #
Existing zoning: R-10, RX-3, & CM w/ SRPOD	Proposed zoning: RX-5-CU w/ SRPOD	

Narrative of Zoning Conditions Offered

1. The following principle uses as defined in UDO Art. 6 shall be prohibited: Cemetery and Parking Facility.

2. The following conditions shall apply only to development qualifying as a Tier 3 site plan:

   a. There shall be no surface parking between the building and Avent Ferry Road and Chappell Drive.

   b. Each principal building fronting Chappell Drive shall have at least one entrance facing Chappell Drive and a direct pedestrian connection from the building to the pedestrian infrastructure on Chappell Drive.

   c. The ground floor of any parking structures shall have active uses (such as, but not limited to, residential, commercial, office or civic space) located between the parking structure and any public sidewalk on façades facing Avent Ferry Road or Chappell Drive.

3. Residential tenants of the "Existing Buildings," which are the building(s) that exist on the property at 2615 Avent Ferry Road (DB 17903/PG1885), 2617 Avent Ferry Road (DB 17903/PG1885), 610 Chappell Drive (DB 17903/PG1885), 616 Chappell Drive (DB 17903/PG1885), 633 Chappell Drive (DB 17903/PG1885), 635 Chappell Drive (DB 17903/PG1885), 639 Chappell Drive (DB 17903/PG1885), 650 Chappell Drive (DB17550/PG83), 670 Chappell Drive (DB 17903/PG1885), 703 Chappell Drive (DB 17903/PG1885), 2604 Broadwell Drive (DB 17903/PG1885), 2610 Broadwell Drive (DB 17903/PG1885), 2618 Broadwell Drive (DB 17903/PG1885), 2624 Broadwell Drive (DB 17903/PG1885), 2714 Broadwell Drive (DB 17903/PG1885), 610 Sure and Steadfast Court (DB 17903/PG1885), and 611 Sure and Steadfast Court (DB 17903/PG1885) (the "Property") prior to the effective date of the approval of this zoning, are entitled to 120 days written notice before any early termination of their leases, including month-to-month leases, due to redevelopment of the Property. The Property Owner or its designee shall provide the Planning and Development Staff with a sworn affidavit confirming compliance with this condition prior to issuance of a demolition permit for the Existing Buildings. If required, a sample copy of the notification letter shall be attached to and referenced in the affidavit. This condition is not intended to amend any lease or lease term. This condition does not expand the notice period that any landlord is required by North Carolina law to give such holdover tenants to quit a tenancy from month to month.

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.

Dominion Raleigh, LLC,
a North Carolina limited liability company

By: Signed by: Mark D. Taylor 5A957A8CAD9146D...
Mark D. Taylor, Member

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By Metra Sheshbaradaran at 10:44 am, Apr 22, 2026

REVISION 11.08.24

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Conditional Use District Zoning Conditions		
Zoning case #: Z-37-25	Date submitted: 9/18/25; Revised 12/4/25, 1/23/26, 3/13/26, & 4/22/26	**OFFICE USE ONLY** Rezoning case #
Existing zoning: R-10, RX-3, & CM w/ SRPOD	Proposed zoning: RX-5-CU w/ SRPOD	

Narrative of Zoning Conditions Offered

4. In the event that the Property Owner is required by these zoning conditions to provide tenants of the Existing Buildings with 120 days' written notice of lease termination under Condition 3, the Property Owner, or its designee, shall provide a one-time relocation assistance payment of $2,500 per dwelling unit, upon request from a current tenant. Prior to the issuance of a demolition permit for any Existing Building, the Property Owner or its designee shall submit a sworn affidavit to the Planning and Development Staff confirming that notice of eligibility for relocation assistance was given to each dwelling unit located in the subject Existing Building that will have a lease terminated early under Condition 3, and that the relocation assistance was provided to tenants of the Existing Buildings, if requested. The affidavit shall include a copy of the eligibility notice provided to tenants, identification of the eligible residential units receiving relocation assistance, and the dates on which such payments were made.

5. Buildings shall not exceed 68 feet in height.

6. The total number of principal and accessory dwelling units shall not exceed 478 units.

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.

Dominion Raleigh, LLC,
a North Carolina limited liability company

Signed by:
By: Mark D. Taylor
5A957A8CAD9146D...
Mark D. Taylor, Member

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By Metra Sheshbaradaran at 10:44 am, Apr 22, 2026

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Rezoning Application and Checklist

Item D.1

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

Raleigh

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

Rezoning Request				
Rezoning Type	☐ General use	☑ Conditional use	☐ Master plan	**OFFICE USE ONLY** Rezoning case #
	☐ Text change to zoning conditions			
Existing zoning base district: R-10, RX-3, and CM			Frontage: N/A	Overlay(s): SRPOD
Proposed zoning base district: RX	Height: 4		Frontage: N/A	Overlay(s): SRPOD
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:				

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: See attached ownership addendum		
Property PIN: See attached ownership addendum		
Deed reference (book/page): See attached ownership addendum		
Nearest intersection: Avent Ferry Road & Chappell Drive	Property size (acres): 8.95 ac	
For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A
Property owner name and address: See attached ownership addendum		
Property owner email:		
Property owner phone:		
Applicant name and address: [redacted]		
Applicant email: [redacted]		
Applicant phone: [redacted]		
Applicant signature(s):		
Additional email(s):		

Hwy 52 & Uni, L.L.C.,
a North Carolina limited liability company

By: Signed by: Vy Ksh 1F7485BC100542E... BBBBBBBBBBBBBBBB
Vijay K. Shah, Manger

REVISION 11.08.24

Docusign Envelope ID: 3070493A-7915-4DB4-885F-F27734F6E3C8

Conditional Use District Zoning Conditions		
Zoning case #: Z-37-25	Date submitted: 9/18/25; Revised 12/4/25	**OFFICE USE ONLY** Rezoning case #
Existing zoning: R-10, RX-3, & CM w/ SRPOD	Proposed zoning: RX-4-CU w/ SRPOD	

Narrative of Zoning Conditions Offered

1. The following principle uses as defined in UDO Art. 6 shall be prohibited: Cemetery and Parking Facility.

2. The following conditions shall apply only to development qualifying as a Tier 3 site plan:

   a. There shall be no surface parking between the building and Avent Ferry Road and Chappell Drive.

   b. Each principal building fronting Chappell Drive shall have at least one entrance facing Chappell Drive and a direct pedestrian connection from the building to the pedestrian infrastructure on Chappell Drive.

3. The Property Owner agrees to provide existing tenants, if any, at least one hundred twenty (120) days written notice prior to commencement of complete demolition of the existing residential buildings on the Property.

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

Hwy 52 & Uni, L.L.C.,
a North Carolina limited liability company

Signed by:
By: BBBBBBBBBBBBBBBBB
1F7485BC100542E...
Vijay K. Shah, Manger

REVISION 11.08.24

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Avent Ferry Student Housing Rezoning Application
Ownership Addendum

Owner Information

Parcel 1

Site Address:	650 Chappell Drive
Pin:	0793356894
Deed Reference (book/page):	17550/83
Acreage:	1.00 ac
Owner:	Hwy 52 & Uni, L.L.C.
Owner Address:	6819 Creek Wood Drive, Chapel Hill, NC 27514-7445

Parcel 2

Site Address:	2615 Avent Ferry Road
Pin:	0793365128
Deed Reference (book/page):	17903-1885
Acreage:	0.31 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 3

Site Address:	2617 Avent Ferry Road
Pin:	0793355939
Deed Reference (book/page):	17903-1885
Acreage:	0.65 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 4

Site Address:	610 Chappell Drive
Pin:	0793366103
Deed Reference (book/page):	17903-1885
Acreage:	0.49 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 5

Site Address:	616 Chappell Drive
Pin:	0793366071
Deed Reference (book/page):	17903-1885
Acreage:	0.53 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 6

Site Address:	633 Chappell Drive
Pin:	0793450865
Deed Reference (book/page):	17903-1885
Acreage:	0.95 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 7

Site Address:	635 Chappell Drive
Pin:	0793451712
Deed Reference (book/page):	17903-1885
Acreage:	0.37 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 8

Site Address:	639 Chappell Drive
Pin:	0793451624
Deed Reference (book/page):	17903-1885
Acreage:	0.37 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 9

Site Address:	670 Chappell Drive
Pin:	0793358763
Deed Reference (book/page):	17903-1885
Acreage:	0.60 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 10

Site Address:	703 Chappell Drive
Pin:	0793451526
Deed Reference (book/page):	17903-1885
Acreage:	0.39 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 11

Site Address:	2604 Broadwell Drive
Pin:	0793357668
Deed Reference (book/page):	17903-1885
Acreage:	0.52 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 12

Site Address:	2610 Broadwell Drive
Pin:	0793356663
Deed Reference (book/page):	17903-1885
Acreage:	0.45 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 13

Site Address:	2618 Broadwell Drive
Pin:	0793355568
Deed Reference (book/page):	17903-1885
Acreage:	0.50 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 14

Site Address:	2624 Broadwell Drive
Pin:	0793354784
Deed Reference (book/page):	17903-1885
Acreage:	0.49 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 15

Site Address:	2714 Broadwell Drive
Pin:	0793352548
Deed Reference (book/page):	17903-1885
Acreage:	0.44 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 16

Site Address:	610 Sure and Steadfast Court
Pin:	0793353623
Deed Reference (book/page):	17903-1885
Acreage:	0.50 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Parcel 17

Site Address:	611 Sure and Steadfast Court
Pin:	0793354651
Deed Reference (book/page):	17903-1885
Acreage:	0.39 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

Rezoning Application Addendum #1

Comprehensive Plan Analysis	OFFICE USE ONLY Rezoning case #
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	

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.

See attached.

Public Benefits

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

See attached.

Rezoning Application Addendum #2	
Impact on Historic Resources	**OFFICE USE ONLY** Rezoning case #
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	

Inventory of Historic Resources

List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.

N/A

Proposed Mitigation

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

N/A

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: Transit Emphasis Corridor	Click here to view the Urban Form Map.
1	All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form. **Response:** The rezoning request would allow additional residential density for student housing within walking distance of NC State's campus and Lake Raleigh.
2	Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing. **Response:** The proposed development is comparable in height and massing to the surrounding area, which is comprised of multiple student housing apartment complexes.
3	A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major thoroughfare or arterial. **Response:** An adequate road network will be provided at site plan. The development will likely have access points along Chappell Drive and Broadwell Drive.
4	Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan. **Response:** An adequate road network will be provided at site plan. The development will likely have access points along Chappell Drive and Broadwell Drive.
5	New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets. **Response:** These elements will be addressed at site plan.
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:** The requested development will allow additional height on multiple infill parcels, which will define the existing street network.

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:** Although these elements will be more specifically addressed at site plan, the zoning request includes conditions requiring a build-to minimum, streetscape commitment, and prohibition on parking between the building and Avent Ferry Road.
8	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. **Response:** The site is located at the corner of Avent Ferry Road and Chappell Drive, where zoning conditions prohibit parking between the street and building. Loading and service area location(s) will comply with UDO requirements.
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:** Open space areas will be provided as required by the UDO and are anticipated to be located near environmental features at the corner of Avent Ferry Road and Chappell Drive, where they will be visible from the right of way and sidewalks.
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:** Urban spaces will be provided as required by the UDO.
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:** Open space areas will be provided as required by the UDO.
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:** Open spaces areas will be provided as required by the UDO.
13	New public spaces should provide seating opportunities. **Response:** Public spaces will be provided as required by the UDO.

14	Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments. **Response:** Although these elements will be more specifically addressed at site plan, the zoning request includes conditions requiring a build-to minimum, streetscape commitment, and prohibition on parking between the building and Avent Ferry Road.
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:** Although these elements will be more specifically addressed at site plan, the zoning request includes conditions requiring a build-to minimum, streetscape commitment, and prohibition on parking between the building and Avent Ferry Road.
16	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 cane make a significant improvement. **Response:** Parking structures will be screened as required by the UDO.
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:** The development is withing walking distance of multiple transit stops, including two on Avent Ferry Road and two on Crest Road.
18	Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network. **Response:** Pedestrian access will be provided as required by the UDO.
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:** The proposed development minimizes intervention with environmental features located along Avent Ferry Road and Chappell Drive by providing a custom frontage condition rather than a more prescriptive UDO frontage that would impact these environmental features.
20	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:** Streets and driveways will be designed at the site plan stage in accordance with UDO requirements.

21	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. **Response:** Although sidewalks will be designed at the site plan stage, it is anticipated that sidewalks will connect to the existing sidewalk network and be designed in accordance with UDO requirements.
22	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. **Response:** Street trees in accordance with the UDO and the zoning condition requiring a Main Street or Mixed Use Streetscape on Avent Ferry Road.
23	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:** Spacial definition of the buildings will be provided as required by the UDO.
24	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. **Response:** Primary entrances will be designed at the site plan stage as required by the UDO.
25	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:** Building design will be determined at the site plan stage, but the additional height requested and redevelopment of this infill assemblage will provide more visual interest and creativity.
26	The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function. **Response:** Sidewalks will comply with applicable UDO standards.

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 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 guidelines	☑	☐	☐	☐	☐
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.	☑	☐	☐	☐	☐
9. Trip generation study	☑	☐	☐	☐	☐
10. Traffic impact analysis	☐	☑	☐	☐	☐
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	☑	☐	☐	☐	☐
If applicable, see page 11:					
12. Proof of Power of Attorney	☐	☑	☐	☐	☐
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	☐	☑	☐	☐	☐
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	☐	☑	☐	☐	☐
15. Proposed conditions signed by property owner(s).	☐	☑	☐	☐	☐

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 & 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 2 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	☐	☑	☐	☐	☐

September 5, 2025

Re: Notice of Neighborhood Meeting

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on September 16, 2025, from 7-8pm at the Pullen Park Community Center, located at 408 Ashe Avenue, Raleigh, NC 27606. The purpose of the meeting is to discuss an upcoming application to rezone 17 parcels of land located at 2615 Avent Ferry Road (PIN: 0793365128), 2617 Avent Ferry Road (PIN: 0793355939), 610 Chappell Drive (PIN: 0793366103), 616 Chappell Drive (PIN: 0793366071), 633 Chappell Drive (PIN: 0793450865), 635 Chappell Drive (PIN: 0793451712), 639 Chappell Drive (PIN: 0793451624), 650 Chappell Drive (PIN: 0793356894), 670 Chappell Drive (PIN: 0793358763), 703 Chappell Drive (PIN: 0793451526), 2604 Broadwell Drive (PIN: 0793357668), 2610 Broadwell Drive (PIN: 0793356663), 2618 Broadwell Drive (PIN: 0793355568), 2624 Broadwell Drive (PIN: 0793354784), 2714 Broadwell Drive (PIN: 0793352548), 610 Sure and Steadfast Court (PIN: 0793353623), and 611 Sure and Steadfast Court (PIN: 0793354651) (the "Site"). The Site is currently zoned Residential-10 w/ Special Residential Parking Overlay District (R-10 w/ SRPOD), Residential Mixed Use- 3 stories- w/ Special Residential Parking Overlay District (RX-3 w/ SRPOD), and Conservation Management w/ Special Residential Parking Overlay District (CM w/ SRPOD). This proposal would rezone the Site to Residential Mixed Use- 4 stories-w/ Conditions- w/ Special Residential Parking Overlay District (RX-4-CU w/ SRPOD). During the meeting, the applicant will describe the nature of the proposed rezoning request and field any questions from the public. Enclosed are: (1) a vicinity map outlining the location of the parcel; and (2) a current zoning map of the subject area.

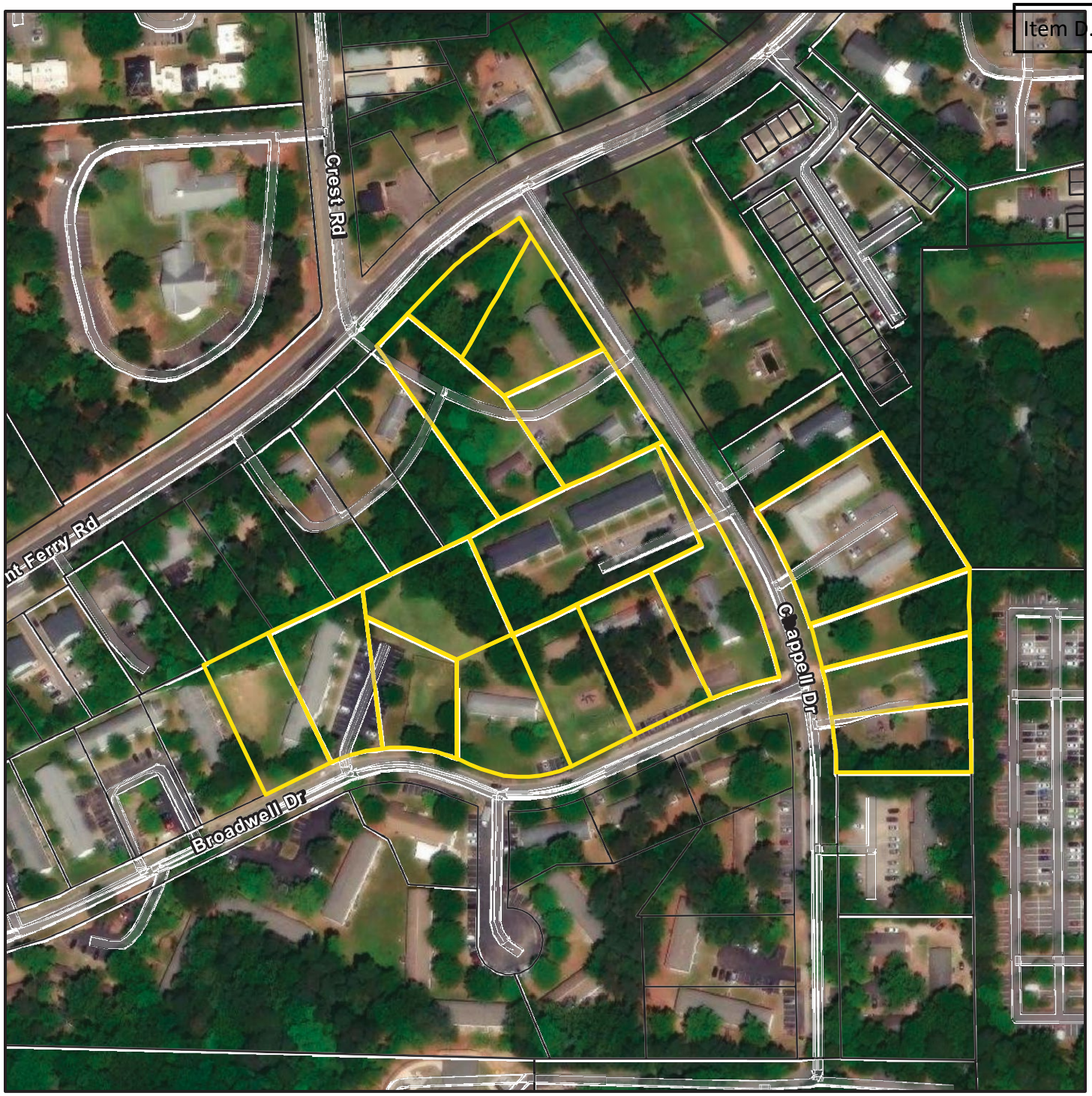
Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 500 feet of the area requested for rezoning. Any landowner or tenant who is interested in learning more about this project is invited to attend. Information about the rezoning process is available online; visit www.raleighnc.gov and search for "Rezoning Process." If you have further questions about the rezoning process, please contact:

Metra Sheshbaradaran
Raleigh Planning & Development
(919) 996-2638
metra.sheshbaradaran@raleighnc.gov

If you have any questions about this rezoning, please contact me at [redacted]

Thank you,

Ashley Honeycutt Terrazas



2615/2617 Avent Ferry Road; 610/616/633/635/639/650/670/703 Chappell Drive; 2604/2610/2618/2625/2714 Broadwell Drive; & 610/611 Sure and Steadfast Court

A

0 100 200 400 ft

1 inch equals 200 feet

Vicinity Map

Disclaimer

*iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied ,are provided for the data therein, its use,or its interpretation.*

2615/2617 Avent Ferry Road;
610/616/633/635/639/650/670/703 Chappell Drive;
2604/2610/2618/2625/2714 Broadwell Drive; &
610/611 Sure and Steadfast Court

A

0 100 200 400 ft

1 inch equals 200 feet

Zoning Map

Disclaimer
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Current Zoning: R-10 w/ SRPOD;
RX-3 w/ SRPOD; &
CM w/ SRPOD

SUMMARY OF ISSUES

A neighborhood meeting was held on September 16, 2025 (date) to discuss a potential rezoning located at assemblage of 17 properties at Avent Ferry Rd & Chappell Dr (property address). The neighborhood meeting was held at Pullen Community Center, 408 Ashe Ave (location). There were approximately 3 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Discussion about rezoning and site plan process and development timeline
Differences between permitted densities, height, and uses under existing and requested zoning
Discussion about buffering and explanation of required neighborhood transitions
Future plans and frontage upgrade requirements on Avent Ferry Rd and Chappell Dr
Discussion about timing of traffic study and study of Chappell Dr/Avent Ferry intersection
Transit stop options on Avent Ferry for students

ATTENDANCE ROSTER	
NAME	**ADDRESS**
Robert Wadford	900 Lake Raleigh Blvd
John Ketsoglou	1 Heatherwood Ct
Abdella Tif Tikdam	632 Chappell Dr

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.

The subject 8.95-acre assemblage, which is bordered by Avent Ferry Road, Chappell Drive, and Broadwell Street (the "Site"), is currently a collection of older small-scale rental housing. The Site is less than a mile from N.C. State's Main Campus and adjacent to Centennial Campus, which also connects to the end of Chappell Drive. Due to this area's proximity to N.C. State, student housing is in high demand, and that need for housing that is close and convenient to campus has only grown as N.C. State's student population has expanded.

The proposed RX-4-CU rezoning represents a modest increase to the multifamily density that is already permitted on the Site today, but will allow the applicant to provide more infill housing for students at a scale that is consistent with nearby zoning and uses. Furthermore, applying a uniform zoning district to the currently split-zoned Site will allow for a more streamlined design and site planning process.

1. **FLUM:** The Site is designated as "Office & Residential Mixed Use" ("ORM") on the Future Land Use Map ("FLUM") that encompasses the older housing to the south of Avent Ferry, adjacent to Centennial Campus. According to the 2030 Comprehensive Plan, ORM are areas "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 . . . that encourages a mix of residential and office use." In addition, "[h]eights would generally be limited to four stories when near neighborhoods." Comp. Plan p. 3-10.

The proposed RX zoning will allow for a denser housing and more uses where the current "low-density residential uses are no longer appropriate," and will help stimulate more development and investment in this area. In addition, the proposed four-story height designation will ensure an appropriate height and scale for the Site, given that it is adjacent to Avent Ferry Rd, which has transit service, but is still adjacent to smaller-scale student rental properties and is not at a major, four-leg intersection.

The Site is also in the Avent Ferry Corridor Plan, which primarily relates to encouraging more pedestrian connectivity and streetscape improvements along the Avent Ferry Rd corridor between Western Blvd and I-40. When the Site is redeveloped, the UDO will require that the three streets that it fronts will be improved with pedestrian and/or bicycle facilities and street trees, which will help meet these goals and policies.

Thus, RX-4-CU zoning that allows slightly more housing on the Site is consistent with the recent trends in the area, the Avent Ferry Area Plan's call for a greater mix of uses, and the need for housing in the City.

2. **Urban Form Map**: The Site is within a Frequent Transit Area, and Avent Ferry Rd is a Transit Emphasis Corridor and an Urban Thoroughfare on the Urban Form Map. Map UD-1. The Frequent Transit Area designation applies to sites "within a quarter-mile of other frequent transit routes." Comp. Plan 11-4, 11-5. Avent Ferry Rd is a Transit Emphasis Corridor and an Urban Thoroughfare because it already has multiple transit routes that are primarily utilized by N.C. State students, including two GoRaleigh bus routes and four Wolfline routes, and is planned to have amenities and better multi-modal infrastructure to support existing and potentially expanded transit services.

3. The proposed rezoning is consistent with the following policies of the Land Use Element ("LU") of the 2030 Comprehensive Plan:

a. **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 proposed rezoning is consistent with the Office & Residential Mixed Use designations in the Future Land Use Map because it permits uses consistent with this designation and heights supported by the applicable policies, as discussed above.

b. **Policy LU 2.2 Compact Development**, *New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and noncontiguous development.* The request will allow for the redevelopment of an infill site with more residential density that what is existing today in an area that needs more student housing close to N.C. State so that students can walk, bike, or take transit to classes.

c. **Policy LU 3.2 Location of Growth,** *The development of vacant properties should occur first within the City's limits, then within the City's planning jurisdiction, and lastly within the City's USAs to provide for more compact and orderly growth, including provision of conservation areas.* The proposed rezoning Site is within the City limits. It is an infill site in a developed area near N.C. State. Utilities and City services are available for the Site.

d. **Policy LU 4.7 Capitalizing on Transit Access**, *Sites within walking distance of existing and proposed rail and bus rapid transit stations should be developed with intense residential and mixed uses to take full advantage of and support investment in transit infrastructure.* The Site is in a Frequent Transit Area and is within very close walking distance to GoRaleigh and Wolfline bus lines on Avent Ferry Rd. The Site will have access to transit and is an appropriate location for the proposed residential use. The proposed density is appropriate in this location to provide housing in close proximity to transit and to concentrate uses along this infrastructure.

e. **Policy LU 5.6 Buffering Requirements**, *New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height*

and/or density step downs, and other architectural and site planning measures that avoid potential conflicts. The UDO already requires appropriate buffers for any development on this Property pursuant to Article 3.5 Neighborhood Transitions.

f. **Policy LU 6.3 Mixed-use and Multimodal Transportation**, *Promote the development of mixed-use activity centers with multimodal transportation connections to provide convenient access by means other than car to residential and employment areas.* The zoning change will allow the Site to support greater residential density in an area that is served by transit, allowing the potential for residents to walk, bike, or take transit to N.C. State.

g. **Policy LU 8.1 Housing Variety,** *Accommodate growth in newly developing or redeveloping areas of the city through mixed-use neighborhoods with a variety of housing types.* The proposed rezoning would allow more student housing to be provided by redeveloping older existing housing.

h. **Policy LU 8.10 Infill Development,** *Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create "gaps" in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.* The proposed rezoning would allow appropriate infill development on the Site that would not differ much from the form of what can be developed under the current R-10, RX-3, and CM zoning.

4. The proposed rezoning is consistent with the following policies of the Housing ("H") of the 2030 Comprehensive Plan:

a. **Policy H 1.8 Zoning for Housing.** *Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.* The proposed rezoning allows more student housing where fewer housing units are located today.

5. The proposed rezoning is consistent with the following policies of the Avent Ferry Corridor Area Specific Guidance ("AP-AF") of the 2030 Comprehensive Plan:

a. **Policy AP-AF 11 Pedestrian-oriented Building Frontage**, *Suburban and auto-oriented frontage types, such as Parking Limited, should not be considered along Avent Ferry Road between Western Boulevard and Gorman Street. However, exceptions should apply to specific sites where existing trees and landscaping, including berms, are well established along the frontage. In such cases, the existing context should be reserved through the conditional zoning*

process. Streetyards and building placement should obscure the visibility of parking areas from Avent Ferry road. This rezoning is proposing to orient buildings toward streets and bring them as close to the street as possible, in light of site constraints and environmental features on the site. Parking will not be visible from Avent Ferry. The buildings in the redevelopment will have ample pedestrian access, and street improvements will improve pedestrian facilities on all three public streets that border the Site.

PUBLIC BENEFITS

Provide brief statements regarding the public benefits derived as a result of the rezoning request.

The rezoning request will complement and add to the residential growth near N.C. State, which is needed as the student population has grown. The proposed RX-4-CU zoning will add to the housing supply consistent with surrounding development trends of the area.

SUMMARY OF ISSUES

A neighborhood meeting was held on November 19, 2025 (date) to discuss a potential rezoning located at assemblage of 17 properties at Avent Ferry Rd & Chappell Dr (property address). The neighborhood meeting was held at The McKimmon Center, 1101 Gorman St (location). There were approximately 7 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Discussions and questions about streetscape and frontage improvements
Applicant discussed City's future plans for Avent Ferry Rd and new roads in the area
Connections and transportation options from site to NC State Centennial and Main Campus
Bus stop siting on project site
Concerns about density and questions about whether height could be limited to 2 stories
Discussion about traffic generation; applicant's traffic engineer explained how traffic is studied at site plan
Issues with students leaving rental bikes and scooters on sidewalks
Discussion about parking locations, required buffering, stormwater control, potential amenities

ATTENDANCE ROSTER	
NAME	**ADDRESS**
Robert Wadford	900 Lake Raleigh Rd
Nicola and Barbara Longo	69 Boots Dr
John Gentry	2611 Avent Ferry Rd
Alicia Knight	NC State University
Vijay K Shah	650 Chappell Dr
Ed Futchel	1230 Twin Brandies Way #103

Avent Ferry Rd Assemblage (Z-37-25)

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
120	0	0	0

Raleigh

City Council
Agenda Item

Item E.1

Agenda Title:	Neighborhood Traffic Management Program Annual Report, Work Plan, and Program Recommendations
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Transportation - Services
Sponsor:	William Shumaker

Agenda Item Description:

William Shumaker, Transportation

The Neighborhood Traffic Management Program (NTMP), adopted by Council in 2009, is intended to improve compliance with speed limits, increase safety, and enhance the quality of life on residential streets. This report contains three items of the NTMP, two of which require Council action.

The first item being for informational purposes reporting out a year-end summary of work accomplished. The second item is seeking City Council approval to authorize construction of traffic calming devices for streets on the 2025 Project List. The third item is seeking City Council approval to approve the 2026 Project list to authorize staff to begin design and engagement work with those streets.

Staff is also bringing forward a fourth item that is separate from the annual report and seeks City Council review and approval of NTMP policy changes as recommended by staff to strategically align programmatic elements with Vision Zero policies. Any policy changes will require Council action.

Recommended Action: City Council authorization to begin construction for the 2025 Project List, City Council approval to begin engagement and design work for the 2026 Project List, and City Council direction on recommended policy changes.

Agenda Item Details:

The first item is the year-end summary of work accomplished. The Council adopted NTMP policy specifies staff provide a yearly update of work completed including; the number of speed limit reductions, number of multi-way stop evaluations, number of traffic calming evaluations, and effectiveness of past projects. The year-end summary is included in the back-up and no action is required.

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The second item is seeking Council approval to authorize construction of traffic calming devices for streets on the 2025 Project List. The streets on the 2025 Project List are included in the back-up report and have been through a thorough public engagement process. All streets on the 2025 Project List were approved by Council, had two public meetings and comment periods (online), and one round of balloting to gauge public support. If approved, staff will prepare the engineering plans for advertisement of construction.

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The third item in this report seeks Council approval for a new priority list of streets that can receive traffic calming with the 2026 Project List. Once approved, staff will begin the next phase of public engagement with these projects. The 2026 Project List is included in the back-up and contains 20 streets. These are the 20 highest ranked streets from a list of all evaluated streets. The streets presented are identified as having the greatest quantifiable need, based on an evaluation and scoring process to ensure objectivity and equity.

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A fourth item that is separate from the annual report seeks Council review and approval of NTMP policy changes as recommended by staff. Through our continued engagement efforts collecting engagement data and receiving feedback from Raleigh residents, staff has identified areas of potential improvement within the currently adopted NTMP policy. Policy updates have been provided as an attachment to this agenda item with a summary page providing a high-level overview of the current policy compared to the proposed policy update. A presentation will be provided to present the recommended updates to address these concerns as well as provide the pros and cons of adopting the proposed changes for Council's consideration. Council direction and action is requested for this item.

Item E.1

Raleigh

MEMO

TO: Marchell Adams-David. City Manager

FROM: Paul Kallam, Transportation Director

DEPARTMENT: Transportation

DATE: May 5, 2026

SUBJECT: Neighborhood Traffic Management Program – Annual Year-end Report, 2025 Traffic Calming Project Approval, & Authorization of 2026 Traffic Calming Projects

Summary

The Neighborhood Traffic Management Program (NTMP) policy, which was revised and adopted by City Council in April 2025, specifies that staff shall provide an Annual NTMP Report detailing the work completed for all aspects of the program. The Annual NTMP Report includes the following information: number of evaluations conducted by quarter, number of projects initiated and completed, and performance data of completed projects. No action is required on the Annual NTMP Report.

Staff is also bringing Council the results of the final ballot for the 2025 Project List. 15 of 20 streets met or surpassed all minimum ballot thresholds and per the policy are eligible for project construction. It is important to note that these streets all have any combination of the following items: poor speed compliance, reported crash history, and proximity to pedestrian destinations. Results of the final balloting effort for all 20 streets are included for your awareness. Staff is requesting Council action to authorize construction for the 15 streets that met or surpassed all policy approval requirements.

In addition to these items, the policy specifies staff bring a list containing the highest-ranking streets with identified speed and/or crash issues to Council for their review and approval. Council approval of the project list is required before staff can begin working with residents offering them the opportunity for a traffic-calming project. Streets are ranked using a “worst first” approach that is intended to offer projects to those residential streets throughout Raleigh that have the greatest quantifiable need priority.

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)

Annual NTMP Report

During 2025, work done in the Neighborhood Traffic Management Program (NTMP) fell into three fields of responsibility: speed limit reductions, multi-way stop requests, and street evaluations for potential traffic calming projects. The breakdown of these requests on a per quarter basis is as follows:

	Q1	Q2	Q3	Q4	Totals
Speed Limit Reductions	5	8	16	4	33
Multi-way Stop Requests	9	19	11	17	56
Traffic Calming Evaluations	18	33	35	33	119

For 2025, the total number of requests for speed limit reductions, multi-way stop requests, and street evaluations for potential traffic calming projects increased by 16.20% year over year.

As NTMP staff has continued to reduce local street speed limits, trends from speed limit reductions towards traffic calming evaluations have solidified. The reduction of traffic calming evaluations has largely normalized with typical annual requests being in the 100 range, +/- 15%.

Status of Current and Existing Projects

Fairway Drive	Construction Completed Spring 2026
Deboy Street	Construction Completed Spring 2026
Brookhaven Drive	Construction Completed Spring 2026
North Bend Drive	Construction Completed Spring 2026
Lake Forest Drive	Construction Completed Spring 2026
McGuire Drive	Construction Completed Spring 2026
Mackinac Island Lane – S	Construction Completed Spring 2026
St George Road	Construction Completed Spring 2026
S State Street	Construction Completed Spring 2026
E Martin Street	Construction Completed Spring 2026
Longstreet Drive	Construction Completed Spring 2026
Hunting Ridge Road – M	Construction Completed Spring 2026
Hunting Ridge Road – E	Construction Completed Spring 2026
Kilcullen Drive	Construction Completed Spring 2026
Milburnie Road – E	Construction Completed Spring 2026
Willow Oak Road – W	Construction Completed Spring 2026
Grove Barton Road	Construction Completed Spring 2026

After Study and Results

After studies for the 17 recently completed projects have their 6-month after studies scheduled to be performed in September/October 2026.

Status of Previously Approved Projects

Fayetteville Street*	Construction Bid – construction spring 2026
Powell Drive	Construction Bid – construction spring 2026
Maybrook Drive	Construction Bid – construction spring 2026
Hadley Road	Construction Bid – construction spring 2026
Laurel Mountain Road	Construction Bid – construction spring 2026
Kelway Drive*	Construction Bid – construction spring 2026
Bridgeport Drive – W	Construction Bid – construction spring 2026
Falls River Avenue – 3	Construction Bid – construction spring 2026
Wide River Drive	Construction Bid – construction spring 2026
Glascock Street- E	Construction Bid – construction spring 2026
Bunker Hill Drive	Construction Bid – construction spring 2026
S King Charles Road	Construction Bid – construction spring 2026
Grand Traverse Drive	Construction Bid – construction spring 2026
Bent Creek Drive	Construction Bid – construction spring 2026
Rembert Drive	Construction Bid – pairing construction with sidewalk project – construction fall 2026

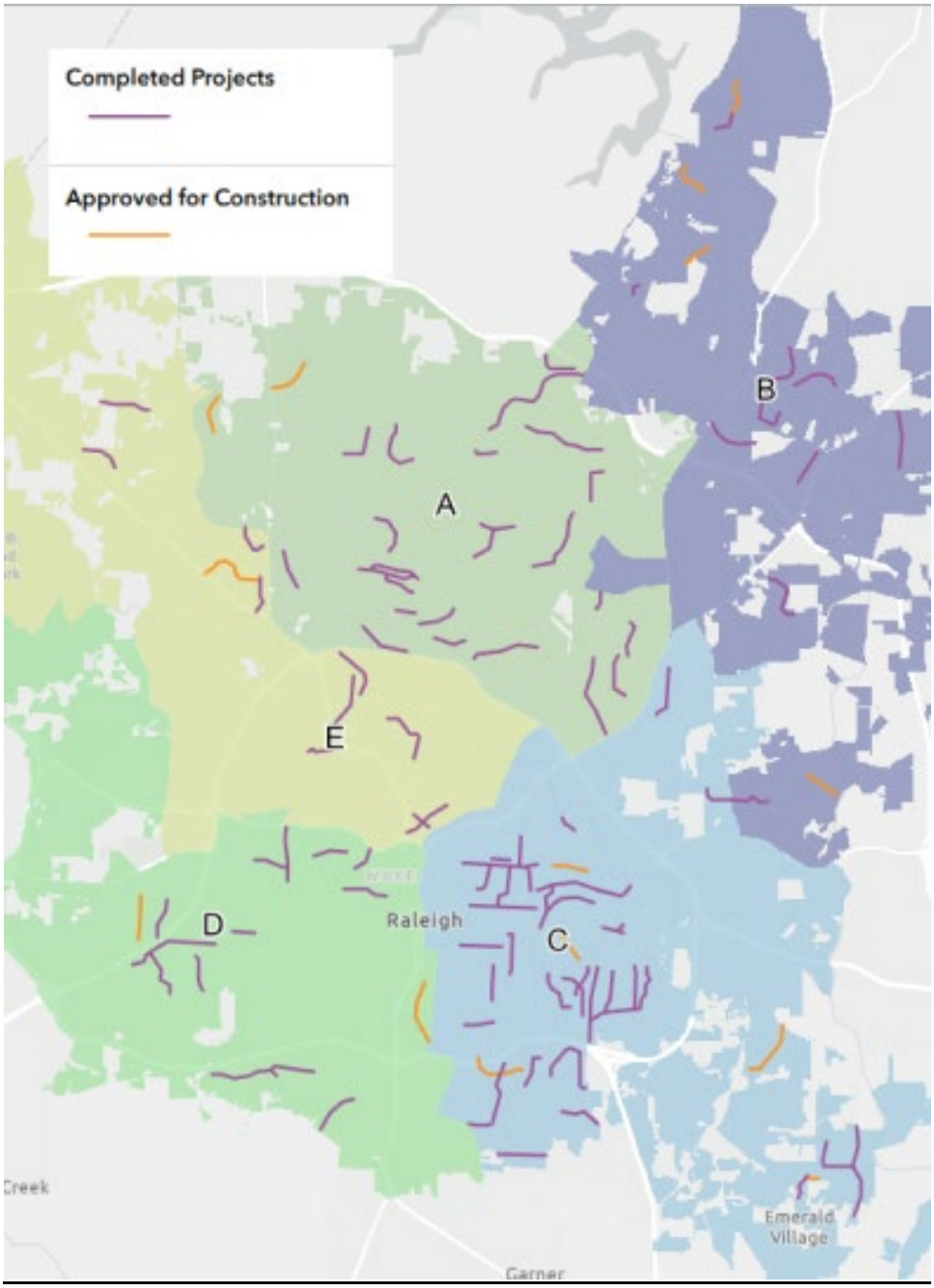
Project After-study Evaluation Results

Street Name	Speed Limit (mph)	Original 85th% (mph)	New 85th% (mph)	Change in 85th% (mph)	Change in 85th% % (mph)	Original Volume (vpd)	New Volume (vpd)	Change in Volume (vpd)
Country Trl*	25	37.62	26.00	-11.62	-30.89%	2718	1405	-1313
Slippery Elm Dr	25	36.14	23.00	-13.14	-36.36%	1208	654	-554
Bertie Dr*	25	33.97	27.00	-6.97	-20.52%	1080	716	-364
Dixie Trl*	30	36.98	25.00	-11.98	-32.40%	4039	4044	+5
Willow Oak Rd – E	25	34.61	28.00	-6.61	-19.10%	2034	1097	-937
White Oak Rd – N	25	34.63	2600	-8.63	-24.92%	1194	859	-335
Jacqueline Ln	25	35.97	25.00	-10.97	-30.50%	1894	1182	-712
Mackinac Island Ln – N	25	35.82	28.00	-7.82	-21.83%	4029	3736	-293
Wild Wood Forest Dr*	30	38.91	25.00	-13.91	-35.75%	5292	3419	-1873
Mine Shaft Rd	25	38.51	28.00	-10.51	-27.29%	1016	499	-517
Sierra Dr – W	25	37.75	29.00	-8.75	-23.18%	2506	1016	-1490
Cooper Rd*	25	32.41	23.00	-9.41	-29.03%	1153	576	-577
Thorpshire Dr	25	34.49	26.00	-8.49	-24.62%	3089	1662	-1427
Quail Ridge Rd	25	37.61	27.00	-10.61	-28.21%	2857	1517	-1340
Dixon Dr*	25	38.55	26.00	-12.55	-32.56%	3432	2373	-1059

"*" Designates streets that are within School Zones

NTMP Traffic Calming Project Distribution Map

Map of all completed projects and approved projects that are advancing to construction:



2026 Traffic Calming Projects – Requesting Authorization for Construction

Staff has completed the public engagement and design work for traffic calming treatment on the streets that Council approved at the last annual report. During that time, the streets went through the following steps:

1) Council approval of the 20 streets to move to engagement and design
2) Introductory & Preliminary Design Meeting with Public Comment
3) Final Design Meeting with Public Comment
4) Final Ballot
5) (Current) Requesting Authorization for Construction

The NTMP policy defines neighborhood approval by using a two-tiered balloting processes that measures the support for the project from the On-street residents and the Neighborhood residents that are within the approximate 2-block radius surrounding the project. The approval thresholds are:

- On-Street: Minimum 60% approval rating from those participating in the ballot process
- Neighborhood: Minimum 50% approval rating from those participating in the ballot process

The NTMP previously required a minimum participation threshold for the On-Street and Neighborhood participants to meet in addition to the aforementioned approval ratings. In evaluating the main reason why historic traffic calming projects failed to move forward, the required participation thresholds were identified as the main factor. Staff found that on average:

- ~25% of projects offered were voted down by the neighborhood
- ~50% of the projects offered were approved by the neighborhood but failed due to the participation thresholds
- ~25% of projects offered met all policy threshold and were recommended for construction

Staff presented this data to City Council at the February 1, 2022 Council meeting and recommended a removal of participation thresholds from the balloting process with the On-Street and Neighborhood approval thresholds to be the only balloting metrics to determine neighborhood support.

During the review of past projects, staff also identified that some streets had a split-decision vote where the On-Street participants voted YES and the Neighborhood participants voted NO. With no controlling measures for this split vote, these projects failed to move forward to construction due to the surrounding neighborhood that does not physically live on the street opposing the project. To allow for a tie-breaker, staff recommended that if a split-decision vote occurred and the On-Street participation was $\geq$50% of the residents living along the street, the On-Street ballot results would take precedent and be the tie-breaker.

This tie-breaker addition to the NTMP policy was also included in the February 1, 2022 policy updates to City Council, in which Council supported and approved all recommended policy updates presented at that time.

15 of the original 20 streets have received neighborhood approval by meeting or exceeding all minimum NTMP policy thresholds for approval. Staff is requesting Council authorization for construction for the 15 streets listed below.

Street Name	Council District	Street Approval Threshold (min 60%)	Street Participation Amount (min 50% to overrule split decision)	Neighborhood Approval Threshold (min 50%)
Pleasant Grove Church Road	E	**76.19%**	42.00%	**54.17%**
Glenwood Forest Drive	E	NA	NA	**61.29%**
Poyner Road	E	**100.00%**	5.00%	**54.41%**
Deblyn Avenue	E	**89.47%**	46.34%	**88.89%**
Bellevue Road	E	**90.91%**	**51.16%**	**63.33%**
Steinbeck Drive	A	**72.73%**	**61.11%**	**52.50%**
Oak Park Road – E	E	**75.00%**	34.78%	**58.57%**
Wycliff Road	E	**100.00%**	20.00%	**79.31%**
Kent Road	D	**100.00%**	11.54%	**65.91%**
Falls River Avenue – 7	B	**87.50%**	32.43%	**59.80%**
Falls River Avenue – 5	B	**64.29%**	37.84%	**50.56%**
Falls River Avenue – 2	B	**65.12%**	45.26%	**50.00%**
Starmount Drive	C	**81.25%**	48.48%	**78.26%**
Turf Grass Court	C	**100.00%**	14.29%	**74.51%**
Proctor Road	C	**100.00%**	25.00%	**100.00%**

For the final ballot phase, 5 of the original 20 streets failed to meet one or more of the approval metrics in the adopted policy. This is the first report to Council that includes the final ballot results for these streets.

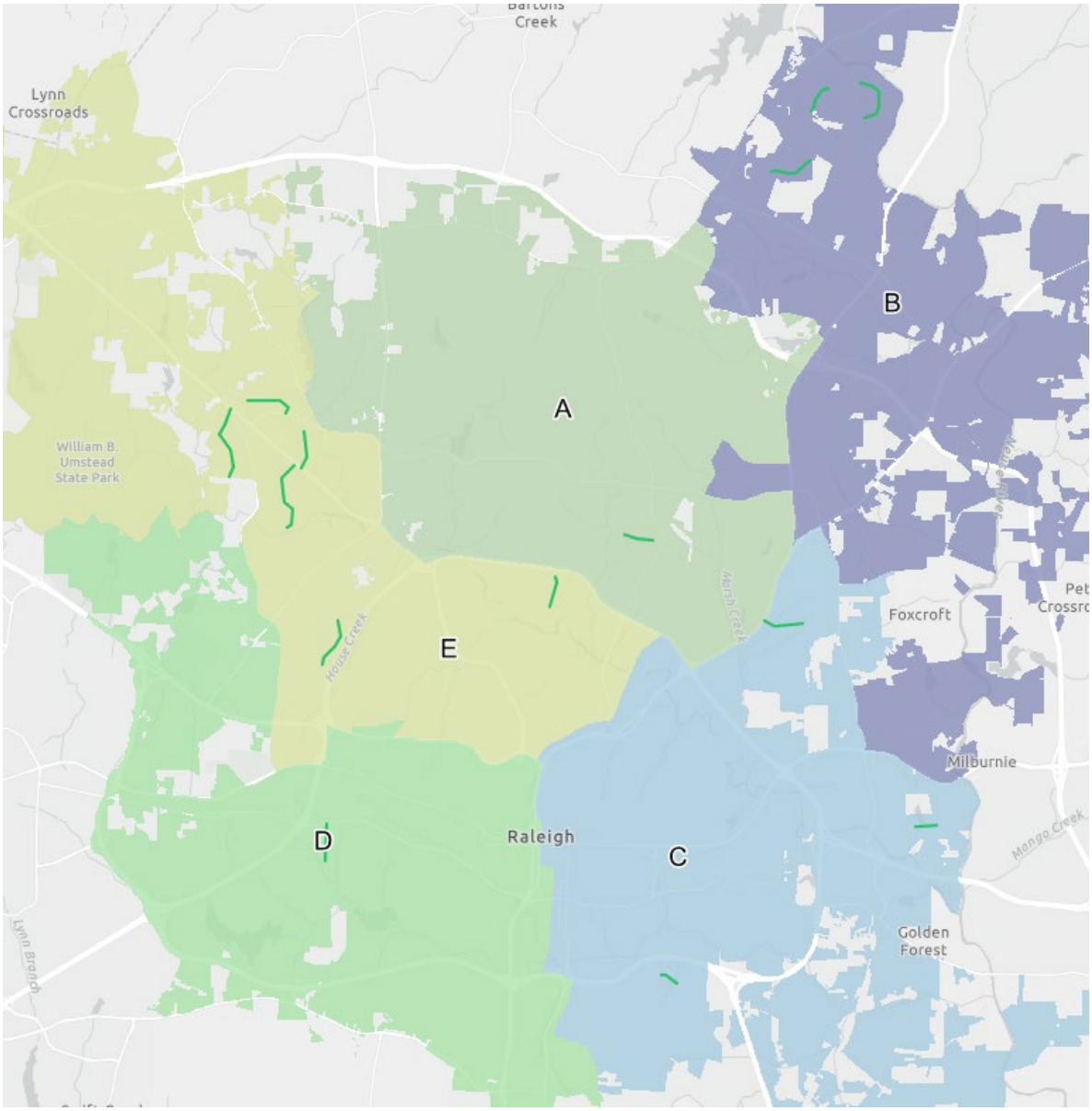
Street Name	Council District	Street Approval Threshold (min 60%)	Street Participation Amount (min 50% to overrule split decision)	Neighborhood Approval Threshold (min 50%)
Pasquotank Drive	E	**87.50%**	47.06%	39.13%
Northwood Drive	A	**70.00%**	37.04%	44.12%
Laurel Hills Road – S	E	**61.90%**	29.17%	33.64%
St James Church Road	C	**90.00%**	28.57%	26.67%
Rainwater Road – N	A	22.45%	**66.22%**	15.93%

No Council action is being requested for these seven streets as the policy states they will not be eligible for a project. Final Ballot results are being reported for informational purposes.

Four streets of note that Council may want to discuss further:

- **Pasquotanke Dr:** 1 additional On-street participant (YES or NO) would have increased the On-street participation to >50% and would have resulted in meeting the policy approval threshold.
- **Northwood Drive:** 2 Neighborhood YES votes short of reaching the minimum 50% approval threshold for this project to meet all policy thresholds and to be recommended for construction.
- **Laurel Hills Road – S:** On-street voted in favor of the project voted against the project. This project scope was offered in 2014 using a petition process where On-street signed in favor and the Neighborhood was opposed.
- **St James Church Road:** On-street voted in favor of the project voted against the project.

Below is a map of the 15 streets staff is requesting authorization for construction:

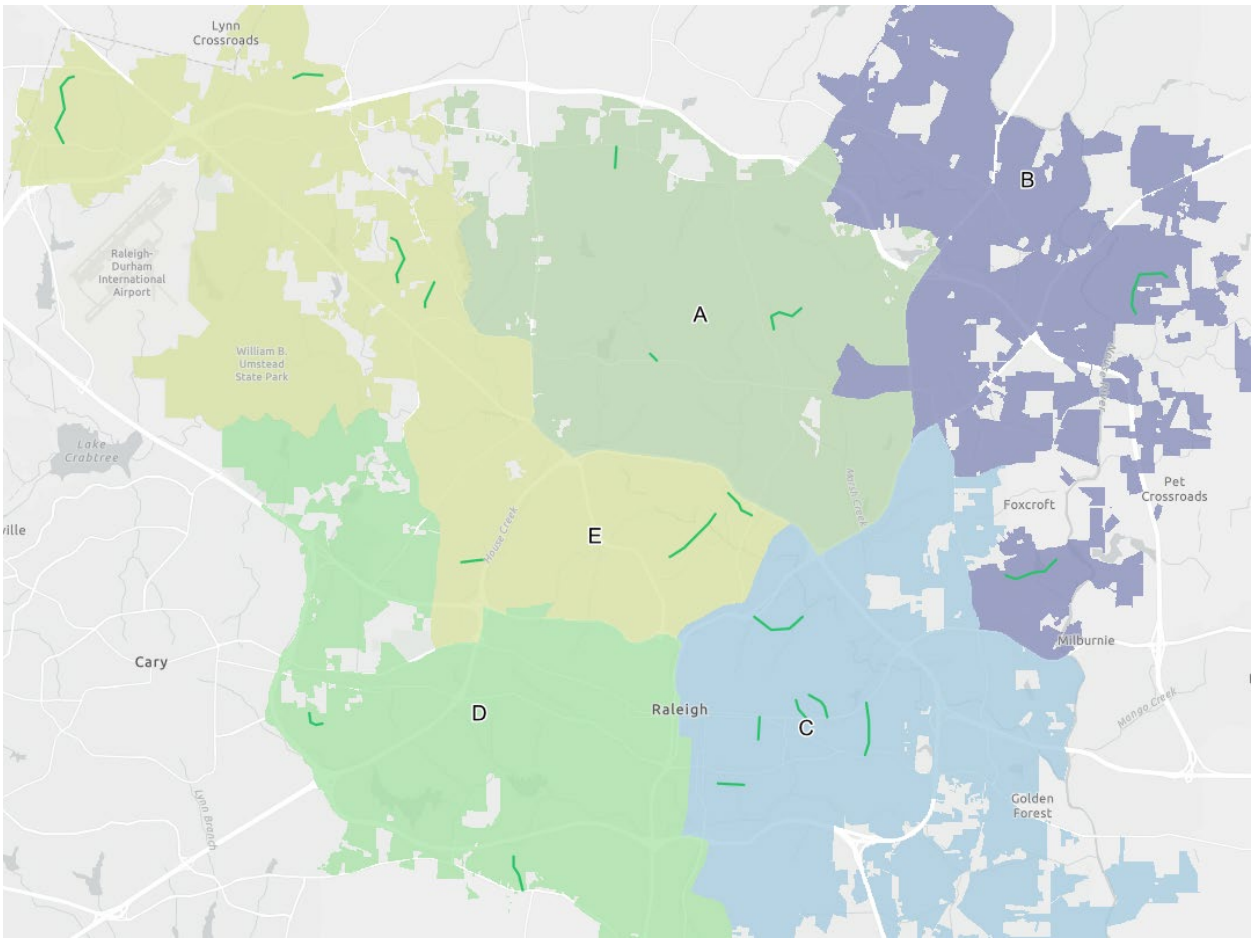


2026 Traffic Calming Project List

The third item of this report is seeking Council approval of the next highest 20 ranking streets on the Traffic Calming project list per the NTMP policy. If approved, staff can start the neighborhood engagement process and project design for these 20 streets. Below is a list of the highest 20 ranking streets and a vicinity map showing their location.

2026 Project List			
Rank	Date Evaluated	Street Name	Council District
1	4/10/2025	Anderson Dr	E
2	8/5/2025	Arnold Palmer Dr - W	E
3	6/27/2025	Glendower Rd - S	E
4	4/10/2025	Eagle Trace Dr	B
5	2/3/2025	Clarendon Cresc	C
6	8/21/2025	Cashew Dr	B
7	6/12/2025	Hilburn Dr	E
8	3/25/2022	Saddle Seat Dr	D
9	5/6/2022	N King Charles Rd - S	C
10	4/26/2021	Snelling Rd	A
11	2/3/2025	Wake Towne Dr	E
12	3/11/2022	Trailwood Hills Dr	D
13	2/3/2025	Volant Dr	A
14	9/8/2025	Harvest Oaks Dr	A
15	4/22/2022	Bragg St	C
16	2/1/2023	S Pettigrew St	C
17	10/25/2022	Dennis Ave	C
18	6/10/2022	Donald Ross Dr	C
19	10/13/2023	Cape Charles Dr - N	E
20	1/1/2024	Harden Rd - E	E

Vicinity map of the 2026 Project list:



Additional Recommendation

As the Vision Zero Safe Streets for All (SS4A) Action Plan was adopted at the XXXX City Council meeting, staff evaluated the NTMP policy with a goal of bringing forward policy options for review to ensure programmatic consistency.

The component of the NTMP Policy staff recommends further review is how traffic calming projects are offered to neighborhoods. Current policy is that these projects are a neighborhood choice and not a mandate along street where unsafe conditions have been identified.

Staff is bringing forward three options for City Council review if they would like to review options to change current policies as it relates to how traffic calming projects are presented to streets with identified needs. A summary of the three options being brought forward is attached as an additional document for City Council consideration.

Neighborhood Traffic Management Program – Policy Update Options Comparison

Option 1: No Change (current policy language)

5.1.4 Resident Approval Process

5.1.4.1 A ballot will be sent to residents of the street and its surrounding neighborhood seeking approval of the final design. The ballot process will follow the outlined procedures below. The ballot shall be sent to the residents during the Continuation of the Design Meeting Phase.

5.1.4.1.1 For an on-street ballot to be considered successful, the participating residents must show a minimum approval rating of sixty percent (60%).

AND

5.1.4.1.2 For the greater neighborhood ballot to be considered successful, the participating residents must show a minimum approval rating of fifty percent (50%).

5.1.4.1.3 Ballots will be distributed as follows:

- A single property having multiple buildings but a single owner (apartments) will receive one (1) ballot.
- A single property with multiple buildings having multiple owners (condominiums) will receive one (1) ballot per unit.
- A single property having multiple owners will receive one (1) ballot.

5.1.4.1.4 If the ballots fail then the street is removed from the project list and must wait one (1) year to begin the process again starting with a new request for a traffic calming evaluation.

- City Council has the right to waive policy thresholds to move a project forward.

5.1.4.1.5 If ballot is successful in meeting the required thresholds, the street moves to the Council approval and construction phase.

Option 2: Two-Tiered Approval Process

5.1.4 ~~Resident~~ Project Approval Process

Safety is the City of Raleigh's priority and therefore is establishing criteria for a two tiered resident approval process. Policy descriptions outlined below will define thresholds in which a street exceeds certain thresholds and the project offering becomes a mandate. For those streets that exceed the mandate threshold, staff will work with the surrounding area for input and resident buy-in but the project shall move forward to construction to mitigate the identified safety concerns.

For those streets that do not exceed this mandate threshold, all neighborhood engagement and approval thresholds outlined below shall apply.

5.1.4.1 A street that meets or exceeds the thresholds below shall have an identified safety need that results in the project offering being a mandate.

5.1.4.1.1 The identified average 85th percentile speed of drivers along the street is 8 mph or greater

OR

5.1.4.1.2 Four (4) or more speed related crashes have been identified in the previous three (3) years leading up to the evaluation

5.1.5.2 Any street that does not meet the mandate thresholds defined above, the following approval process shall be followed. A ballot will be sent to residents of the street and its surrounding neighborhood seeking approval of the final design. The ballot process will follow the outlined procedures below. The ballot shall be sent to the residents during the Continuation of the Design Meeting Phase.

5.1.4.2.1 For an on-street ballot to be considered successful, the participating residents must show a minimum approval rating of sixty percent (60%).

AND

5.1.4.2.2 For the greater neighborhood ballot to be considered successful, the participating residents must show a minimum approval rating of fifty percent (50%).

5.1.4.2.3 Ballots will be distributed as follows:

- A single property having multiple buildings but a single owner (apartments) will receive one (1) ballot.
- A single property with multiple buildings having multiple owners (condominiums) will receive one (1) ballot per unit.
- A single property having multiple owners will receive one (1) ballot.

5.1.4.2.4 If the ballots fail then the street is removed from the project list and must wait one (1) year to begin the process again starting with a new request for a traffic calming evaluation.

- City Council has the right to waive policy thresholds to move a project forward.

5.1.4.2.5 If ballot is successful in meeting the required thresholds, the street moves to the Council approval and construction phase.

Option 3: Project Mandate

5.1.4 ~~Resident~~ Approval Process

5.1.4.1 Safety is the City of Raleigh's top priority and therefore advancing all traffic calming with identified speeding and/or speed related crash problems to implementation is crucial in meeting our Vision Zero goals. Speed is the main contributing factor when evaluating the severity of a crash and by pursuing infrastructure installations that better encourage slower driving speeds along Raleigh's neighborhood streets these projects can promote safety for everyone and increase the quality of life in Raleigh's neighborhoods.

~~**5.1.4.1** A ballot will be sent to residents of the street and its surrounding neighborhood seeking approval of the final design. The ballot process will follow the outlined procedures below. The ballot shall be sent to the residents during the Continuation of the Design Meeting Phase.~~

~~**5.1.4.1.1** For an on-street ballot to be considered successful, the participating residents must show a minimum approval rating of sixty percent (60%).~~

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- ~~City Council has the right to waive policy thresholds to move a project forward.~~

~~**5.1.4.1.5** If ballot is successful in meeting the required thresholds, the street moves to the Council approval and construction phase.~~

5.1.5Project Approval and Installation

5.1.5.1 ~~If the ballot is successful,~~ Staff will initiate a consent agenda item to authorize construction of the traffic calming project. If a resident is in opposition to the final outcome of the traffic calming project process, your right to be heard by Council in the form of the Public Comment Period can be exercised.

Reflecting Raleigh Civic Assembly Final Recommendations

Recommendations from Civic Assembly participants, compiled and published with support from Raleigh Planning and Development, Raleigh Community Engagement, and the National Civic League

raleighnc.gov

Raleigh

A note from City Staff:

Raleigh's Comprehensive Plan serves as the city's long-term vision for the built environment. Reflecting Raleigh is the process of developing the Next Comprehensive Plan, which will include a focus on sustainable and equitable growth, aligning adopted city plans and priorities, and enhanced community engagement.

The Reflecting Raleigh Civic Assembly was organized to serve this goal of enhanced community engagement goal. Raleigh City Council directed the Civic Assembly to answer this question, their remit:

"Raleigh is in the process of improving transit service around the city. How should the next comprehensive plan help improve access to the new service? What should the neighborhoods around frequent transit look like?"

The Assembly was selected to broadly reflect the demographic composition of the entire city. 10,000 invitations to join the assembly were dispersed by mail to residents and provided to community groups to ensure that the final makeup represented a cross section of the city. Over 270 residents responded to the invitations. From that group an assembly of 40 members was formed. From the 40 members selected, 32 Raleigh residents participated in the full process.

The assembly met over six Saturdays to learn, deliberate, write, and vote on their final recommendations. The initial sessions brought speakers to the Assembly to help members better understand the context of their remit and the broader comprehensive plan rewrite process. Early speakers included City and County staff, community historians, and community members familiar with the development process. Following this initial programming the assembly requested additional speakers and research opportunities. Planning experts from peer cities were brought in and some assembly members toured neighborhoods that will be impacted by their recommendations via bus tour.

Following their education the assembly formed small groups that drafted recommendations based on their areas of interest. The recommendations in this document were entirely written by the Assembly. The Assembly agreed that any recommendation that received 75% or more support would be included as a recommendation. Once the final recommendations were drafted the assembly held a vote on each item individually. Those final votes are included in the recommendation document.

These final recommendations will be shared with Raleigh City Council and used to develop the City's Next Comprehensive Plan.

Introduction

In the fall of 2025, our group of 32 was invited to participate in Raleigh's Civic Assembly. We are a cross section of the city's demographics and were invited for six Saturdays to engage in thoughtful conversation about the land use along the future transit corridors. We spent our first couple sessions learning about city history and planning, affordable housing, land use, environmental impacts, and the transit system. These presenters provided valuable context and information that the group accessed throughout our upcoming sessions. And despite the uncharacteristic Raleigh snow fall, we then gathered for our next sessions that involved workshopping, discussion, and eventual drafting of our proposal. We are excited as a group to present to you our recommendations for the remit. Our proposal provides city officials guidance on what the citizens of Raleigh would like prioritized in the next comprehensive plan regarding the neighborhoods accessed by frequent bus services.

Values

- Support growth that enhances quality of life for residents of all socioeconomic statuses.
- Provide safe, reliable and convenient transit access to connect residents to opportunities to live, work, and play.
- Honor the rich cultural history of Raleigh's neighborhoods to ensure their role in shaping the vibrant city is not forgotten.
- Commit to environmentally responsible and ecologically minded growth to ensure Raleigh remains a sustainable, resilient, and thriving community for all current and future residents.

Recommendations

Zoning and Land Use

Proposal 1

Create specialized zoning and development requirements for transit corridors. Different segments of the corridor may warrant different standards, depending on the context. – **93% support**

Proposal 2

In order for riders to have a destination, there should be active, mixed-use centers along major transit corridors. Consider allowing major entertainment hubs (i.e., Lenovo Center, Walnut Creek, Fairgrounds) at the ends of transit corridors. – **100% support**

Proposal 3

Focus high-density and mixed-use development in growth zones and corridors. – **90% support**

Proposal 4

Develop complete neighborhoods by including essential services, as identified by residents in corridor planning. Residents should be able to access everything they need within a transit corridor. – **100% support**

Proposal 5

Integrate public land, including the greenway system, into bus routes and multimodal access to bus stops. Include appropriate landscaping and/or green space at bus stops. – **97% support**

Affordability & Housing

Proposal 6

Promote affordability along the BRT by recognizing that high density construction will increase supply and likely stabilize housing costs. Improve protections for existing low-income BRT neighborhood residents to combat displacement and homelessness using national best practices. – **93% support**

Safety & Density

Proposal 7

Improve safety across high volume bus routes such as: 15, 19 (New Bern Avenue/Wake Med), 16 (Crabtree Valley Mall), 9 (Western Blvd.) 4 (Rex Hospital), and routes towards S Saunders (40X, etc.):

- through increased density in these corridors of the proposed BRT plan. Higher density results in increased populations, public infrastructure, and higher levels of accessibility. Additionally, individuals tend to feel safer in more concentrated areas rather than desolate streets. Further, if density is increasing, it's crucial for riders to access their stops without hazards. – **90% support**
- by focusing on safety improvements that result from increased density. These safety improvements include (but are not limited to): pedestrian infrastructure, connectivity, slower speeds, wider sidewalks, enhanced crosswalks, more populous and safer streets. – **90% support**
- by focusing on safety improvements that result from better land use patterns. More specifically, zoning decisions being made with the area and existing citizens' best interests in mind (no high rises/condos/buildings in communities that are unrealistic for this type of infrastructure). Better land-use may also look like using city owned property to create safe and accessible spaces (parks, community centers, libraries) along the routes. – **76% support**

Pedestrian Access & Infrastructure

Proposal 8

Some roads have areas without continuous sidewalks. The city needs to encourage sidewalk continuity to make it easier to access the bus corridors. – **100% support**

Proposal 9

Safe and direct pedestrian routes means sidewalks need to be safe by not imposing a risk of someone being in danger due to a lack of continuity of the sidewalks. If we had continuous and direct sidewalk routes then we would have an increased amount of safety for pedestrians. – **90% support**

Proposal 10

Ensure that all city pedestrian infrastructure is ADA compliant. – **90% support**

Proposal 11

Improve pedestrian safety along the bus corridors by ensuring:

- Sidewalks
- Crosswalks
- Appropriate lighting where needed
- Make sure easements with sidewalks include trees providing shade, setbacks of sidewalks from the roads, bushes & bollards between road and sidewalks. Try to make bus stops more accessible by providing benches, shelters, and trash cans. – **93% support**

Proposal 12

Improve safety by ensuring every bus stop includes:

- Benches and shelters – **93% support**
- Trash cans – **93% support**
- Informational kiosks: Help people understand the bus routes by having informational signage at bus stops. Encourage kiosks at higher frequency bus stops. Consider selling advertisement space or having corporate sponsors to fund bus stop infrastructure. – **79% support**

Proposal 13

Expand overall pedestrian infrastructure by:

Increasing sidewalk mileage. – **93% support**

Adding more crosswalks. – **93% support**

Adding pedestrian-scaled lighting. – **85% support**

Proposal 13

Encourage bus stop design that feels inviting to pedestrians to make it more appealing and encourage ridership – **83% support**

Neighborhood Impact

Proposal 14

Minimize negative impacts of population and infrastructure growth, including more buses and BRT lines on neighborhoods such as:

- Traffic: Mitigation could include: smart street design such as bus pull-off lanes to reduce vehicle congestion behind bus stops and hawk signals to assist pedestrian safety - **90% support**
- Trash/Litter: Mitigation could include: enforce litter removal on private property to the full extent possible, make it easier for residents to report litter buildup on city maintained property, proactively plan / dedicate additional resources to cleaning up city property in places where density is increasing, and strongly & consistently advocate for the county and state to maintain their roads/property more effectively - **90% support**
- Noise Pollution: Mitigation could include: tasteful sound barriers and landscaping designed to block sound bleed through and investing in quieter buses/maintaining buses to minimize engine sound. Additionally, noise ordinances should be planned to accommodate/match land usage, such as different noise ordinances in low density vs. areas with night life vs. high density mixed use - **90% support**
- Light Pollution: Mitigation could include: street lamps with covers / enclosed lightpole caps to ensure light is only pointing downwards and prioritizing human/low level height light bollards with dim lighting to ensure nighttime walking visibility/safety without contributing to light pollution - **90% support**
- Impervious Surfaces: Mitigation could include: rain gardens in city owned easements planted with native & biodiverse flora to minimize flooding, runoff, and ecological decline and provide habitats for keystone species; planting more trees on city property to maximize shade and use “cool pavements” and smart usage of reflective materials to minimize heat islands; minimize expansion of roadways to protect wildlife; improve ease of reporting of road infrastructure issues like potholes, and proactively repair potholes (etc.), especially on bus routes and high density areas **90% support**

Proposal 15

Establish convenient pick-up/drop-off areas to support multimodal connections, if feasible – **93% support**

Proposal 16

Establish access to park-and-go options for bus riders at the end of corridors – **86% support**

Proposal 17

Consider micro-transit options to promote easier access to transit corridors from adjoining neighborhoods – **97% support**

Proposal 18

Prioritize the co-location of bus stops with community spaces/centers, libraries, etc. to promote safety. Site bus stops near public spaces so people don't feel alone or unsafe **93% support**

Equity & Gentrification

Proposal 19

The City of Raleigh should emphasize equitable standards for neighborhood development and transit access to prevent disproportionate disintegration of our neighborhoods, especially around the corridors – **93% support**

Proposal 20

Protect against the displacement of residents. In order to keep housing prices stable, promote higher density in neighborhoods that are likely to be gentrified, as well as neighborhoods in close proximity to transit routes – **86% support**

Cultural Preservation

Proposal 21

To preserve the cultural and historic aspect of an area, future land uses should include honoring and promoting the existing and past cultures and communities – **90% support**

Proposal 22

Proactively install historical signs and sponsor historical communities in cultural programming – **79% support**

Proposal 23

Proactively analyze and evaluate new construction and its potential negative impacts on existing underserved communities – **83% support**

Housing Types & ADUs // Creative Property Use

Proposal 24

To encourage flexible housing solutions and increase housing availability along the BRT, the city should be more lenient in permitting creative residential uses on existing residential properties (such as ADUs, duplex/triplex, co-living arrangements, and other residential specific uses) – **76% support**

Proposal 25

The city should permit small-scale, "neighborhood-serving commercial uses" along the BRT to encourage small businesses in currently solely residential spaces, helping to activate "underused spaces," and create walkable corridors that have many services in a smaller area – **79% support**

Resident Incentives

Proposal 26

Offer tax credits or similar incentives for residents who build on their property in ways that support transit-oriented development. – 66% support

Proposal 27

Establish a local REIT to purchase the single-family homes owned by the city of Raleigh used as affordable housing at current market rate. Raleigh can then take that money and purchase additional homes on the BRT route. – 52% support

Proposal 28

Build age-appropriate facilities and sports complexes – **48% support**

NOTE: Many assembly members felt that this was outside the remit, but may support this recommendation generally.

Regional Coordination

Proposal 29

Coordinate NCDOT improvements with Raleigh's densification – **93% support**

One assembly member wishes to include the following comment:

My biggest concerns are that the current plans are not inclusive for families, especially larger families. They are not affordable for those families either. It will effectively increase rent and in turn lead to those who are lower income and needing more space to have to move.

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Market Feasibility Analysis and Partnership Strategy

DMV Site

Raleigh, North Carolina

Prepared for:
City of Raleigh
Urban Projects Group
Planning and Development Department

April 2026

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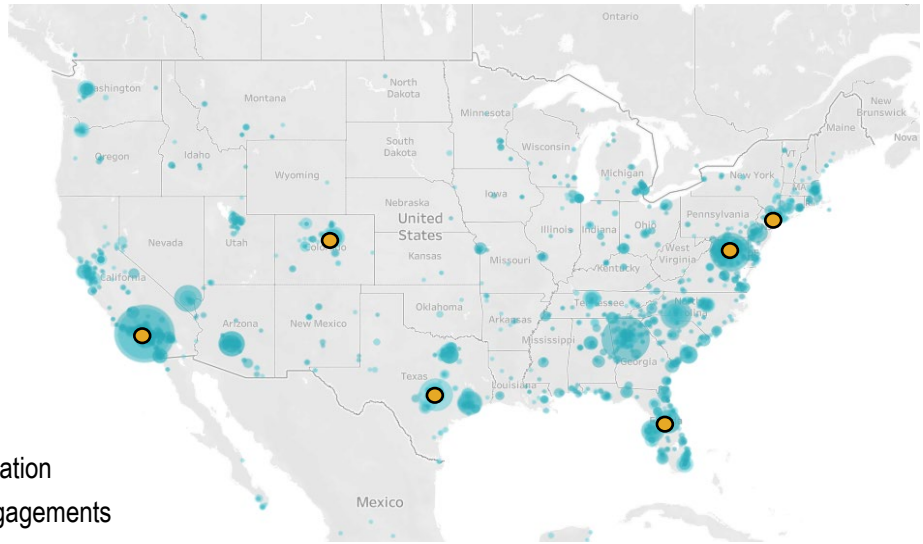
RCLCO leverages quantitative analytics and a strategic planning framework to provide end-to-end business planning and implementation solutions at an entity, portfolio, or project level. With the insights and experience gained over 55 years and thousands of projects – RCLCO brings success to all product types across the United States and around the world. RCLCO is organized into three service areas: real estate economics, management consulting, and advisory services for institutional investors through RCLCO Fund Advisors.

Where We Work



KEY
- RCLCO Office Location

Larger dot = more engagements

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Project Director

Erin Talkington, Managing Director

P: (240) 396-2353 | etalkington@rclco.com

Project Manager

Alex Shaia, Principal

P: (240) 644-1295 | ashaia@rclco.com

Additional Authors

Evan Farrar, Senior Associate

Reilly Eagan, Analyst

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Project Background

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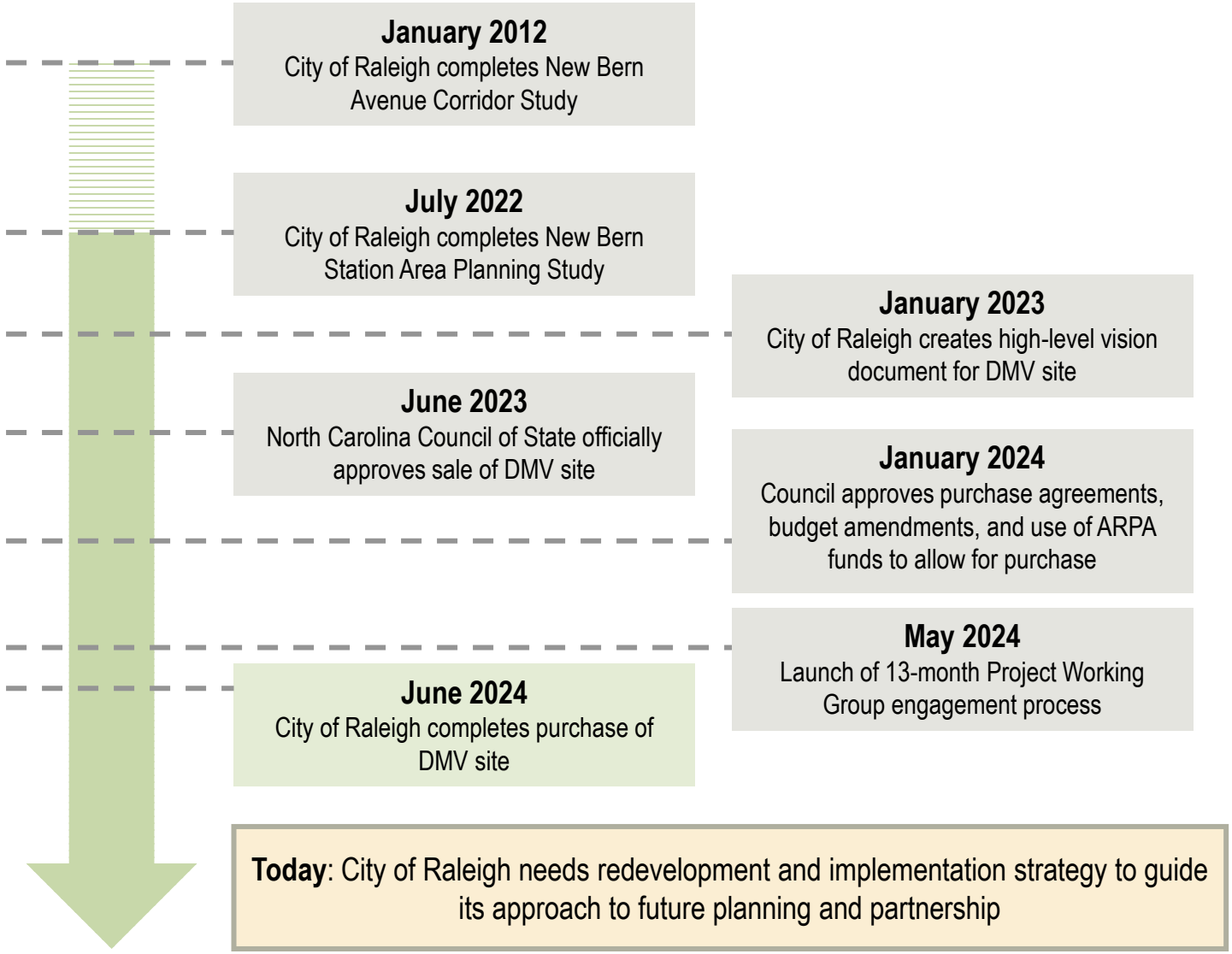
SITE BACKGROUND

This study builds on years of planning efforts from the City of Raleigh and its partners that culminated in the purchase of the DMV site in June 2024



GOALS / SCOPE

The City of Raleigh engaged a consultant team, led by RCLCO, to conduct a market study and design analysis and inform a broader redevelopment strategy for the former DMV site

Key Questions for This Study

- **Real Estate Market Analysis**
  - How do development trends in the core and periphery of Downtown Raleigh affect how a developer would view the site?
  - What is the market's ability to support various different types of housing and commercial uses at the site?
- **High-Level Civil Assessment**
  - Are there access, utility, or site constraints that impact feasibility?
- **Conceptual Site Planning**
  - What are different approaches to parking and layout of ground-up development at the site?
- **Financial Feasibility Analysis**
  - How much land value would market-rate development generate to the City?
  - What is the ability of the site to support a mix of civic / community priorities and market-rate development without subsidy?
- **Partnership and Disposition Strategy**
  - What approach to disposition (RFP, upset bid, other) would result in desired outcomes?

Site Conditions (Pre-Demolition)

Aerial View (Pre-Demolition)

KEY PRIORITIES

The core tension of the DMV site is how to achieve City and community goals in a way that minimizes subsidy need and can start quickly; the current environment is not conducive to meeting all of these goals

Density

BRT is coming to the New Bern corridor, and households are needed nearby to support ridership

Affordable Housing

The Project Working Group and the City have expressed a desire for affordable housing at the site

Community

The Project Working Group has established a set of priorities for community-serving uses at the site

Financial

Redevelopment needs to rely minimally on City subsidy, and use market-rate uses to cross-subsidize

Key Takeaway: If the City were to move forward today, the current environment makes it impossible to recover enough value from dense, market-rate development to deliver both affordable housing and community priorities without substantial City subsidy.

PROJECT WORKING GROUP PRIORITIES

The City-led engagement process identified the vision and program elements that are most aligned with longstanding community needs

	OPPORTUNITY	GOAL	PROGRAM ELEMENT EXAMPLE
"MUST-HAVES"	**Affordable Housing**	Provide a range of housing options for households at 30-60% AMI across different family sizes, incomes, and employment types.	Mixed-income apartment community with a dedicated affordable component and unit mix similar to projects funded through LIHTC.
	Retail	Support local, community-serving businesses that reflect the historic New Bern Avenue corridor and provide access to essential goods.	Small-format neighborhood retail with local operators—e.g., a corner grocery, café, or pharmacy integrated into a mixed-use main street.
	Community Space	Create flexible indoor spaces that support workforce development, educational programming, performances, and community gatherings.	Multi-purpose community hub like a YMCA-style facility with configurable rooms, classrooms, and event space.
	Food Incubator & Co-op Space	Provide access to healthy, affordable food and commercial kitchen space for local entrepreneurs.	Shared commissary kitchen combined with a small community market or food co-op.
	Cultural Recognition	Celebrate local heritage with public art, wayfinding, and design that reflects the historic community's identity.	Outdoor cultural corridor with murals, sculpture, and interpretive signage.
	Universal Site Design	Ensure the site is accessible to all, exceeding ADA minimums and incorporating inclusive design principles.	Inclusive streetscape design with wide sidewalks, tactile paving, accessible seating, and step-free building entries.
"LIKE TO HAVES"	**Sustainability & Innovation**	Promote sustainable design, architectural creativity, and environmentally responsible development.	LEED Gold-level mixed-use development with green roofs, solar arrays, and visible sustainable features.
	Childcare Options	Provide access to drop-in or flexible childcare to support working families.	On-site childcare center operated by a community nonprofit or early-education partner offering part-time and drop-in options.

EXAMPLE CONCEPTS

Affordable Housing

300 & 500 E Main
Durham, NC

Mixed-income housing with ground-floor activation; one market-rate building and one affordable LIHTC building

Retail

Makers' Alley (North Hills)
Raleigh, NC

A pedestrian-focused retail lane featuring small-format spaces for local makers and food concepts

Community Space

Ponyride
Detroit, MI

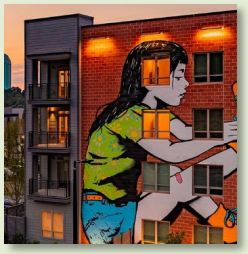
Flexible hub offering affordable workspace, classrooms, and event space for creatives and local entrepreneurs

Food Incubator / Co-op Space

Fourth Plain Community Commons
Vancouver, WA

Multicultural community center with a shared commercial kitchen for community use

Cultural Recognition



UHill Walls
Durham, NC

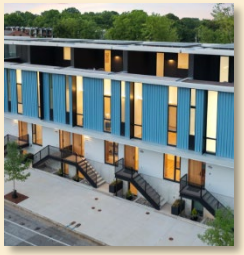
Large-scale mural project that celebrates local identity through public art and creative placemaking

Universal Site Design

Cathedral Park Cohousing
Portland, OR

Universally accessible residential community designed for people of all ages and abilities

Sustainability & Innovation



IDYLE
Raleigh, NC

Sustainable townhome project featuring energy-efficient design and modern, low-impact architecture

Childcare Options

The Carr Center
Cary, NC

Community-oriented facility providing convenient, high-quality early childhood care alongside affordable housing

Executive Summary

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MARKET FINDINGS

The former DMV site sits in a transitional but rapidly evolving stretch of the New Bern Avenue corridor, where shifting demographics, infill and scattered-site redevelopment activity, and the arrival of BRT will all shape the development opportunity. While the area immediately surrounding the site has not yet seen institutional-scale mixed-use development, the site's size, visibility, and future transit access position it to become an early anchor for the corridor's next phase of growth. RCLCO's market analysis focused on understanding which product types are viable in today's environment, and where developers are likely to perceive the strongest near-term opportunity.

Rental Housing

The broader Raleigh apartment market is working through a significant wave of new supply, which has elevated vacancy and softened rents in recent years. Construction costs and capital market constraints have limited feasibility for apartments with structured parking outside of the areas that support top-of-market pricing (see Page 30 for a feasibility analysis comparing rental apartment typologies).

For the DMV site, specifically, RCLCO identified the following key findings, grounded in local market data and informed by engagement with experienced Raleigh developers.

- The location requires underwriting at a discount to top-of-market Downtown rents, given the transitional nature of the corridor and its current amenity base.
- At these rent levels, structured parking is likely not feasible at typical market-clearing land costs (see *Land Values & Feasibility*) and may even require additional subsidy on top of free land.
- By contrast, lower-density rental formats, such as rental townhomes, are viable in the near term. Nearby, *ABODE at Hargett* has demonstrated strong absorption and rent performance, indicating that households with greater space needs value the option to rent a single-family home but still live within a short distance of Downtown.

Together, these factors suggest that the site can support rental housing, but the market is going to be best-prepared to deliver lower-density, surface-parked product rather than podium or wrap apartments without additional public intervention or subsidy.

For-Sale Housing

The for-sale market east of Downtown has strengthened as renovation activity, teardowns, and recent infill projects collectively signal a large, willing group of buyers for new and well-executed product.

For the DMV site:

- The most natural buyer pool is the younger move-up buyer, rather than higher-income move-down buyers, who typically prefer more established urban neighborhoods. This is clearly reflected in the price points and home sizes townhome builders are targeting along the New Bern corridor, relative to projects west of and closer to the Downtown core.
- Townhomes and two-over-two formats represent a clear opportunity, with successful nearby precedents (e.g. *City Pointe*) achieving price points in the mid-to-high $500,000 range and selling quickly.
- The arrival of BRT, along with the potential introduction of neighborhood retail and community space on-site, offers the ability to nudge prices slightly above existing New Bern corridor benchmarks, while remaining accessible to the move-up buyer.
- The scale of townhome development along the New Bern corridor provides clear evidence of feasibility and willingness to pay for land.

MARKET FINDINGS (CONT.)

Retail

Retail conditions along the New Bern corridor today are limited, with aging centers, low foot traffic, and a narrow range of neighborhood-serving goods and services. However, continued household growth along the corridor, along with improved access via BRT, could improve the viability of new retail.

Key implications for the DMV site:

- The site could support roughly 20,000 square feet of neighborhood-serving retail, primarily food & beverage and essential services that serve the growing local household base.
- A larger anchor (e.g. typically sized grocer) is unlikely, as Dalian's planned delivery at 600 New Bern is expected to satiate most grocery demand along the corridor.
- A developer would likely underwrite a discount to top-tier mixed-use developments in and adjacent to Downtown, targeting rents in the $25-$30 NNN range to exceed older stock along the New Bern corridor but maintain a discount to newer spaces in more established locations.

Retail can help define a sense of place and support the long-term success of the site, but the City should expect it to play a complementary role, given that a developer is not likely to perceive retail as a leading driver of value.

LAND VALUE & FEASIBILITY

RCLCO used residual land value analysis to evaluate how different residential formats, affordability tools, and parking strategies perform at the DMV site under today's market and cost conditions. Rather than identifying a single optimal development program, the analysis was intended to establish a hierarchy of value creation and subsidy need, and to clarify the tradeoffs the City faces as it balances density, affordability, and feasibility. Residual land value—the amount a developer could feasibly pay for land after accounting for all development costs and required returns—was the comparative metric used to understand which uses can offset the cost of meeting site priorities.

This analysis revealed several consistent themes:

- **Under today's rents and construction costs, density alone does not drive value.** Higher-density apartment formats, particularly those requiring structured parking, yield lower or negative residual land value at the site, even under optimistic rent assumptions. On the other hand, rental townhomes and for-sale townhomes generate more value even after accounting for their lower density, although these typologies may not be consistent with the City's density goals.
- **Parking strategy is a critical driver of feasibility.** Structured parking materially erodes residual land value, while shared or deferred parking can meaningfully reduce subsidy needs by lowering both direct construction costs and associated financing costs.
- **Ground-floor retail and community space are value-additive from a placemaking perspective, but not from a financial one.** A developer is likely to perceive these uses as initial loss leaders, and so for the project to be feasible to deliver, the City must go in with realistic expectations on scale of non-residential space.

(continued on next page)

LAND VALUE & FEASIBILITY (CONT.)

Building on this feasibility analysis, RCLCO also tested a range of affordability approaches to understand how subsidy requirements differ.

- **9% LIHTC can substantially reduce subsidy needs**, but is highly competitive and constrained by market caps, making it difficult to rely on for larger or higher-density programs. Based on feedback from the City, RCLCO recommends against moving forward with the assumption that housing at the DMV site could leverage 9% credits.
- **4% LIHTC credits allow for more units within the project** but generate less equity per dollar of cost and typically require multiple layers of additional subsidy, particularly to deliver structured parking and/or deeper affordability .
- **Project-based vouchers materially improve feasibility** by allowing affordable units to generate stronger cash flow and reducing operating risk. Vouchers, by themselves, can reduce the total required subsidy by more than 20%.

The LIHTC-based schemes RCLCO developed with LS3P are intended to illustrate the relative value of different LIHTC, parking, and density strategies for the site. ***Importantly, RCLCO's analysis suggests that no single development approach simultaneously maximizes land value, density, and affordability without City participation. Programs that generate the most land value tend to underdeliver on density and affordability, while programs that achieve the City's density and affordability goals require substantial support.***

To understand a broader range of possibilities for the site, RCLCO also tested how an alternative mixed-income approach compares to these LIHTC strategies, including scenarios that allow for a 100% multifamily program more closely aligned with the City's density objectives. The mixed-income analysis shows that, despite higher upfront participation than LIHTC-only models, mixed-income can deliver greater density and a more scalable path to long-term affordability when paired with RHA tools and mission-driven capital.

IMPLEMENTATION STRATEGY

The DMV site presents a unique opportunity for the City to advance multiple policy objectives—density along a major transit corridor, meaningful affordability, and community-serving uses—at a scale that would be prohibitively difficult to achieve through conventional market-led development alone. However, RCLCO's analysis shows that these objectives cannot be realized simultaneously without deliberate coordination and financial commitment on the part of the City.

Under current market conditions, a purely market-driven development response would likely prioritize lower-density residential uses that maximize land value, but fall short of the City's density and affordability goals. Rather than viewing this as a limitation, the site offers an opportunity for the City to shape a development model that reflects evolving best practices, including mixed-income approaches, alternative financing structures, and phased delivery strategies that respond to market timing—if it is willing to accept the financial risks that come with experimentation and a slower development timeline.

Another possibility in light of these conditions is leveraging neighboring parcels to enhance flexibility and/or value. The City could consider selling the smaller State Street parcels for a quicker, albeit smaller, influx of cash to help offset the subsidy required for affordable housing on the DMV site or use the land to offload the parking burden cheaply.

Additionally, a central implication of the feasibility analysis is that most of the viable pathways for delivering deeper affordability and higher density run through early and intentional coordination with the Raleigh Housing Authority (RHA). RHA brings a set of tools—project-based vouchers, bond issuance, access to below-market financing, and the ability to own or ground lease property without property tax obligations—that materially change the feasibility of delivering mixed-income housing. In many scenarios, these tools are foundational, and so working with RHA to shape outcomes at the site will be critical to ensure these tools remain on the table.

IMPLEMENTATION STRATEGY (CONT.)

From RCLCO's perspective, the City has several viable implementation paths, each with different implications for timing and financial commitment.

Option 1: Wait for apartment market to stabilize before pursuing RFP

- Under this approach, the City would retain the site and defer major development until apartment rents, construction costs, and capital markets improve. This strategy increases the likelihood that higher-density apartment development could be feasible with less public subsidy. In the interim, the City could focus on site preparation, infrastructure planning, or interim uses that maintain flexibility while monitoring market conditions. This option minimizes near-term financial exposure but delays delivery of both housing and community benefits.

Option 2a: Proceed now at target density, using a traditional LIHTC-based approach to achieve desired affordability outcomes

- The City could advance development in the near term by pursuing a more conventional LIHTC strategy, accepting the need for substantial subsidy to achieve feasibility under current conditions. This approach prioritizes certainty of delivery and leverages well-established financing tools, particularly if paired with early coordination with the Raleigh Housing Authority on project-based vouchers, bond financing, and ownership structure.
- While this path is likely to require deep upfront public investment, especially for higher-density or structured-parking programs, it does offer a lower-risk mechanism for delivering affordability at scale.

Option 2b: Proceed now at target density and pilot an alternative mixed-income capitalization strategy

- A third path would involve proceeding in the near term while experimenting with an alternative approach to capitalizing mixed-income housing, using a revolving loan fund and below-market takeout capital. Compared to traditional LIHTC models, this approach shifts some risk to the City but potentially offers greater flexibility in unit mix, phasing, and long-term affordability outcomes.
- In this scenario, close coordination with RHA would be essential, as the model depends on its financing tools, as well as the availability of project-based vouchers to deepen affordability.

RFP Considerations

- If the City elects to move forward with redevelopment in the near term, an RFP process will be a key mechanism for shaping outcomes that align with the City's density, affordability, and community objectives. Under current market conditions, a purely market-driven response would likely prioritize lower-density residential formats that do not meet these goals. The RFP should clearly articulate expectations around affordable housing targets, desired density, and the role of community space, retail activation, and the public realm, while allowing flexibility in how proposing teams achieve them.
- The RFP should also calibrate expectations around land value and City participation. Achieving higher-density development with structured parking and meaningful affordability along the New Bern corridor will likely require some form of public contribution. Signaling openness to a full land write-down, parking support, or other City participation will be necessary to attract proposals that meaningfully advance the City's priorities.
- Finally, the RFP should reflect the importance of coordination with RHA, and be written with RHA's priorities and needs in mind. RHA's ability to allocate project-based vouchers and issue tax-exempt bonds materially improves feasibility, so structuring the RFP to allow RHA to lead or co-lead any standalone affordable housing component or a single, larger development is critical for this strategy is to remain available to the City.

SUMMARY MATRIX

			Market Overview		Recommended Pricing ($Q3 2025; Mkt. Rate)		Product Opportunity	
Market-Rate Product Type	Description	Most Comparable Project	Avg. Market Rent/Price	Average Size	Baseline Pricing	Optimistic Pricing	Site Fit	Supply / Demand Balance
Rental Housing								
High-Rise Apartments	9+ story apartment building built with steel and concrete. Superior views and amenity spaces often oriented around elevated terraces.	*400H ($2.95 / SF)*	$2,390 $2.65 / SF	900 SF	$2,250 $2.50 / SF	$2,430 $2.70 / SF	WEAK	MODERATE
Podium Apartments	6-7 story residential building featuring a wood-framed residential structure built on top of a concrete or steel podium, which serves as the lower level for parking, retail, or amenities.	*The Acorn on Person Street ($2.35 / SF)*	$1,910 $2.40 / SF	800 SF	$1,920 $2.40 / SF	$2,080 $2.60 / SF	STRONG	MODERATE
Wrap Apartments	Up-to-5-story woodframe residential building comprised of a central multistory parking garage with residential units built around it.	*The Lincoln ($2.16 / SF)*	$1,890 $2.35 / SF	800 SF	$1,880 $2.35 / SF	$2,040 $2.55 / SF	STRONG	MODERATE
Rental Townhomes	Two- to three-story attached homes offering private entrances, efficient layouts, and often including garages or small yards.	*ABODE on Hargett ($2.13 / SF)*	$3,370 $2.15 / SF	1,600 SF	$3,360 $2.10 / SF	$3,520 $2.25 / SF	STRONG	STRONG
For-Sale Housing								
Townhomes	Three-story, attached for-sale homes offering private entrances, spacious layouts, and high-end interior finishes.	*City Pointe ($537K; $393 / SF)*	$615,000 $375 / SF (select)	1,650 SF	$600,000 $400 / SF	$700,000 $467 / SF	STRONG	STRONG
Two-Over-Twos	Bi-level homes stacked in pairs, with one unit on the lower two floors and another on the upper two. Each has a private entrance, offering the feel of a townhouse with increased density and efficiency.	*The Grey ($488,000; $236 / SF)*	$500,000 $260 / SF	2,000 SF	$500,000 $275 / SF	$600,000 $330 / SF	STRONG	STRONG
Condominiums	Individually-owned units within a larger multifamily building with shared common spaces, maintained by an HOA.	*The Fairweather ($685K; $500 / SF)*	$625,000 $500 / SF	1,250 SF	$350,000 $320 / SF	$400,000 $360 / SF	MODERATE	MODERATE
Retail								
Grocery/Market	Large retailer offering produce, dairy, meats, and cleaning supplies; serving the daily shopping needs of a community.	*Publix (Peace + Line)*	New Mixed-Use: $30 - $40 NNN	Small Market: <15,000 SF Standard Grocer: 30,000 - 50,000	$25 NNN	$30 NNN	MODERATE	MODERATE
Neighborhood Services	Small businesses that provide everyday essentials and services to local residents.	*Club Pilates (Seaboard Station)*	Nearby Retail Space: $18 NNN	<2,500 per Tenant			STRONG	STRONG
Food & Beverage	Small businesses that focus on dining, takeout, or grocery-style food and drink sales.	*Benchwarmers Bagels (The Row)*		<5,000 SF per Tenant			STRONG	MODERATE

Rental Housing Opportunity

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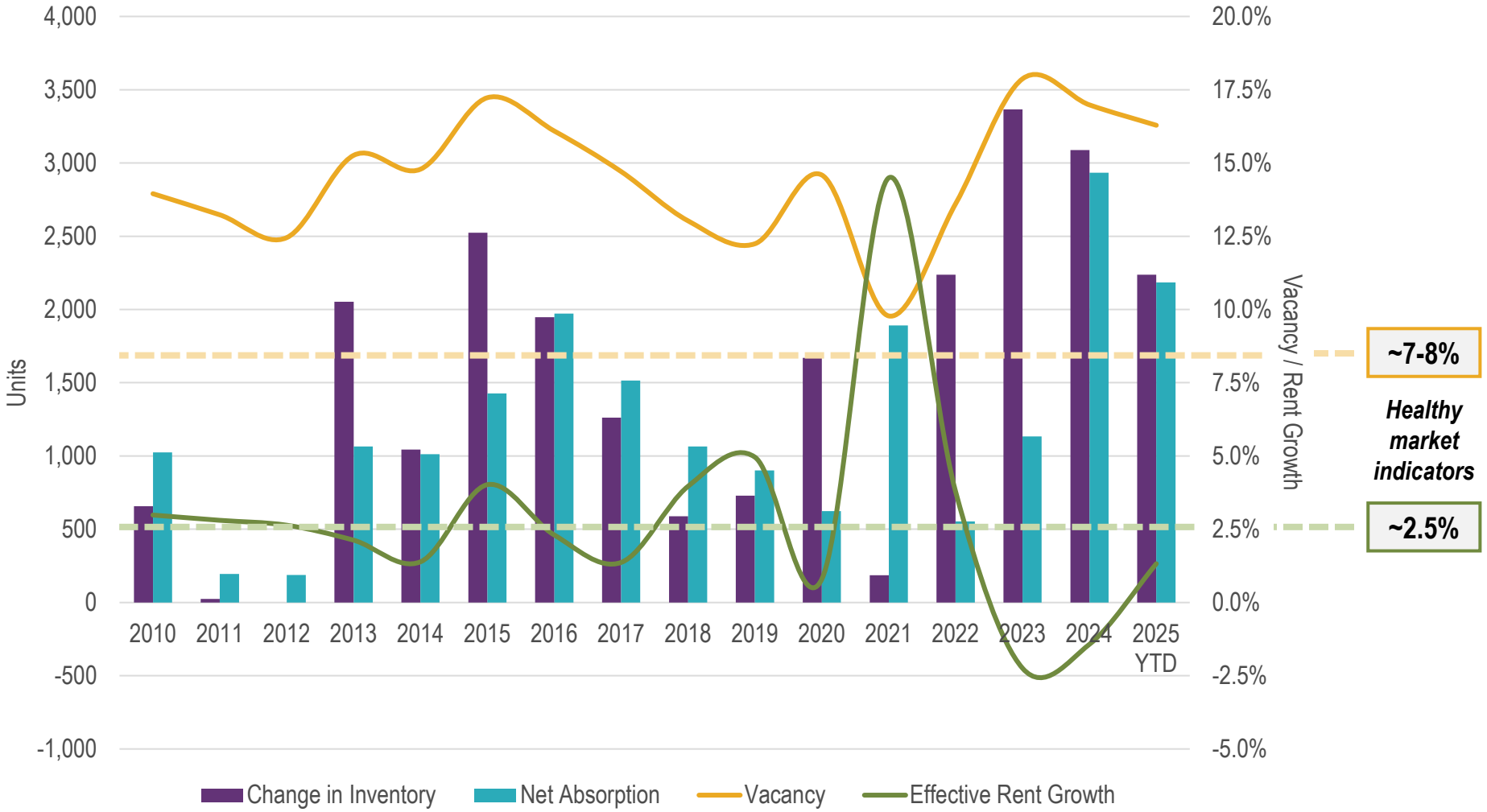
APARTMENT MARKET TRENDS

The urban Raleigh apartment market, which includes Downtown and nearby neighborhoods, is working through a protracted wave of new supply but appears now to be trending towards stabilization

Rental Apartment Deliveries, Absorption, Vacancy and Rent Growth
Urban Raleigh*; 2010-2025 YTD



**Note: See Appendix for Urban Raleigh boundary, defined as the area encompassing the urban core and surrounding in-town neighborhoods*

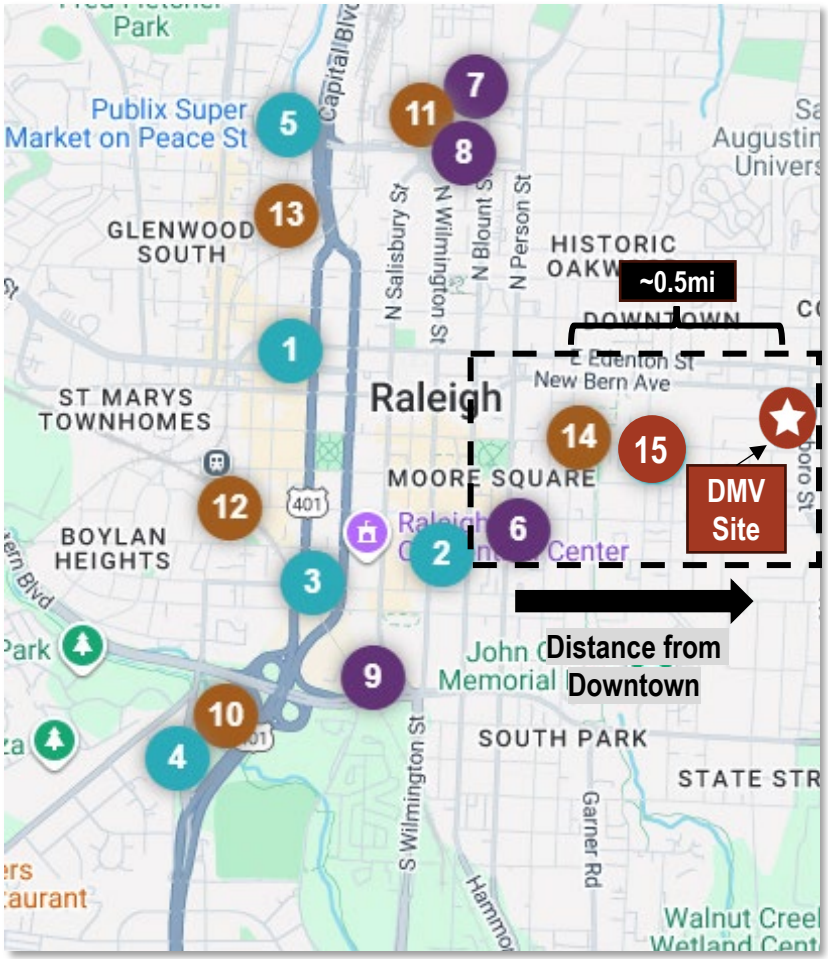
Source: CoStar, RCLCO

RENTAL HOUSING ANALOGUES

New rental housing supply quickly drops off east of Moore Square; the absence of clear comps makes it difficult to underwrite apartments at the DMV site today

Map and Summary of Rental Housing Analogues
Downtown Raleigh and Adjacent Neighborhoods; August 2025

MAP KEY	COMMUNITY NAME	YEAR BUILT	STORIES	MARKET RATE UNITS	OCC. RATE	AVG. SIZE (SF)	AVG. ASKING RENT	AVG. ASKING $/SF
1	400H	2024	20	242	94%	823	$2,428	$2.95
2	511 Faye	2020	22	239	98%	774	$1,916	$2.48
3	Maeve	2025	20	297	23%	976	$2,891	$2.96
4	The Holston at The Weld	2025	20	283	1%	892	$2,765	$3.10
5	Cortland Glenwood South	2020	12	417	92%	952	$2,043	$2.15
6	The Acorn on Person St	2024	7	106	89%	716	$1,684	$2.35
7	The Signal	2023	7	298	88%	828	$1,859	$2.24
8	The Point	2024	6	75	67%	823	$2,104	$2.56
9	Mira	2024	7	288	65%	774	$1,988	$2.57
10	The Row	2025	7	335	59%	817	$2,010	$2.46
11	The Miles	2024	7	204	73%	896	$2,082	$2.32
12	Platform	2024	7	442	73%	798	$1,900	$2.38
13	The Line	2020	6	283	94%	807	$1,807	$2.24
14	The Lincoln	2015	4	224	90%	753	$1,627	$2.16
15	ABODE on Hargett	2024	2	26	96%	1,585	$3,370	$2.13
	AVERAGE	**2023**	**10**	**251**	**92%**	**846**	**$2,102**	**$2.49**
	HIGH RISE AVERAGE	**2023**	**19**	**296**	**94%**	**895**	**$2,394**	**$2.67**
	PODIUM AVERAGE	**2024**	**7**	**192**	**88%**	**792**	**$1,907**	**$2.41**
	WRAP AVERAGE	**2022**	**6**	**298**	**92%**	**811**	**$1,891**	**$2.33**
	RENTAL TOWNHOME	**2024**	**2**	**26**	**96%**	**1,585**	**$3,370**	**$2.13**

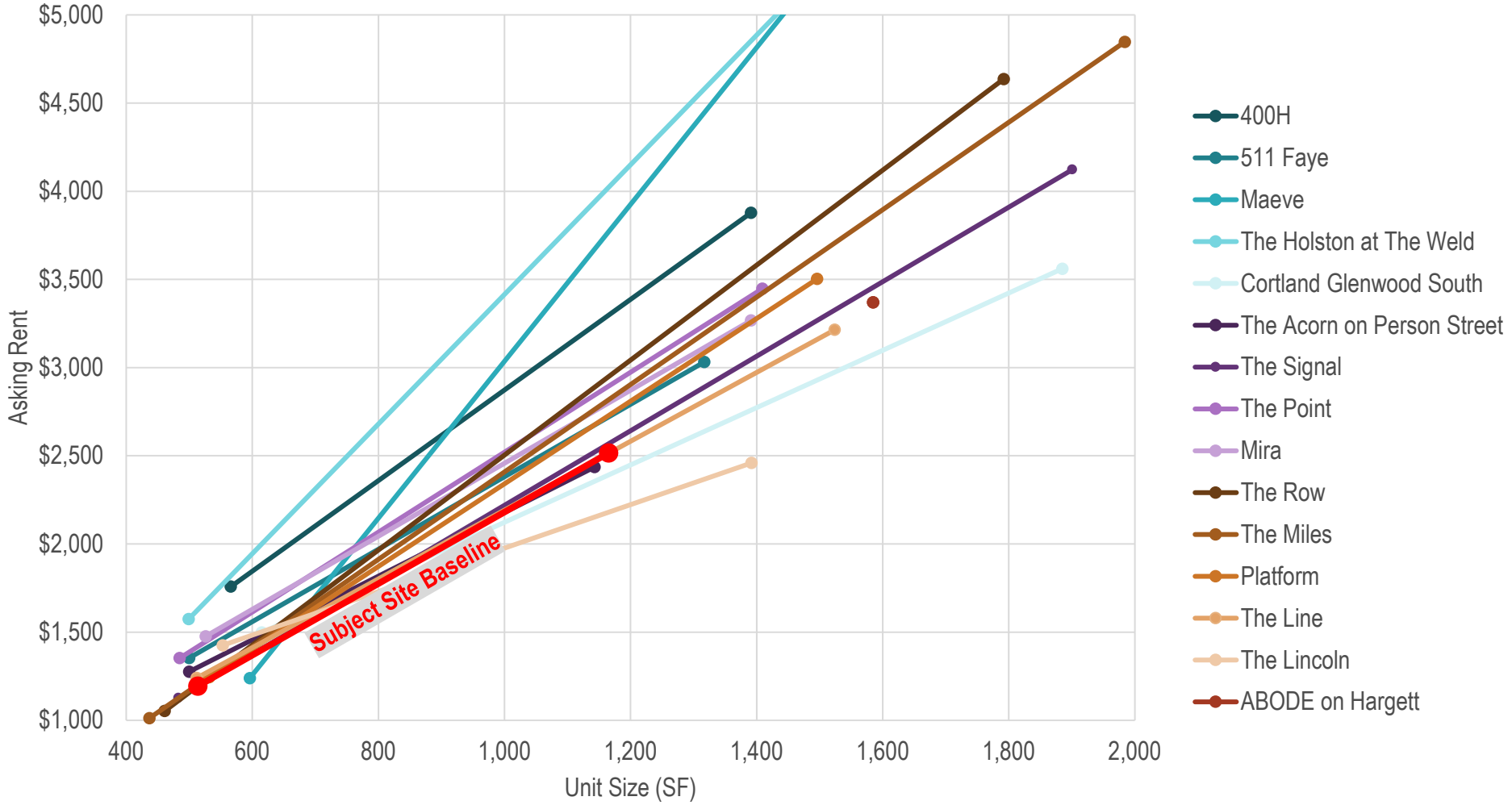


Source: Property Websites; RealPage; CoStar; RCLCO

ACHIEVABLE POSITIONING

In the absence of an obvious set of comps and given the transitional nature of the site's location, an apartment developer is likely to underwrite apartments somewhat conservatively, at a discount to typical Downtown rents

Price-to-Size Comparison of Rental Housing Analogues
Downtown Raleigh; August 2025



Source: Property Websites; RealPage; CoStar; RCLCO

For-Sale Housing Opportunity

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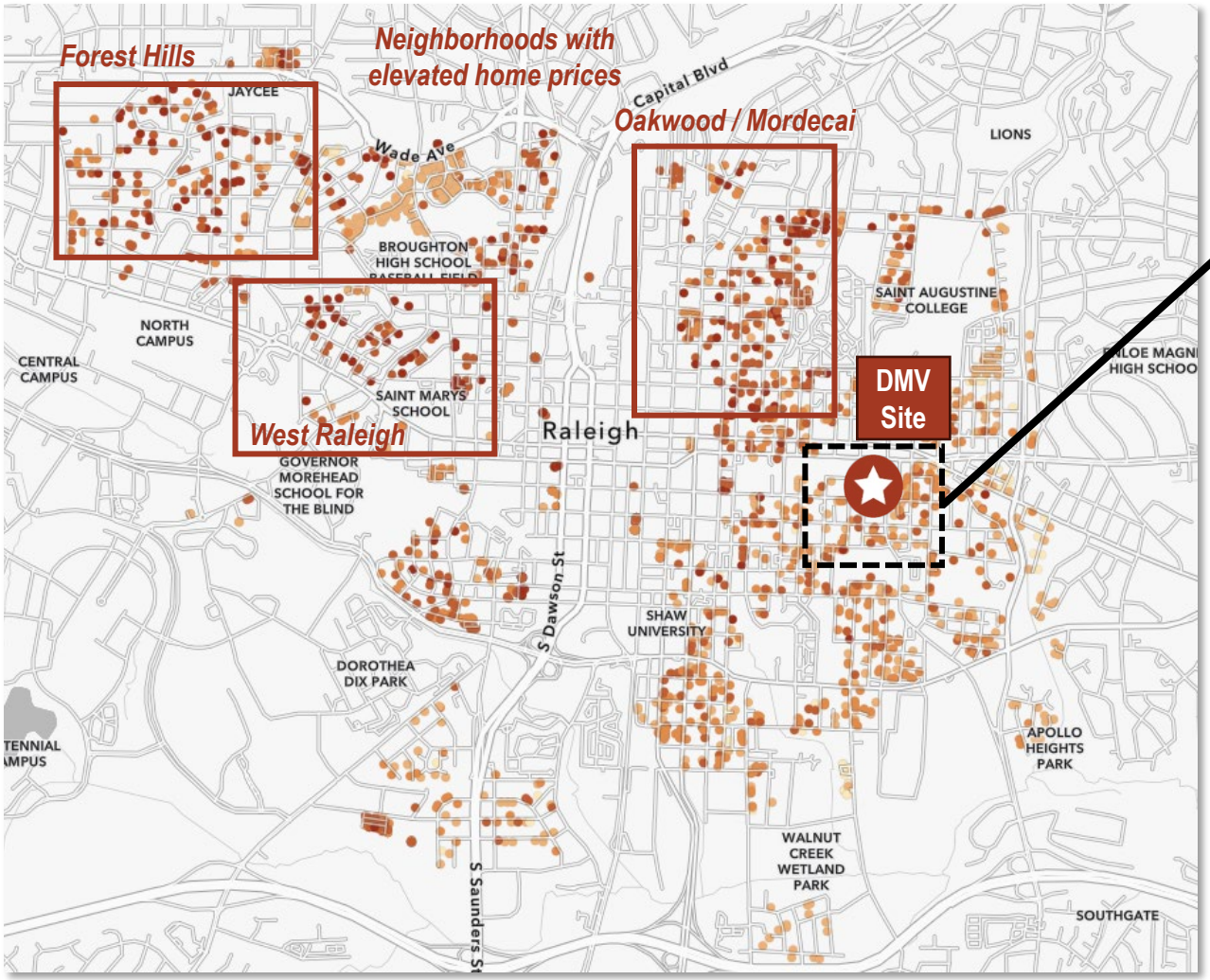
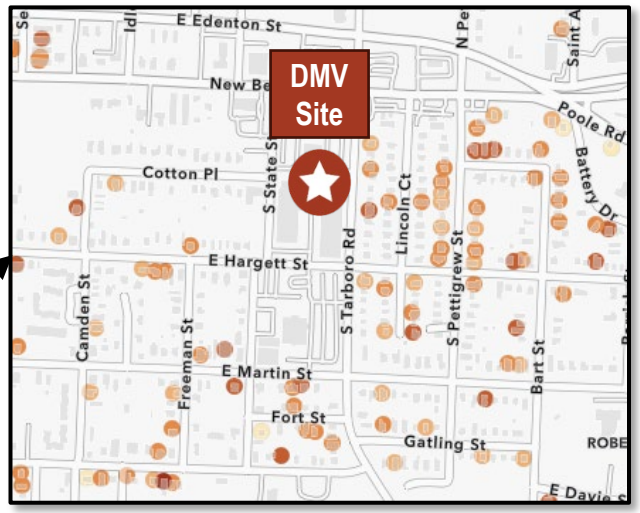
FOR-SALE MARKET TRENDS

Home prices drop off south of New Bern, around the DMV site—although the scale of renovation activity and infill townhome development nearby indicate demand for higher-quality supply along the corridor

Homes Sales by Sale Price
Downtown Raleigh Area; 2020-2025 YTD





MAP KEY
>$1M
$600k - $1M
$400k - $600k
$200k - $400k
<$200k

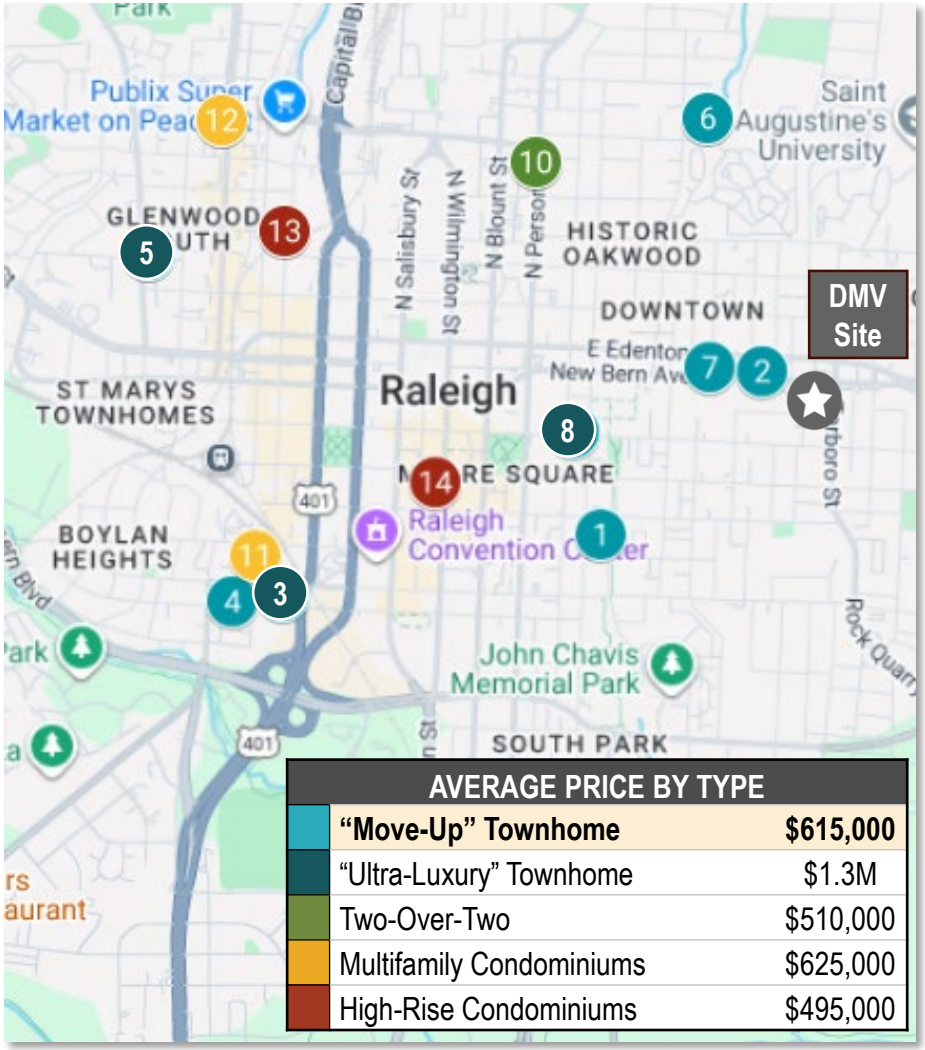
Source: Redfin; RCLCO

FOR-SALE HOUSING ANALOGUES

Infill townhome development along the New Bern corridor tends to target a move-up buyer (typically younger and first-time buyers), in contrast to for-sale housing developments closer to Downtown and on the west side

Map and Summary of For-Sale Housing Analogues
Downtown Raleigh Area; August 2025

MAP KEY	PROPERTY	PRODUCT TYPE	YEAR BUILT	TOTAL UNITS	AVG. PRICE	AVG. SIZE	AVG. $/SF
1	**Chavis Way**	**Townhome**	**2019**	**15**	**$711,000**	**1,937**	**$367**
2	**City Pointe**	**Townhome**	**2024**	**20**	**$537,000**	**1,366**	**$393**
3	The Dukes at City View	Townhome	2023	8	$1,185,000	2,225	$533
4	West + Lenoir Townhomes	Townhome	2019	21	$670,000	1,593	$421
5	The Saint	Townhome	2020	17	$1,350,000	2,961	$456
6	Oakwood Townes	Townhome	2020	37	$614,000	1,714	$358
7	**625 New Bern**	**Townhome**	**2021**	**18**	**$556,000**	**1,598**	**$348**
8	East + Hargett Townhomes	Townhome	2018	17	$1,219,000	2,306	$529
9	The Grey	Two-Over-Two	2024	100	$488,000	2,071	$236
10	Blount Street Commons	Two-Over-Two	2015	32	$578,000	1,736	$333
11	The Fairweather	Multifamily Condominiums	2018	47	$685,000	1,355	$505
12	615 Peace	Multifamily Condominiums	2022	24	$511,000	1,030	$496
13	The West	High-Rise Condominiums	2008	170	$458,000	1,185	$386
14	PNC Plaza	High-Rise Condominiums	2008	139	$542,000	1,144	$474

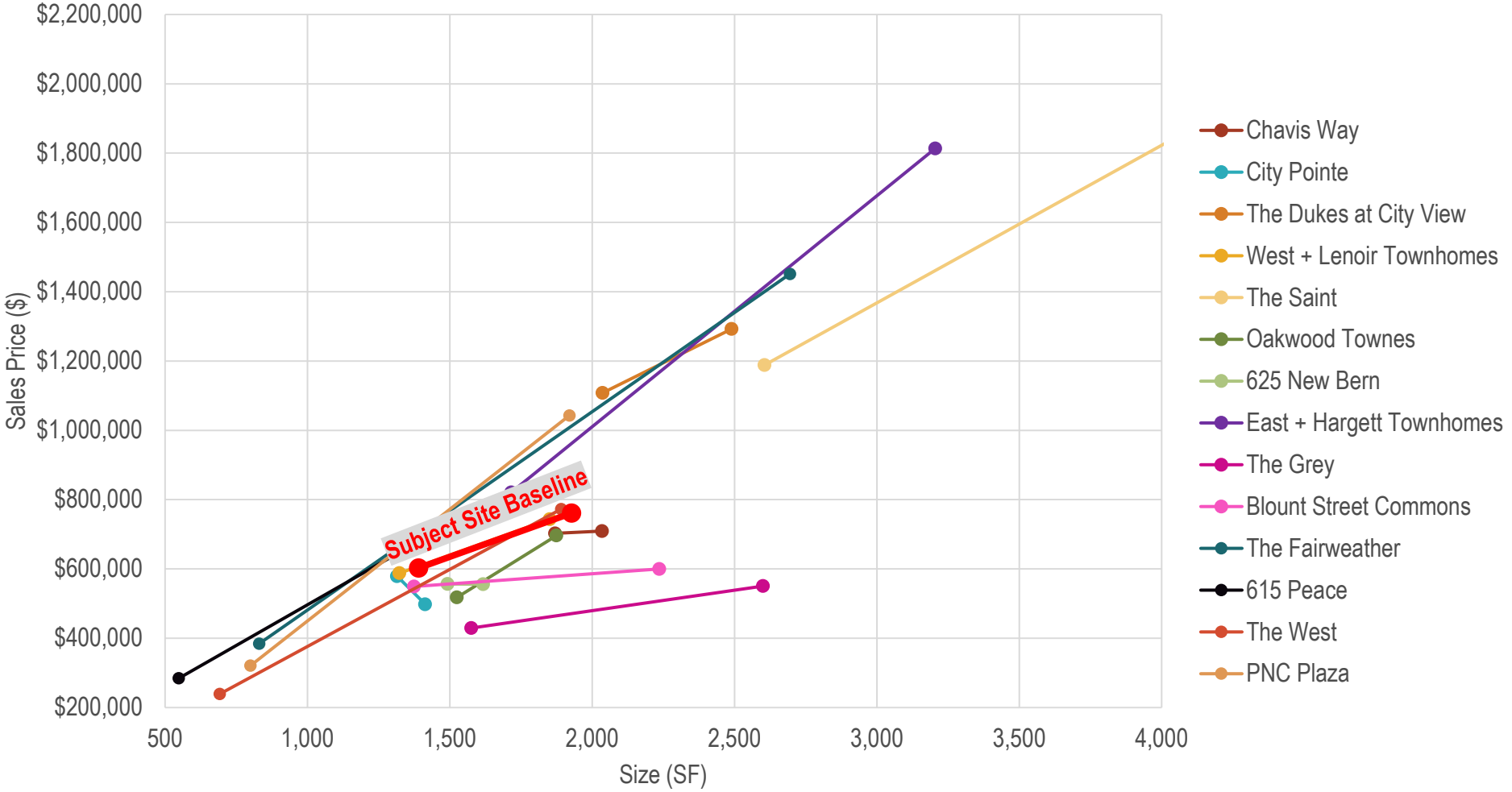


Source: Redfin; Zillow; Property Websites; RCLCO

ACHIEVABLE POSITIONING

In contrast to rental apartments, there are plenty of analogous infill for-sale housing developments for a builder to reference, providing strong evidence of achievable pricing for a move-up townhome product

Map and Summary of For-Sale Housing Analogues
Downtown Raleigh Area; August 2025



Source: Redfin; Zillow; RCLCO

Retail Opportunity

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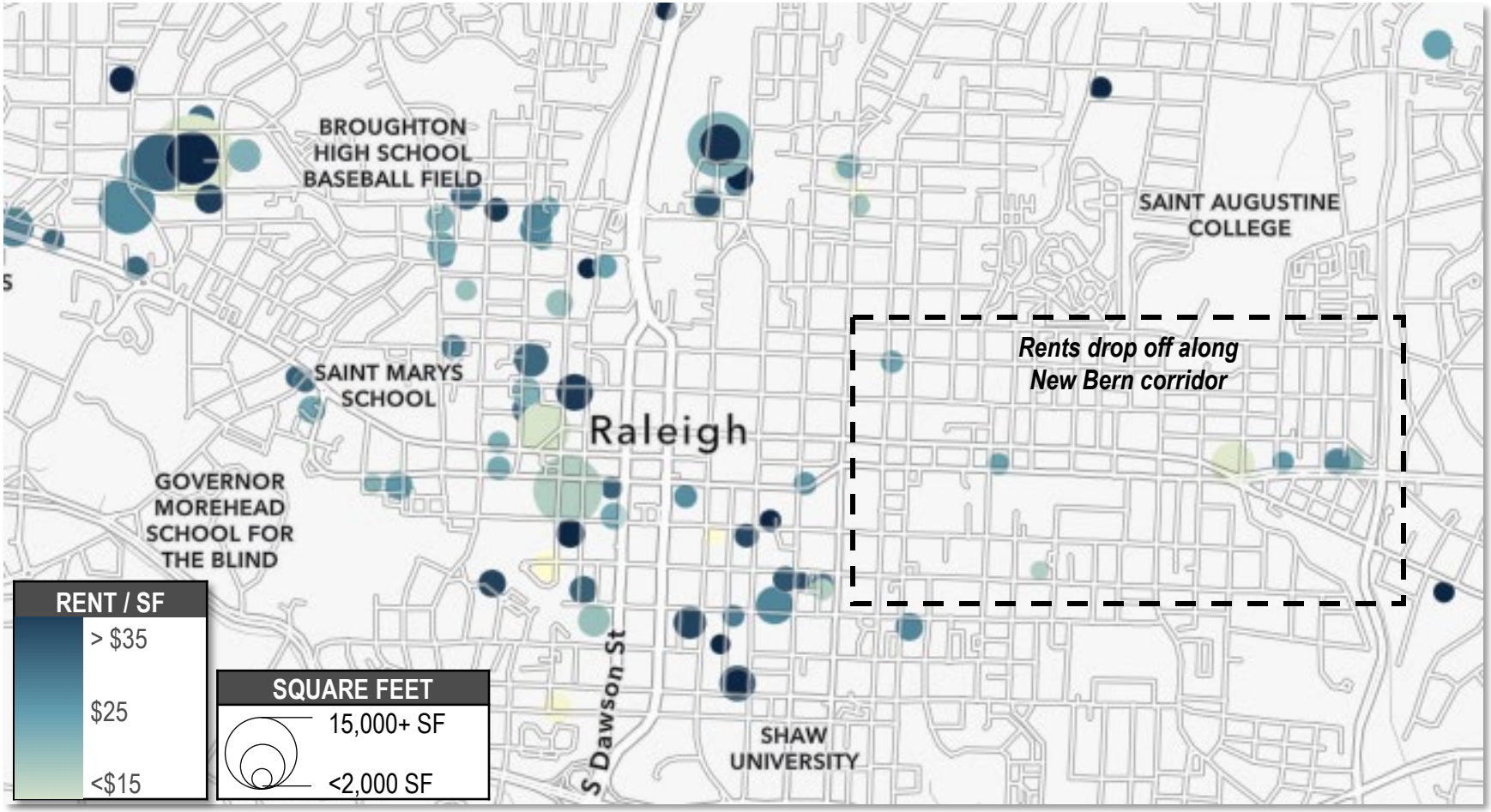
RETAIL RENTS

Along the New Bern corridor, retail rents average between $15 and $25 depending on the quality and size; brand new space would likely rent at a premium, but developers are likely to perceive retail as a potential loss leader

Map of Recent Retail Lease Rates (Standalone and Ground-Floor Retail)
Downtown Raleigh Area; 2023-2025

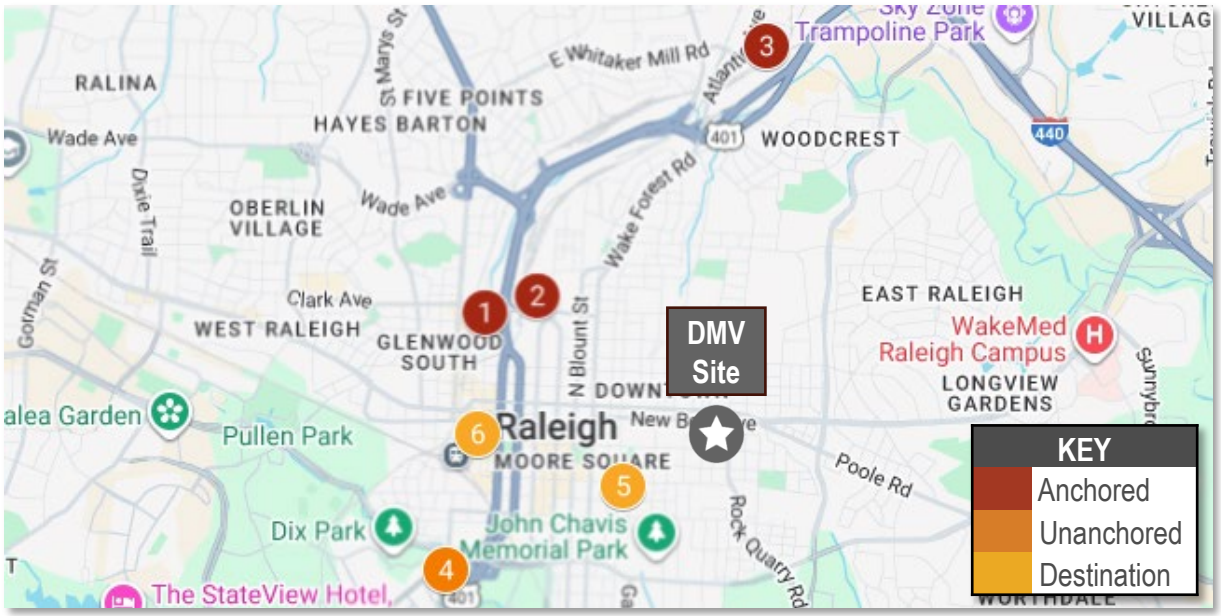


Source: CoStar; RCLCO

MIXED-USE RETAIL ANALOGUES

Even though there are clear gaps in retail offerings along the New Bern corridor, a developer is still likely to be cautious on scale, given the limited household density and activity available that new retail space can capture

Map and Summary of Mixed-Use Retail Analogues
Raleigh, NC; 2025



- Local examples of **anchored retail**—which have a larger scale—benefit from a greater density of high-spending households.
- The Row is an example of **unanchored retail**—smaller scale and supported by fewer households and employees in the immediate vicinity.
- **Destination concepts** like Transfer Co. and Morgan Street food halls draw from a high daytime population within walking distance to supplement regional visitors.
- **Given the DMV site's characteristics, it is unlikely to support a larger anchor or destination retail strategy, but could deliver a smaller-scale, unanchored collection of spaces.**

			0.5 MILES CHARACTERISTICS					
MAP KEY	PROPERTY NAME	ANCHOR TENANT	SIZE (SF)	TOTAL HOUSEHOLDS	MEDIAN HOUSEHOLD INCOME	DAYTIME POPULATION	YEAR BUILT	NNN RENT
1	Peace + Line / Smoky Hollow	Publix	74,933	3,936	$111,114	21,207	2019	$35
2	Seaboard Station	Pins Mechanical	114,960	3,172	$107,567	17,593	2023	$30 - $40
3	Raleigh Iron Works	Jaguar Bolera	89,518	588	$109,225	3,605	2022	N/A
4	The Row		15,799	1,182	$63,049	3,099	2025	N/A
5	Transfer Co. Food Hall		23,200	2,898	$96,045	17,197	2018	$30 - $65
6	Morgan Street Food Hall		16,847	3,644	$113,855	31,731	2018	$14
	DMV SITE			**1,698**	**$70,646**	**3,978**		

Source: CoStar; Esri; RCLCO

Design & Feasibility Analysis

RCLCO
REAL ESTATE CONSULTING

TAX CREDIT AFFORDABLE HOUSING STRATEGIES

The main existing tool to deliver deed-restricted affordable housing is the Low-Income Housing Credit, which provides two paths to subsidizing housing at below-market rents

9% Credits

Description: Highly competitive, capped federal tax credits allocated annually by the North Carolina Housing Finance Agency (NCHFA). These credits cover roughly 70% of eligible development costs and are awarded through a rigorous statewide scoring process.

Benefits:

- Substantial equity contribution (typically covering 60-70% of total development cost)
- Enables deeply affordable rents, often targeting households below 50% AMI
- Particularly effective for smaller infill or mission-driven projects

Constraints:

- Extremely competitive, essentially requiring a perfect score (per QAP) to have a chance of securing credits
- Subject to caps, making developments larger than ~60 units uneconomical to build

4% Credits

Description: Non-competitive, "as-of-right" credits paired with tax-exempt bond financing that can be used for larger projects. Covers a smaller portion of eligible development costs (depending on location and product type), leaving a larger funding gap to fill through subsidy or soft debt.

Benefits:

- No competitive allocation process—credits are available year-round if the project meets QAP and bond-financing requirements, and so local bonding capacity becomes the real constraint
- Can support larger projects (60–200+ units)
- Can layer with local incentives

Constraints:

- Lower equity generation per dollar of cost compared to 9% credits
- Requires private-activity bonds covering 50% of aggregate basis
- Typically needs multiple layers of subsidy, such as project-based vouchers or local soft debt to achieve deep affordability

RCLCO designed most program options around a 4% LIHTC project, given the unique constraints and competitiveness of 9% credits.

LAND VALUE METHODOLOGY

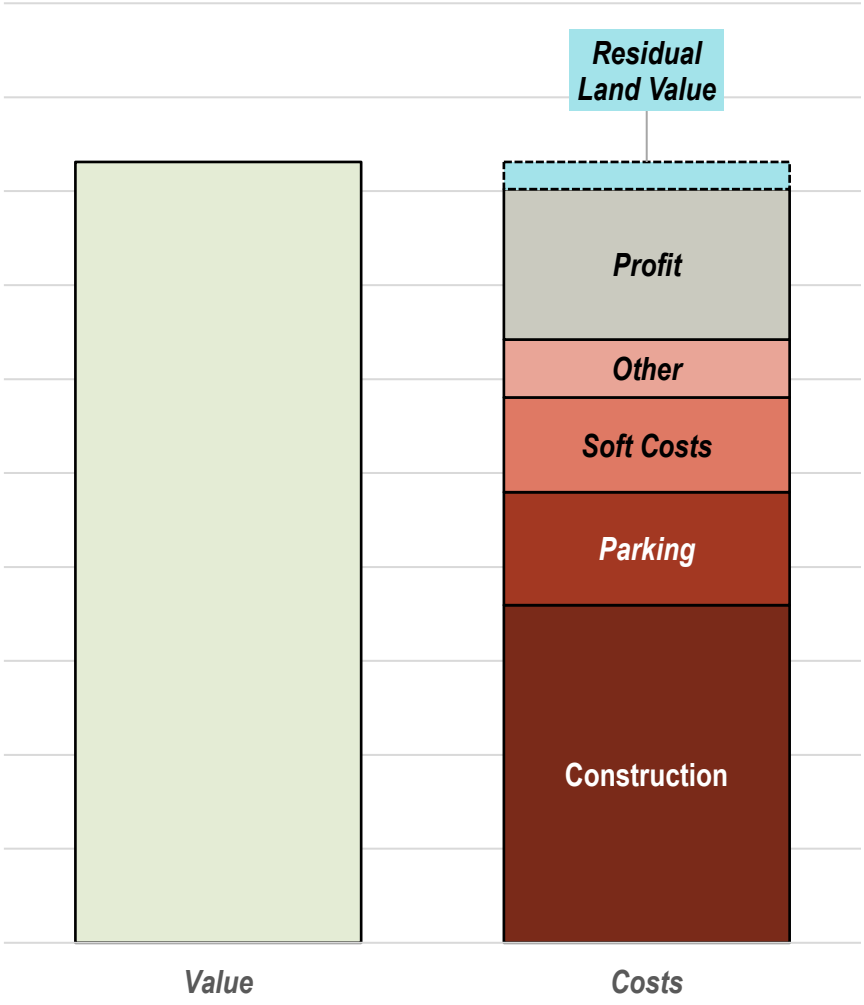
RCLCO compared the residual land value generated by different market-rate land uses at the subject site, to weigh against the cost of delivering affordable housing through LIHTC, as well as other community priorities

Residual land valuation is the process of determining how much a developer could feasibly pay for finished land. In the context of the DMV site, this analysis helps to illustrate which market-rate land uses are likely to represent the highest and best use of the site and could serve to cross-subsidize affordable housing and other cost-additive community priorities.

- Residual land value is calculated by subtracting total development costs—including the returns that a developer would require to undertake development and capital partners to leand them money—from the estimated value of the completed, stabilized development.

Given the relative lack of mixed-use development precedents along the MLK corridor, RCLCO leveraged construction cost data providers in addition to active developers in the Raleigh area to help hone in on current cost and valuation dynamics and refine model assumptions.

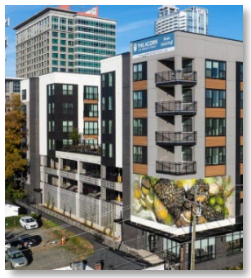
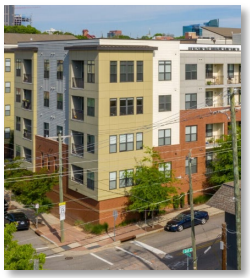
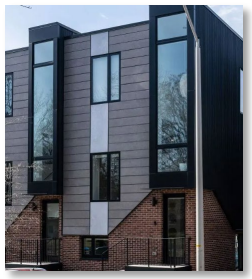
Residual Land Value Methodology



MARKET-RATE HOUSING OPTIONS

In today's market and cost environment, density does not drive value—lower-density forms of rental and for-sale residential create more value to fill the gap for LIHTC housing

Residual Land Value by Product Type
Subject Site; 2025

	Podium Rental Apartments	Wrap Rental Apartments	Surface-Parked Rental Apartments	Rental Townhomes	For-Sale Townhomes	Ground-Floor Retail
EXAMPLE						
Example Project with Same Typology	*The Acorn on Person*	*The Lincoln*	*Milo*	*ABODE at Kerr Ridge*	*Chavis Way Townhomes*	*Forge at Raleigh Iron Works*
APPLICATION TO SITE **"Optimistic" Rent/Price at Site**	$2.60 / SF	$2.55 / SF	$2.55 / SF	$2.20 / SF	$700,000 / unit	$27.50 / SF
Residual Land Value / Unit or SF	**-$26,000 / unit**	**-$5,500 / unit**	**$8,500 / unit**	**$71,500 / unit**	**$119,000 / unit**	**-$20 / SF**
Residual Land Value / Acre	**-$2,340,000**	**-$412,000**	**$255,000**	**$1,859,000**	**$2,380,000**	**N/A**

Source: Property Websites; CoStar; RCLCO

RHA INVOLVEMENT CONSIDERATIONS

The Raleigh Housing Authority has several unique tools at its disposal that can minimize the cost of delivering affordable housing at the site in exchange for substantial control over development

PROJECT-BASED VOUCHERS

- **Provide guaranteed rent stream** at voucher payment standard instead of LIHTC standard, covering the gap between tenant-paid rent and the higher contract rent and making deep affordability financially feasible for LIHTC deals
- **Reduce operating risk** by locking in long-term rent support, which can improve DSCR
- **Strengthens QAP scoring** through supporting units at deeper affordability levels

OTHER FINANCING TOOLS

- **Authority to issue tax-exempt bonds** as conduit issuer facilitates 4% LIHTC projects and can reduce overall borrowing costs
- **Could benefit from other HUD-sourced capital funds** depending on particular eligibility, such as Capital Program dollars or other eligible public housing development funds
- If RHA owns land, **can lower or eliminate land costs** through discounted contributions or long-term ground leases, further improving feasibility relative to typical tax credit deals

TAKEAWAYS FOR CITY

- To exercise its tools, RHA does not need absolute ownership of the site, but **needs a substantial ownership stake or master developer role** in the portion of the site where affordable units are delivered, because HUD requires specific oversight rights, approvals, and compliance pathways.
- An affordable component at the DMV site could serve as a **model for ongoing collaboration** between RHA and the City, where RHA provides subsidy tools and the City provides land and control, with any necessary support on infrastructure, to create deeper affordability and accelerate replacement of redeveloped public housing units across the City.
- If the City decides to seek 9% LIHTC credits, **RHA's support could strengthen competitiveness**, but the City still must be realistic about deal size constraints (<60 units) under NCHFA's caps.
- Because RHA's tools must be committed relatively early to shape unit mix, affordability, and deal structure, the **City needs RHA's buy-in upfront**. Receiving this buy-in probably requires that the City accelerate its timeframe on the redevelopment of the entire site, instead of waiting to see whether conditions for denser, market-rate development improve with time.

AFFORDABLE HOUSING PUZZLE PIECES

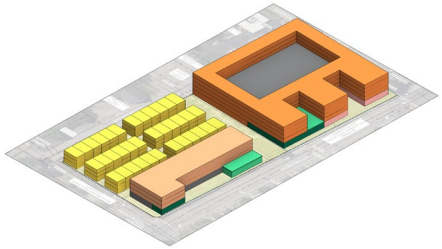
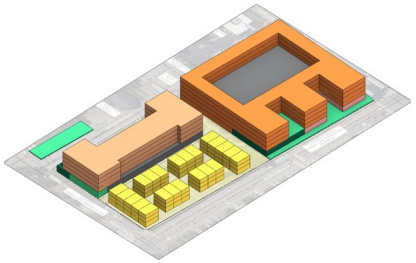
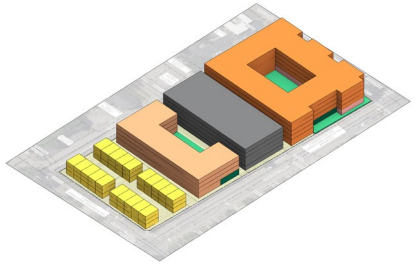
LIHTC housing at DMV would require a subsidy; the scale of that subsidy is dependent upon density, the type of credits, availability of project-based vouchers, and parking

- Project-based vouchers reduce the subsidy gap by 20% or more, depending on the product type and whether parking is included in basis.
- Removing parking costs from the affordable housing project is not just a 1:1 impact to cost/subsidy. A shared parking deck with the market-rate project would reduce financing costs for the affordable housing and allow for increased density on the rest of the site. Collectively, these savings can sum up to more than $30K per parking space.

Scenario	Scale	Parking Included in Basis?	Density (Units per Acre)	Total Required Subsidy
9% LIHTC				
Podium Parking 9% LIHTC	55 Units	Yes	90 Units per Acre	***($3.3M) Total ($50K-$60K) per Unit***
4% LIHTC				
Podium Parking	115 Units	Yes	90 Units per Acre	***($12.4M) Total ($100K) per Unit***
Podium Parking with Project-Based Vouchers	115 Units	Yes	90 Units per Acre	***($8.1M) Total ($65K-$70K) per Unit***
Shared Parking	115 Units	No	140 Units per Acre	***($7.4M) Total ($60K-$65K) per Unit + Additional Parking Costs***
Shared Parking with Project-Based Vouchers	115 Units	No	140 Units per Acre	***($6.4M) Total ($50K-$55K) per Unit + Additional Parking Costs***

LIHTC PROGRAM SCENARIOS

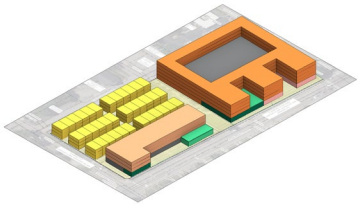
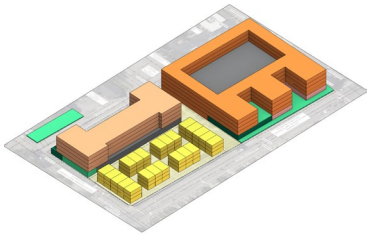
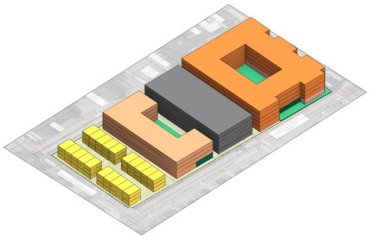
In partnership with LS3P, RCLCO developed three schemes that include LIHTC housing to illustrate different approaches to balancing density, value creation, and parking various uses

Scenario	Description	LS3P Massing	Affordable Housing	Townhomes	Rental Apts.	Retail, Community, Outdoor Space	Total Parking
Scheme #1	Podium-parked 9% LIHTC project, with for-sale townhomes, and wrap apartments with ground-floor space fronting New Bern Ave.		60 Units 9% LIHTC	36 Units	209 Units	15-20K SF	300 Spaces
Scheme #2	Same as Scheme 1, but affordable housing utilizes 4% LIHTC credits and is larger as a result, reducing for-sale townhome yield		110 Units 4% LIHTC	22 Units	209 Units	15-20K SF	340 Spaces
Scheme #3A	Shared parking strategy, where 4% LIHTC project and market-rate apartments both utilize a City-funded parking garage, and for-sale townhomes back up against Hargett St.		111 Units 4% LIHTC	20 Units	257 Units	15-20K SF	448 Spaces

TOTAL VALUE BY SCENARIO

Shared parking and project-based vouchers can help close the gap created by the LIHTC housing, community space, and wrap apartments—but it is difficult for the City to "break even" in a scenario with 4% LIHTC credits

- RCLCO tested the three scenarios both with and without project-based vouchers. Even assuming the affordable housing benefits from project-based vouchers, delivering a mix of market-rate housing types alongside affordable housing would require additional subsidy.

Scenario	LS3P Massing	Affordable Housing	Townhomes	Multifamily	Retail & Community Space	Parking Subsidy	Total Value	Total Value with PBVs
Scheme #1		($3.3M)	$4.3M	($1.1M)	($357,000)	$0	**$200,000**	**$1,600,000**
Scheme #2		($12.4M)	$2.6M	($1.1M)	($357,000)	$0	**($10,400,000)**	**($6,600,000)**
Scheme #3A		($6.9M)	$2.4M	$8.4M	($363,000)	($11.2M)	**($7,400,000)**	**($6,400,000)**

Mixed-Income Model

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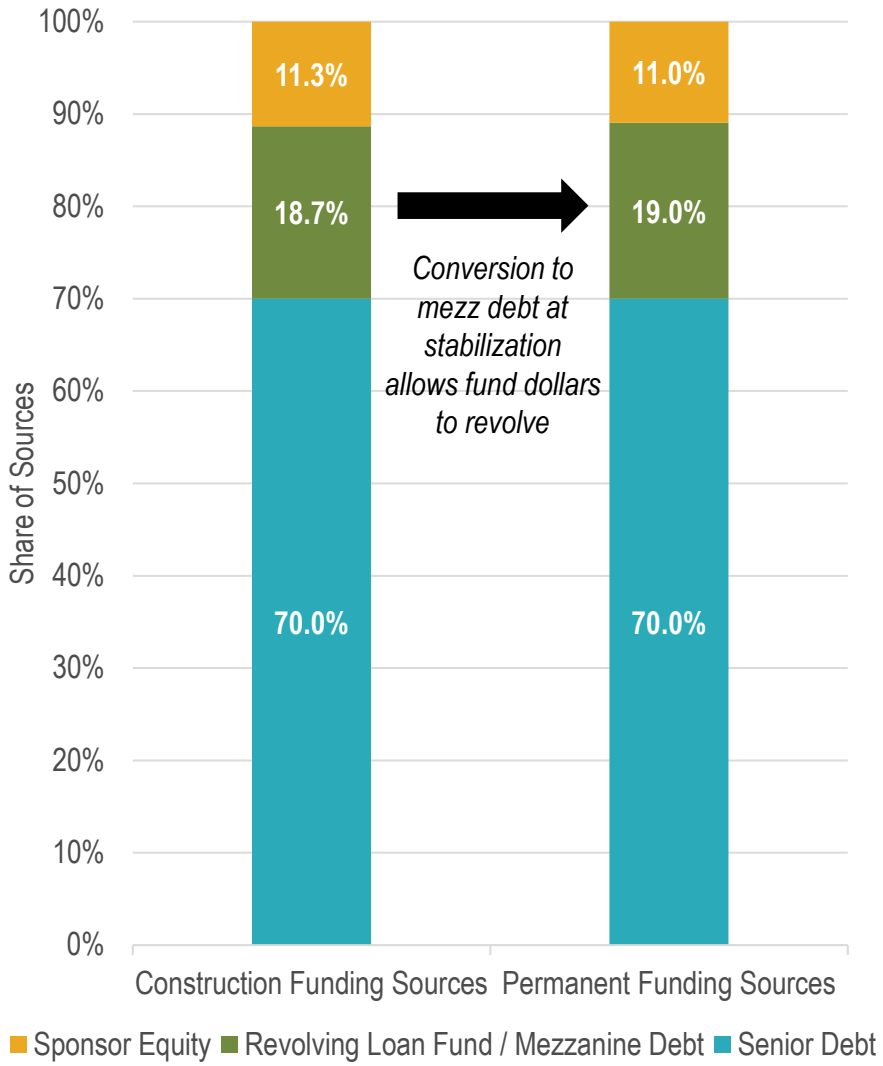
POSSIBILITIES OF MIXED-INCOME MODEL

An alternative model involves issuing bonds to seed a revolving loan fund for affordable housing, which can then help to finance below-market housing without tax credits—including at the DMV site

As an alternative to a conventional LIHTC-driven mixed-income approach, the City has explored a Montgomery County–style model that uses a revolving loan fund to support mixed-income development. Rather than relying on LIHTC equity to deliver affordability—where the typical project is less reliant on debt and typically has little to no true sponsor equity—this approach is more debt-forward, relying on a combination of commercial senior debt, revolving loan fund capital, and sponsor equity.

- The most obvious advantage of this model is scalability. While it requires a larger upfront City investment than the LIHTC scenarios shown previously, those dollars are not permanently tied to a single project. As loans are repaid at stabilization or refinance, the City's capital can revolve into future mixed-income developments, allowing public resources to support a broader pipeline of affordable housing over time, rather than being confined to the DMV site.
- That said, the model introduces a different set of risks. Instead of execution risk around securing tax credits, the City would be exposed to the risk that mission-driven mezzanine or subordinate permanent debt is available at stabilization—capital that is necessary to refinance out revolving loan fund dollars and allow the fund to revolve. If that capital is not available, the City could face pressure to extend, restructure, or effectively hold that exposure longer than anticipated. Montgomery County has relied on more widely available "market-rate" mezzanine debt in the permanent stack, but that approach is supported by significantly higher rents than are achievable in Raleigh. In this market, the model would likely depend on mission-driven capital partners willing to provide patient, below-market permanent financing.
- A further critical constraint is that this approach relies on full property tax exemption, which is only available if the project is publicly owned, meaning the Raleigh Housing Authority would need to play a direct ownership role. While RHA's involvement could unlock additional tools and financing flexibility, it is not something the City can take as a given, and requires early alignment.

Mixed-Income Model Illustrative Capital Stack



Source: Center for Public Enterprise; City of Raleigh; RCLCO

MIXED-INCOME MODEL KEY CONSIDERATIONS

In a scenario that more closely reflects the City's density goals, the mixed-income model layered with RHA's tools compares favorably to LIHTC approaches

To supplement the LIHTC program scenarios presented on Page 33, RCLCO evaluated three mixed-income development scenarios that more closely align with the City's density objectives for the site, combining market-rate and affordable rental apartments. Collectively, these scenarios are intended to illustrate how outcomes differ under a mixed-income model relative to a more traditional LIHTC approach, both with and without the use of RHA tools. In Scenario 3, RHA is assumed to control the site (see previous page), allowing the use of project-based vouchers to offset deeper affordability. For consistency across scenarios, RCLCO assumed that market-rate units in Scenarios 1 and 2 do not require City subsidy beyond a full write-down of land value. Total subsidy in this exercise reflects only housing-related support and excludes subsidy for community or non-residential space.

- While Scenario 3 requires a substantially higher upfront investment—approximately $25 million from the revolving loan fund—this capital is assumed to revolve over time as the project stabilizes and refinances. When paired with project-based vouchers, this structure also provides greater flexibility to achieve deeper affordability or increase the number of affordable units.
- In practice, project-based vouchers can serve one of two functions: (1) improving cash flow to reduce required sponsor equity or revolving loan fund exposure, or (2) supporting a larger share of affordable units. RCLCO does not view the first option as compelling in this context, as loan-to-cost assumptions are already optimistic. Therefore, the main lever in Scenario 3 is the number of project-based vouchers RHA is willing and able to commit, which determines the depth and scale of achievable affordability.

Program and Subsidy Need in Mixed-Income Model vs. LIHTC Approaches

	Scenario 1: No RHA Involvement	Scenario 2: RHA Involvement	Scenario 3: True Mixed-Income
Total Developable Acres	5.0	5.0	5.0
Approx. Units	**400**	**418**	**418**
Sitewide DU/AC	79.9	83.6	83.6
Total Market-Rate Units	**285**	**303**	**213**
Total Affordable Units	**115**	**115**	**205**
30% AMI Units	22	1	0
40% AMI Units	22	17	0
50% AMI Units	22	23	64
60% AMI Units	49	46	32
80% AMI Units	0	0	5
PBV Units	0	28	104
*Average AMI of Affordable Units**	*49%*	*47%*	*42%*
Total Subsidy Required	**$12M**	**$7.7M**	**$25.2M**
Subsidy Type	**Upfront**	**Upfront**	**Revolving Fund**
Subsidy Per Affordable Unit	**$103,000**	**$67,000**	**$123,000**

**Note: assumes PBV units serve 30% of AMI.*

Scenarios contemplate maximum affordability within the constraints of LIHTC, project-based voucher guidelines, and the mixed-income model as presented by Center for Public Enterprise; additional market-rate units would reduce subsidy needed.

Source: Center for Public Enterprise; City of Raleigh; RCLCO

Disclaimers

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CRITICAL ASSUMPTIONS

Our conclusions are based on our analysis of the information available from our own sources and from the client as of the date of this report. We assume that this information collected is correct, complete, and reliable.

We made certain assumptions about the future performance of the global, national, and local economy and real estate market, and on other factors similarly outside either our control or that of the client. We analyzed trends and the information available to us in drawing these conclusions. However, given the fluid and dynamic nature of the economy and real estate markets, as well as the uncertainty surrounding particularly the near-term future, it is critical to monitor the economy and markets continuously and to revisit the aforementioned conclusions periodically to ensure that they are reflective of changing market conditions.

We assume that the economy and real estate markets will experience a period of slower growth in H2 of this year, and then return to a stable and moderate rate in 2025 and beyond. However, stable and moderate growth patterns are historically not sustainable over extended periods of time, the economy is cyclical, and real estate markets are typically highly sensitive to business cycles. Further, it is very difficult to predict when inflection points in economic and real cycles will occur.

With the above in mind, we assume that the long-term average absorption rates and price changes will be as projected, realizing that most of the time performance will be either above or below said average rates.

Our analysis does not consider the potential impact of future economic shocks on the national and/or local economy, and does not consider the potential benefits from major "booms" that may occur. Similarly, the analysis does not reflect the residual impact on the real estate market and the competitive environment of such a shock or boom. Also, it is important to note that it is difficult to predict changing consumer and market psychology.

As such, we recommend the close monitoring of the economy and the marketplace, and updating this analysis as appropriate.

Further, the project and investment economics should be “stress tested” to ensure that potential fluctuations in revenue and cost assumptions resulting from alternative scenarios regarding the economy and real estate market conditions will not cause failure.

In addition, we assume that the following will occur in accordance with current expectations:

- Economic, employment, and household growth
- Other forecasts of trends and demographic and economic patterns, including consumer confidence levels
- The cost of development and construction
- Tax laws (i.e., property and income tax rates, deductibility of mortgage interest, and so forth)
- Availability and cost of capital and mortgage financing for real estate developers, owners and buyers
- Competitive projects will be developed as planned (active and future) and that a reasonable stream of supply offerings will satisfy real estate demand
- Major public works projects occur and are completed as planned

Should any of the above change, this analysis should be updated, with the conclusions reviewed accordingly (and possibly revised).

GENERAL LIMITING CONDITIONS

Reasonable efforts have been made to ensure that the data contained in this study reflect accurate and timely information and are believed to be reliable. This study is based on estimates, assumptions, and other information developed by RCLCO from its independent research effort, general knowledge of the industry, and consultations with the client and its representatives. No responsibility is assumed for inaccuracies in reporting by the client, its agent, and representatives or in any other data source used in preparing or presenting this study. This report is based on information that to our knowledge was current as of the date of this report, and RCLCO has not undertaken any update of its research effort since such date.

Our report may contain prospective financial information, estimates, or opinions that represent our view of reasonable expectations at a particular time, but such information, estimates, or opinions are not offered as predictions or assurances that a particular level of income or profit will be achieved, that particular events will occur, or that a particular price will be offered or accepted. Actual results achieved during the period covered by our prospective financial analysis may vary from those described in our report, and the variations may be material. Therefore, no warranty or representation is made by RCLCO that any of the projected values or results contained in this study will be achieved.

Possession of this study does not carry with it the right of publication thereof or to use the name of "Robert Charles Lesser & Co." or "RCLCO" in any manner without first obtaining the prior written consent of RCLCO. No abstracting, excerpting, or summarization of this study may be made without first obtaining the prior written consent of RCLCO. This report is not to be used in conjunction with any public or private offering of securities or other similar purpose where it may be relied upon to any degree by any person other than the client without first obtaining the prior written consent of RCLCO. This study may not be used for any purpose other than that for which it is prepared or for which prior written consent has first been obtained from RCLCO.

Appendix

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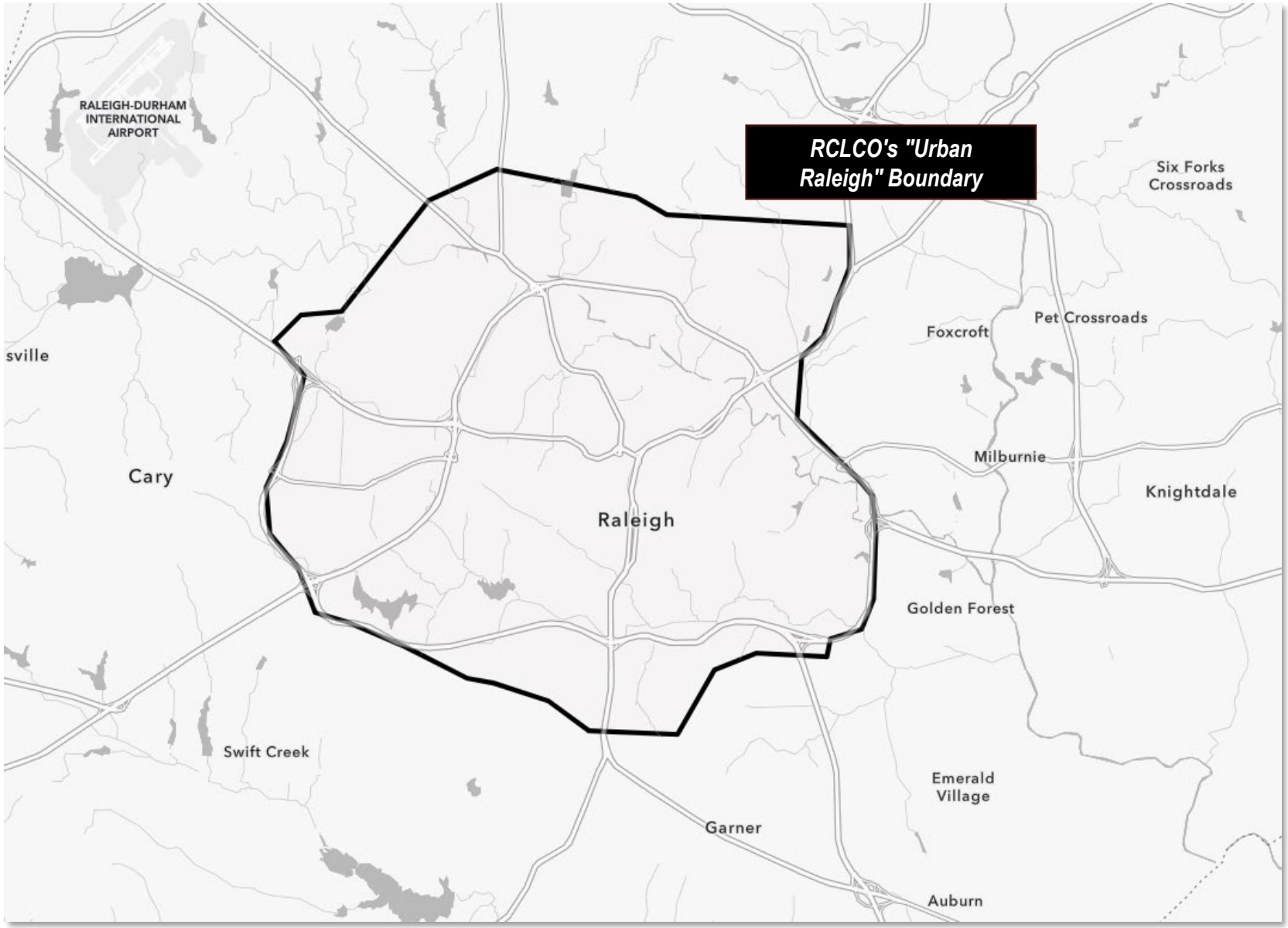
URBAN RALEIGH DEFINITION



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RFA | RCLCO FUND ADVISORS

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ARTS COMMISSION

City Council Liaison: Jane Harrison
Enabling Legislation: Ordinance (1977) 578, amended by Ordinance (2009) 597)
Board Size: 12 Members
Vacancies: Two due to term expiration of Jay Campbell (reappointment desired) and removal of LeDarius Hicks.

MEMBER TYPE	MEMBER NAME	NOMINATED BY	DISTRICT	DEMOGRAPHICS	ORIGINAL APPOINTMENT	CURRENT APPOINTMENT	CURRENT EXPIRATION
Regular	**Greg Whitt**	Branch/Baldwin	A	w/m	10/18/22	10/19/24	10/18/26
Regular	**Juan Isler**	Branch/Forte	C	aa/m	7/5/22	7/6/24	7/5/26
Regular	**Mary Silver**	Patton/Branch	A	aa/f	2/2/22	2/2/26	2/1/28
Regular	**Jay Campbell**	Black	D	aa/non-binary	4/16/24	4/19/24	4/18/26
Regular	**Eliza Kiser**	Jones/Harrison	B	w/f	4/16/24	5/17/26	5/17/28
Regular	**Andrew Baker**	Silver/Branch	C	w/m	9/2/25	9/3/25	9/2/27
Regular	**Clodagh Lyons-Bastian**	Patton/Branch	D	w/f	2/20/24	2/21/26	2/20/28
Regular	**Aurelia Belfield**	Branch/Baldwin	B	aa/f	11/15/22	11/16/24	11/15/26
Regular							
Regular	**Toni Gadsden**	Branch/Cowell	C	aa/f	2/16/21	2/17/25	2/16/27
Regular	**Carl Wilkins**	Branch/Black	C	aa/m	12/7/21	12/8/25	12/7/27
Regular	**Lindsey Pullum**	Harrison/Patton	D	w/f	10/21/25	10/22/25	10/21/27

Last Updated: 4/14/26

Application Form

Introduction

Applications will remain on file for a **one-year period**. You are welcome to re-apply at that time if you are still interested and have not been appointed to serve.

Please Agree with the Following Statement

I hereby acknowledge that the information I provide in this application is subject to disclosure pursuant to the North Carolina Public Records Laws, and that I provide the information contained in this application freely and voluntarily, and that I consent to such disclosure pursuant to the North Carolina Public Records Laws, and that I waive, release and discharge the City of Raleigh, its agents, employees and elected and appointed officials, from any liability related to disclosure of any information provided herein.

☑ I Agree

Profile

Prefix	First Name	Middle Initial	Last Name	Suffix
	Jay		Campbell	

jdcampbellart@gmail.com
Email Address

Primary Phone

Home Address

Suite or Apt

City

State

Postal Code

Riverside Organizing
Employer

Field Organizer
Job Title

If uncertain about your Council District, visit the RaleighNC.gov and search by your address in the **"Find Your Services by Address"** section. Your council district will be displayed directly below the picture of your Council Member.

What district do you live in? *

☑ D

Which Boards would you like to apply for?

Arts Commission: On Agenda

How did you hear about this application processes?

☑ Council member

Interests & Experiences

Please tell us about yourself and why you want to serve.

Why are you interested in serving on a board or commission?

Art is integral to the fabric of society! Self expression and the exchange of ideas is how culture develops and our environment healthily questioned. Art grounds people and a necessity for social and mental health, and I'm honored to support the city's efforts in making space for artists to contribute to our city.

Please describe your work, education and volunteer experience in the following sections or optionally upload a resume.

Work Experience

Education

Volunteer Experience

Campbell-JD_Resume.pdf
Upload a Resume

Upload any additional documentation

Demographics

Demographics – Voluntary – Not Required

Disclaimer: *This Demographics Section of the Application is* ***not required*** *and by completing it, I do so* ***voluntarily*** *and acknowledge that the information I provide in this application is subject to disclosure pursuant to the* ***North Carolina Public Records Laws****, and that I provide the information contained in this application* ***freely and voluntarily****, and that* ***I consent*** *to such disclosure pursuant to the* ***North Carolina Public Records Laws****, and that* ***I waive, release and discharge*** *the City of Raleigh, its officers, officials (elected and appointed), employees and agents, from any liability related to disclosure of any information provided herein.*

Purpose: *Raleigh City Council Resolution No. 302(1986) establishes a policy that City Boards and Commissions be representative of the City's residents. The following* ***voluntary*** *questions are asked with the goal of meeting this policy and ensure diverse representation on City Boards and Commissions.*

Which age group describes you?

☑ 22 - 30

Gender:

☑ Non-Binary

Ethnicity:

☑ No, not Hispanic, Latino or Spanish origin

Sexual Orientation:

☑ Queer

For the following question, how would you define your race?
Please consider the following sub-groupings for race:

- Asian: (Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam)
- Black or African American: (Haitian, Jamaican, Nigerian, Somali)
- Native Hawaiian or Other Pacific Islander: (person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands)
- White: (Irish, German, English)

You may select more than one.

Race *

☑ Black or African American

Marginalized communities include those who have been historically excluded from involvement in our cities, as well as those continuing to face other barriers to civic participation. This includes those marginalized by factors like race, wealth, immigration status, and sexual orientation.

For the following question, do you identify as part of a marginalized group? If so please list and consider the following examples for marginalized groups:

- veterans
- seniors
- hearing, visually, and physically challenged persons
- women and girls
- formerly incarcerated people

Marginalized Group

Black, Queer, Poor Working Class

Board Specific Criteria

Accurate and Complete

Item K.1

Please Agree with the Following Statement

I hereby certify and affirm that all of the information provided by me in this application (or any other accompanying or required documents) is correct, accurate and complete to the best of my knowledge. I understand that the falsification, misrepresentation or omission of any facts in said documents may be cause for disqualification of my application or my immediate removal from a board or commission.

☑ I Agree

Jay Campbell

JD Campbell

(919) 880-5156 jdcampbellart@gmail.com
Portfolio: https://jdcampbellart.weebly.com/ **Instagram:** @sob_ross_
TikTok: @sobross

With a million likes and 55,000 social media followers under the name *Sob Ross*, JD Campbell is an artist and poet from Durham, NC. Working primarily with acrylic paint, Campbell focuses on the expressive potential of the Black form. Campbell currently operates in Raleigh, NC at Antfarm Studios.

EDUCATION

North Carolina State University (English-Creative Writing)

Durham School of the Arts (2-D Visual Art)

North Carolina Governor's School West (Art)

AWARDS AND GRANTS

2024, Artist of the Month, RebusWorks, Raleigh NC

2021, TikTok For Black Creatives (in partnership with MACRO)

2017, American Visions Award Nomination

2017, Scholastic Gold Key

COLLECTIONS

Empire Properties, Raleigh, NC (2021)

Private collection, Raleigh, NC (2019)

EXHIBITIONS

April 2024, *Artist of the month (April) Solo exhibition* at RebusWorks, Raleigh

2023, The Smoke Alarm and The Pawn for *69th Durham Arts Council's Annual Juried Exhibition*

2021, Noon's Still Life for *COSO 2021 Biennial VAE Raleigh*

2020, site-specific installation "We Are Art", Raleigh, NC

2020, online exhibit *"Kazoo Kid," First Friday Raleigh*

2016, group exhibition, Elberson Fine Arts Center, Winston-Salem, NC

BIBLIOGRAPHY

Jackson, Drew. "Artists capture the protest movement in plywood, filling Raleigh and Durham with murals." *The News & Observer*, June 12th, 2020, https://www.newsobserver.com/living/article243362811.html

From: Jay Campbell
To: Pritchard, Cassidy
Subject: Re: Arts Commission - Term Expiring Soon
Date: Friday, March 20, 2026 4:41:18 PM

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

Hello! Yes I would like to reapply as a commissioner! I was working two jobs for a decent stretch of my first term and it affected my ability to make meetings at times. My financial situation has since stabilized and I'll be able to attend more meetings! I'll submit the application at the beginning of next week.

Have a great weekend,
Jay Campbell

On Fri, Mar 20, 2026 at 10:09 AM Pritchard, Cassidy <Cassidy.Pritchard@raleighnc.gov> wrote:

> Good morning,
>
> Thank you for being a valued member of the Arts Commission. This is another reminder to please submit an application via the link below in order to be considered for reappointment. Additionally, the City Council has requested that eligible candidates who have missed 25% or more meetings submit a statement of explanation regarding attendance, along with the request for reappointment. As your attendance (6 out of 18 attended) falls into that category, is there any information that you would like to share with the Council?
>
> Link: [redacted]
>
> Thanks again,
>
> **Cassidy Pritchard**
>
> Deputy City Clerk
>
> **City of Raleigh**
>
> **Office of the City Clerk**
>
> (p) 919-996-4490
>
> raleighnc.gov

From: Pritchard, Cassidy
Sent: Thursday, February 26, 2026 1:38 PM
To: jdcampbellart@gmail.com
Cc: Powers, Sarah <Sarah.Powers@raleighnc.gov>
Subject: RE: Arts Commission - Term Expiring Soon

Good afternoon,

This is a reminder to please submit an application via the link below in order to be considered for reappointment to the Arts Commission. If you do not wish to be considered, please let me know. Thank you for your continued service.

Cassidy Pritchard

Deputy City Clerk

City of Raleigh

Office of the City Clerk

(p) 919-996-4490

raleighnc.gov

From: boards@granicuslabs.com <boards@granicuslabs.com>
Sent: Friday, February 6, 2026 1:42 PM
To: jdcampbellart@gmail.com
Subject: Arts Commission - Term Expiring Soon

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

Greetings,

Thank you for your service to Raleigh on the Arts Commission. Your term is expiring soon and we wanted to check on your desire for reappointment. If you are interested, please fill out the application (linked below), which will be provided to the City Council for consideration on an upcoming Council agenda.

[redacted]

If you are not interested in reappointment, please let me know. In this case, you will continue to serve until replaced.

Thank you so much for your service. Please feel free to reach out to me with any questions.

Cassidy Pritchard

Deputy City Clerk

919-996-4490

BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

City Council Liaison: Jane Harrison
Enabling Legislation: Created by adoption of Comprehensive Bicycle Transportation Plan 4/7/09. Amended 5/17/11, 4/15/14, and 2/2/21.
Board Size: 12 Members (one to be filled by an individual with a disability – see 2/2/21 minutes)
Vacancies: One due to term expiration of Kari Barsness (not eligible for reappointment).

MEMBER TYPE	MEMBER NAME	NOMINATED BY	DISTRICT	DEMOGRAPHICS	ORIGINAL APPOINTMENT	CURRENT APPOINTMENT	CURRENT EXPIRATION
Regular	**Brandon Tucker**	Cowell/Harrison/Jones	D	w/m	2/3/26	2/4/26	2/3/28
Regular	**Jeronica Goodwin**	Forte/Lambert-Melton	B	aa/f	10/4/22	10/5/24	10/4/26
Regular	**Michael Dunn**	Jones	C	w/m	1/21/25	1/22/25	1/21/27
Regular *(disability slot)*	**William Smith**	Lambert-Melton/Patton	A	w/m	2/20/24	2/21/26	2/20/28
Regular	**Brittany Bryan**	Harrison/Lambert-Melton	D	w/f	3/4/25	4/3/25	4/2/27
Regular	**Ethan Gallagher**	Harrison	D	w/m	5/6/25	6/5/25	6/4/27
Regular	**Kari Barsness**	Harrison/Forte	D	w/f	5/19/20	5/20/24	5/19/26
Regular	**Joe Caruso**	Baldwin/Black	B	w/m	3/2/21	3/8/25	3/7/27
Regular	**Yujie Cui**	Jones	C	asian/f	3/17/26	3/18/26	3/17/28
Regular	**Brian Thomas**	Baldwin/Black	D	w/m	3/2/21	3/8/25	3/7/27
Regular	**Amiee Nwabuike**	Patton	C	multi/f	5/6/25	5/7/25	5/6/27
Regular	**Celise Bravo-Taylor**	Harrison/Lambert-Melton	D	w/h/f	10/19/21	10/20/25	10/19/7

Last Updated: 4/14/26

ENVIRONMENTAL ADVISORY BOARD

City Council Liaison: Janet Cowell
Enabling Legislation: Created by Ordinance (2006) 56, Amended by Ordinance (2008) 358.
Board Size: 9 Members
Vacancies: One due to term expiration of Jess Anastes (not eligible for reappointment).

MEMBER TYPE	MEMBER NAME	NOMINATED BY	DISTRICT	DEMOGRAPHICS	ORIGINAL APPOINTMENT	CURRENT APPOINTMENT	CURRENT EXPIRATION
Regular	**Lamya Badr**	Baldwin	C	other/f	3/21/23	3/22/25	3/21/27
Regular	**Vincent Potter**	Patton	B	w/m	4/1/25	4/2/25	4/1/27
Regular	**Veronica Bitting**	Cowell	C	aa/f	9/2/25	9/22/25	9/21/27
Regular	**Jess Anastes**	Baldwin/Black	D	w/f	5/19/20	5/20/24	5/19/26
Regular	**Jeffrey Bullard**	Jones	E	w/m	4/15/25	4/16/25	4/15/27
Regular	**Robert Bennett**	Harrison	D	w/m	1/21/15	1/22/25	1/21/27
Regular	**Sana Siddiqui**	Harrison/Branch	B	asian/f	1/16/24	1/17/26	1/16/28
Regular	**Denzel Burnside**	Harrison/Lambert-Melton	D	aa/m	5/2/23	5/3/25	5/2/27
Regular	**Scott Greenman**	Branch/Patton	B	w/m	11/2/21	11/9/25	11/8/27

Last Updated: 4/14/26

PLANNING COMMISSION

City Council Liaison: N/A
Enabling Legislation: NC G.S. 160A-362 (amendments: Ordinance 551 TC 322 & Ordinance 961 TC 347)
Board Size: 10 Total (9 appointed by Raleigh City Council, 1 appointed by Wake County Board of Commissioners who must reside within the ETJ)
Vacancies: Two due to term expirations of Christopher O'Haver (not eligible for reappointment) and County Appointee Roberta Fox (not eligible for reappointment/County notified).

MEMBER TYPE	MEMBER NAME/ PROFESSION OR SKILLSET	NOMINATED BY	DISTRICT	DEMOGRAPHICS	ORIGINAL APPOINTMENT	CURRENT APPOINTMENT	CURRENT EXPIRATION
Regular	**Brian Burnett** *Creative Director/President – Tailor*	Forte/Branch	A	aa/m	4/1/25	4/2/25	4/2/27
Regular	**Tolulope Omokaiye** *Leadership/Mentoring*	Branch/Silver	C	aa/f	3/4/25	3/5/25	3/4/27
Regular	**Adam Walters** *Landscape Architect*	Harrison/Cowell	D	w/m	11/4/25	12/6/25	12/5/27
Regular	**Trashanna Sanchez** *Architect*	Forte/Lambert-Melton	E	aa/f	3/4/26	3/21/26	3/20/28
Regular (County)	**Roberta Fox** *Architect/Planner*	County	ETJ	w/f	5/4/20	7/1/24	6/30/26
Regular	**Christopher O'Haver** *Landscape Architect*	Lambert-Melton/Forte	C	w/m	5/19/20	6/10/24	6/9/26
Regular	**Jessica Cochran** *Architect*	Branch	C	w/f	2/18/25	3/8/25	3/7/27
Regular	**Mark Shelburne** *Housing Policy Consultant*	Cowell	E	w/m	5/6/25	6/7/25	6/6/27
Regular	**Nicholaus Neptune** *Outreach/Community Engagement Specialist*	Cowell	C	aa/m	5/6/25	6/16/25	6/15/27
Regular	**Dwight Otwell** *Engineer*	Lambert-Melton/Silver	A	w/m	5/17/22	5/18/26	5/17/28

Last Updated: 4/24/26

Application Form

Introduction

Applications will remain on file for a **one-year period**. You are welcome to re-apply at that time if you are still interested and have not been appointed to serve.

Please Agree with the Following Statement

I hereby acknowledge that the information I provide in this application is subject to disclosure pursuant to the North Carolina Public Records Laws, and that I provide the information contained in this application freely and voluntarily, and that I consent to such disclosure pursuant to the North Carolina Public Records Laws, and that I waive, release and discharge the City of Raleigh, its agents, employees and elected and appointed officials, from any liability related to disclosure of any information provided herein.

☑ I Agree

Profile

Prefix	First Name	Middle Initial	Last Name	Suffix
	Davon		Murray	

dm.southcac@gmail.com
Email Address

Home: (919) 520-8376
Primary Phone

Home Address

Suite or Apt

City

State

Postal Code

Federal Defenders Office Eastern District of North Carolina
Employer

Paralegal
Job Title

If uncertain about your Council District, visit the RaleighNC.gov and search by your address in the **"Find Your Services by Address"** section. Your council district will be displayed directly below the picture of your Council Member.

What district do you live in? *

☑ C

Which Boards would you like to apply for?

Planning Commission: On Agenda

How did you hear about this application processes?

☑ City staff

Interests & Experiences

Please tell us about yourself and why you want to serve.

Why are you interested in serving on a board or commission?

Having a people first approach, the planning commission will allow me to directly see how "planning" will shape my community's development, advocate and bridge neighborhood residents with informed informed information on official land-use decisions. It will enable me to advocate for local needs, influence long-term growth policies, build relationships with city leaders, and ensure neighborhood voices are heard.

Please describe your work, education and volunteer experience in the following sections or optionally upload a resume.

Work Experience

Education

Volunteer Experience

Resume_2026.pdf
Upload a Resume

Upload any additional documentation

Demographics

Demographics – Voluntary – Not Required

Disclaimer: *This Demographics Section of the Application is* ***not required*** *and by completing it, I do so* ***voluntarily*** *and acknowledge that the information I provide in this application is subject to disclosure pursuant to the* ***North Carolina Public Records Laws****, and that I provide the information contained in this application* ***freely and voluntarily****, and that* ***I consent*** *to such disclosure pursuant to the* ***North Carolina Public Records Laws****, and that* ***I waive, release and discharge*** *the City of Raleigh, its officers, officials (elected and appointed), employees and agents, from any liability related to disclosure of any information provided herein.*

Purpose: *Raleigh City Council Resolution No. 302(1986) establishes a policy that City Boards and Commissions be representative of the City's residents. The following* ***voluntary*** *questions are asked with the goal of meeting this policy and ensure diverse representation on City Boards and Commissions.*

Item K.4

Which age group describes you?

- [x] 51 - 60

Gender:

- [x] Female

Ethnicity:

- [x] Choose not to identify

Sexual Orientation:

- [x] Heterosexual

For the following question, how would you define your race?
Please consider the following sub-groupings for race:

- Asian: (Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam)
- Black or African American: (Haitian, Jamaican, Nigerian, Somali)
- Native Hawaiian or Other Pacific Islander: (person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands)
- White: (Irish, German, English)

You may select more than one.

Race *

- [x] American Indian or Alaska Native
- [x] Black or African American
- [x] Multi-racial

Marginalized communities include those who have been historically excluded from involvement in our cities, as well as those continuing to face other barriers to civic participation. This includes those marginalized by factors like race, wealth, immigration status, and sexual orientation.

For the following question, do you identify as part of a marginalized group? If so please list and consider the following examples for marginalized groups:

- veterans
- seniors
- hearing, visually, and physically challenged persons
- women and girls
- formerly incarcerated people

Marginalized Group

Board Specific Criteria

Item K.4

Accurate and Complete

Please Agree with the Following Statement

I hereby certify and affirm that all of the information provided by me in this application (or any other accompanying or required documents) is correct, accurate and complete to the best of my knowledge. I understand that the falsification, misrepresentation or omission of any facts in said documents may be cause for disqualification of my application or my immediate removal from a board or commission.

☑ I Agree

Davon Murray
919-520-8376 | Davonbaldwin@yahoo.com | dm.southcac@gmail.com Raleigh, NC 27610

SUMMARY
Dedicated Legal Professional and Community Advocate with over 20 years of experience navigating complex legal systems and civic structures. I'm a resourceful problem-solver who pairs high-level paralegal expertise with a genuine passion for community leadership. I have a proven track record of bridging the gap between big institutions and everyday people through clear communication, smart research, and proactive representation.

KEY STRENGTHS & ADVOCACY FOCUS
- **Connecting Communities:** I act as a natural bridge between the public and government officials, making sure neighborhood voices are heard and included in city planning.
- **Leadership with Vision:** Whether it's managing a board or overseeing a budget, I focus on transparent governance and reaching long-term goals that benefit everyone.
- **People-First Mediation:** I use my background in psychology and the law to help neighbors, vendors, and organizations find common ground and resolve disagreements fairly.
- **Breaking Down the Details:** I'm skilled at translating complex city ordinances and legal jargon into clear information so communities understand exactly how changes affect them.

LEADERSHIP & CIVIC ENGAGEMENT
South Raleigh Community Advisory Council (CAC) | Raleigh, NC
Chairperson | March 2026 – Present
- Elected to serve as the lead voice for South Raleigh, bringing residents and city leaders together for honest, productive dialogue.
- Run public meetings focused on making our neighborhoods safer and better resourced, ensuring city policy reflects what people actually need.

Homeowners Association (HOA) | Raleigh, NC
President | 2024 – Present
- Lead the board with a focus on neighborhood pride and clear communication.
- Handle everything from vendor contracts to resident concerns, always working to keep our community a great place to live.

LEGAL EXPERIENCE
Federal Defenders of the Eastern District of North Carolina | Raleigh, NC
Paralegal / Senior Legal Assistant | May 2012 – Present
- Dive deep into legal research and discovery to build strong cases for criminal defense.
- Draft motions and keep the lines of communication open between judges, agencies, and our clients.
- Created a more approachable interview process to ensure our clients feel heard and their cases are documented accurately.

Wake County Public Defender | Raleigh, NC
Felony Legal Assistant | April 2008 – May 2012
- Provided hands-on support for felony cases, from interviewing clients to coordinating witnesses.
- Kept a fast-paced office running smoothly by managing high-volume filings and strict court dates.

Orange County Public Defender's Office | Chapel Hill, NC
Office Manager / Principal Assistant | December 1998 – July 2003
- Kept the office organized and the team motivated while supporting the Chief Public Defender.
- Led staff meetings to roll out new policies and find ways to work more efficiently together.

TECHNICAL SKILLS & CERTIFICATIONS

- **Certifications:** Notary Public (North Carolina)
- **Legal Tools:** Westlaw, LexisNexis, PACER, Case Management (ECA/Genisys), Legal Writing.
- **Professional:** MS Office (Word, PowerPoint, Excel), Team Leadership & Staff Supervision.

EDUCATION

Regent University | Virginia Beach, VA
Psychology (2 Years of Completed Study)

- I apply my two years of psychology studies every day to better understand people, mediate conflicts, and advocate for my community.

Alamance Community College | Graham, NC
Criminal Justice Studies

SUBSTANCE USE ADVISORY COMMISSION

City Council Liaison: Christina Jones
Enabling Legislation: Created by Resolution (1990) 736, Amended by: Resolution (1990) 822, (2019) 850
Board Size: 9 Members
Vacancies: One due to resignation of Kalvin Prose.

MEMBER TYPE	MEMBER NAME	NOMINATED BY	DISTRICT	DEMOGRAPHICS	ORIGINAL APPOINTMENT	CURRENT APPOINTMENT	CURRENT EXPIRATION
Regular	**Brooklyn Price**	Jones	B	w/f	3/17/26	3/18/26	3/17/28
Regular	**Martin Woodard**	Jones/Lambert-Melton	B	aa/m	4/2/24	4/6/26	4/5/28
Regular	**Terri Conyers**	Lambert-Melton/Harrison	D	w/f	10/3/23	10/4/25	10/3/27
Regular	**Saul Parada**	Lambert-Melton/Harrison	A	multi/m	10/3/23	10/4/25	10/3/27
Regular							
Regular	**Rhianna Flory**	Jones/Lambert-Melton	D	w/f	3/19/24	3/20/26	3/19/28
Regular	**Ryan Hausfeld**	Jones/Cowell	D	w/m	11/4/25	11/5/25	11/4/27
Regular	**Kemi Amola**	Lambert-Melton/Harrison	B	aa/f	11/2/21	11/3/25	11/2/27
Regular	**Christopher Gibson**	Lambert-Melton/Harrison	C	aa/m	11/2/21	11/3/25	11/2/27

Last Updated: 4/14/26

POLICE ADVISORY BOARD

City Council Liaison: Jonathan Lambert-Melton
Enabling Legislation: Created by City Council Action – 2/4/20, 3/3/20, 6/16/20, 7/7/20
Board Size: 11 Total Members (9 Regular & 2 Alternates) – See specific slots below. RPD Appointee permitted to reside outside of City per Res. (2024) 567.
Vacancies: None.

MEMBER TYPE	MEMBER NAME	NOMINATED BY	DISTRICT	DEMOGRAPHICS	ORIGINAL APPOINTMENT	CURRENT APPOINTMENT	CURRENT EXPIRATION
Victim Advocate	**Mallory Rogers**	Lambert-Melton/ Cowell	A	w/f	1/17/23	1/18/25	1/17/27
Attorney	**Antoine Marshall**	Forte/Branch	C	aa/m	12/2/25	12/3/25	12/2/27
LGBT Rep	**Tyler C. Franklin**	Harrison/Jones/Patton	D	w/m	2/3/26	2/4/26	2/3/28
Police Chief App	**Derrick Hicks**	Chief Patterson	N/A	aa/m	4/2/24	4/2/26	4/1/28
At-Large	**Lewis Hutchison** *Served as alternate 3/15/22-12/6/22*	Lambert-Melton/Baldwin	C	aa/m	12/6/22	12/7/24	12/6/26
Mental Health Provider	**Jessica Hayden**	Jones	E	w/f	2/3/26	2/4/26	2/3/28
At-Large	**Jaden Grimes** *Served as alternate 9/6/23-10/1/24*	Baldwin/Lambert-Melton	D	aa/m	10/1/24	10/2/24	10/1/26
At-Large	**Cole McMullin** *Served as alternate 8/16/23-9/3/24*	Lambert-Melton/Baldwin	E	w/m	9/3/24	9/4/24	9/3/26
At-Large	**Thomas McBrayer** *Served as alternate 11/7/24-2/20/26*	Lambert-Melton/Harrison	A	w/m	1/6/26	2/21/26	2/20/28
Alternate	**Carlin Ashford**	Jones	C	multi/m	7/1/25	7/2/25	7/1/27
Alternate	**Selina Vazquez**	Jones	B	other/f	2/17/26	2/18/26	2/17/28

Last Updated: 2/20/26

Raleigh Police Advisory Board
% Mallory Rogers, BSW, MSW, LCSW-A
Chair - Raleigh Police Advisory Board

City of Raleigh - City Council
% City Council Liasion for RPAB: Jonathan Lambert-Melton
Raleigh, NC

April 21, 2026

Dear Members of City Council,

I am writing in my capacity as Chair of the Raleigh Police Advisory Board to formally request the removal of Carlin Ashford (Alternate) from the Raleigh Police Advisory Board.

Over the past several months, Carlin has not attended required subcommittee meetings, the regularly scheduled Board meetings in February and March, the special called meeting, the recent community event, nor our Retreat. In addition, multiple attempts to engage him - including phone calls and emails - have gone unanswered.

Consistent participation is essential to maintaining quorum, fulfilling our responsibilities to the community, and ensuring the Board can effectively carry out its work. At this time, Jaden's continued absence and lack of communication have directly impacted the Board's functionality.

Per the Board's bylaws regarding attendance and participation, and given the impact on quorum, the criteria for removal have been met. We presented this as a motion on the Retreat Agenda and all were in favor with zero opposed for his removal. We thank him for his service, and, additionally, are formally requesting that the City Council proceed with his removal and the appointment of a new member who can actively engage in this work.

We remain committed to strong governance, accountability, and meaningful community representation, and appreciate your timely attention to this matter.

Please let me know if any additional documentation or formal steps are needed to move this forward.

Respectfully,

Mallory Rogers, BSW, MSW, LCSW-A
Chair, Raleigh Police Advisory Board

Raleigh Police Advisory Board
% Mallory Rogers, BSW, MSW, LCSW-A
Chair - Raleigh Police Advisory Board

City of Raleigh - City Council
% City Council Liasion for RPAB: Jonathan Lambert-Melton
Raleigh, NC

April 21, 2026

Dear Members of City Council,

I am writing in my capacity as Chair of the Raleigh Police Advisory Board to formally request the removal of Jaden Grimes (At Large) from the Raleigh Police Advisory Board.

Over the past several months, Jaden has not attended required subcommittee meetings, the regularly scheduled Board meetings in February and March, the special called meeting, the recent community event, nor our Retreat. In addition, multiple attempts to engage him - including phone calls, texts, social media, and emails - have gone unanswered.

Consistent participation is essential to maintaining quorum, fulfilling our responsibilities to the community, and ensuring the Board can effectively carry out its work. At this time, Jaden's continued absence and lack of communication have directly impacted the Board's functionality.

Per the Board's bylaws regarding attendance and participation, and given the impact on quorum, the criteria for removal have been met. We presented this as a motion on the Retreat Agenda and all were in favor with zero opposed for his removal. We thank him for his service, and, additionally, are formally requesting that the City Council proceed with his removal and the appointment of a new member who can actively engage in this work.

We remain committed to strong governance, accountability, and meaningful community representation, and appreciate your timely attention to this matter.

Please let me know if any additional documentation or formal steps are needed to move this forward.

Respectfully,

Mallory Rogers, BSW, MSW, LCSW-A
Chair, Raleigh Police Advisory Board

STORMWATER MANAGEMENT ADVISORY COMMISSION

City Council Liaison: Christina Jones
Enabling Legislation: Ordinance (2003) 537, desired qualification matrix outlined by Ordinance (2019) 35/City Code 6-1011.
Board Size: 10 Members
Vacancies: One due to resignation of Marinel Ubaldo.

MEMBER TYPE	MEMBER NAME	NOMINATED BY	DISTRICT	DEMOGRAPHICS	ORIGINAL APPOINTMENT	CURRENT APPOINTMENT	CURRENT EXPIRATION
Regular	**Nicola Hill**	Jones/Cowell	A	w/f	2/2/22	2/2/26	2/1/28
Regular	**Barrett Jenkins**	Jones/Cowell	E	w/m	3/15/22	3/16/26	3/15/28
Regular	**Josh Dalton**	Lambert-Melton/Branch	E	w/m	5/2/23	5/3/25	5/2/27
Regular	**Graham Smith**	Jones/Cowell	A	w/m	1/4/22	1/5/26	1/4/28
Regular	**Robert Paschal, Jr.**	Jones	E	w/m	10/1/24	10/2/24	10/1/26
Regular							
Regular	**Ian McMillan**	Jones/Cowell	C	w/m	2/6/24	2/7/26	2/6/28
Regular	**Lou Ann Phillips**	Jones/Cowell	A	w/f	3/15/22	3/16/26	3/15/28
Regular	**Samantha Krop**	Branch/Harrison	D	w/f	2/21/23	2/22/25	2/21/27
Regular	**Colin McCarville**	Jones	C	w/m	2/27/26	3/6/26	3/5/28

Last Updated: 4/29/26

ORDINANCE NO. (2019) - 35

AN ORDINANCE TO ESTABLISH PRIORITIES TO BE CONSIDERED IN THE APPOINTMENT OF MEMBERS TO THE STORMWATER MANAGEMENT ADVISORY COMMISSION.

Whereas, The City of Raleigh adopted Ordinance (2003) -537 to establish a Stormwater Management Advisory Commission, and

Whereas, The City Council provided for ten persons to be appointed to serve on the Stormwater Management Advisory Commission, and

Whereas, The Stormwater Management Advisory Commission has recommended that the City Council amend the Ordinance establishing the Stormwater Management Advisory Commission to provide for consideration of diversity in the membership of the Commission so it will be more representative of the City and the persons affected by the stormwater programs of the City, and

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF RALEIGH, NORTH CAROLINA that:

Section 1. Sections 6-6011 is renumbered to be Section 6-1011.

Section 2. Article A. of Chapter 1. of Part 6 of the Raleigh City Code is amended to remove the reservation of Sections 6-1003 – 6-6010 and the reservation is for Sections 6-1003 – 6-1010.

Section 3. Section 6-1011. Establishment, Composition, Duties and Procedures (a) Establishment and Composition is amended to read:

"**(a) Establishment and Composition:**

(1) The Raleigh Stormwater Management Advisory Commission *shall* be composed of ten (10) members who *shall* reside within the *City* limits. The membership of the Commission *shall* be appointed by the *Council*. Each member *shall* be appointed for a period of two (2) *years*. The membership of the Commission, to the extent practicable, shall endeavor to provide for diversity with regard to actual or perceived age, mental or physical disability, sex, religion, race, color, sexual orientation, gender identity or expression, familial or marital status, economic status, veteran status or national origin in any aspect of modern life.

(2) As seats become vacated on the Commission, the City Council shall examine the qualifications and experience of the remaining members of the Commission and endeavor to select new members with qualifications and experience which, in the sole discretion of the Council and to the extent practicable, will cause the Commission to be inclusive of members which include:

a. At least one licensed Professional Engineer with experience in stormwater, hydrology, and/or water resources;

b. At least one engineer or scientist with special training or expertise in water quality, water pollution control, or the effects of water pollution;

c. At least one representative with knowledge and qualifications related to the regulatory aspects of the Clean Water Act, NPDES permitting, and/or other state and federal water-related policies;

d. At least one residential property owner, occupant, or representative of City of Raleigh home owners;

e. At least one representative of the development industry or a business who does work on behalf of the development industry;

f. At least one representative of an environmental non-profit group knowledgeable in the area of stormwater, water resources, and/or water quality; and

g. At least one representative in the area of land planning, land management, and/or the legal aspects of land use and zoning requirements.

Section 4. All laws and clauses of laws in conflict herewith are hereby repealed to the extent of said conflict.

Section 5. If this ordinance or application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given separate effect and to this end the provisions of this ordinance are declared to be severable.

Section 6. This ordinance shall become effective upon adoption.

ADOPTED: December 3, 2019
EFFECTIVE: December 3, 2019
DISTRIBUTION: Department Heads

This ordinance prepared by the Raleigh City Attorney's Office

Stormwater Management Advisory Commission

Matrix – Current Member Qualifications/Experience

Per Ordinance (2019) 25

Member	Professional Engineer (stormwater, hydrology or water resources)	Engineer/ Scientist (water quality, water pollution control or effects of water pollution)	Representative related to the regulatory aspects of the Clean Water Act, NPDES permitting, and/or other state and federal water-related policies	Residential property owner, occupant, or representative of City of Raleigh home owners	Representative of the development industry or a business who does work on behalf of the development industry	Representative of an environmental non-profit group knowledgeable in the area of stormwater, water resources, and/or water quality	Representative in the area of land planning, land management, and/or the legal aspects of land use and zoning requirements.	Open seats for Commission members not meeting other qualifications	Open seats for Commission members not meeting other qualifications	Open seats for Commission members not meeting other qualifications
Josh Dalton	X		X	X						
Nicola Hill				X						
Barrett Jenkins			X	X						
Samantha Krop				X		X				
Ian McMillan		X	X	X						
Robert Paschal Jr				X	X					
Lou Ann Phillips				X			X			
Graham Smith		X	X	X	X					
Marinel Ubaldo										
Melody Whitford				X						

Last Updated: 1/14/26

Raleigh

Tuesday, April 21, 2026
REGULAR MEETING - THIRD TUESDAY
WORK SESSION & AFTERNOON SESSION
RALEIGH CITY COUNCIL MEETING
COUNCIL MINUTES
City Council Chamber, Room 201
222 West Hargett Street

PRESENT: Council Member Jonathan Lambert-Melton, Council Member Mitchell Silver, Council Member Megan Patton, Council Member Corey Branch, Council Member Christina Jones, Mayor Pro Tem Jane Harrison, Council Member Stormie Forte and Mayor Janet Cowell

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A. 11:30 A.M. WORK SESSION CALLED TO ORDER BY THE MAYOR

A.1 GoRaleigh System Update

Recommended Action: Receive as information.

Assistant Transportation Director Het Patel provided an update on GoRaleigh operations, funding trends, and safety initiatives. He noted Wake Transit Plan contributions and detailed short-term safety measures, including updated rider expectations, enhanced signage, expanded operator support, and facility improvements at GoRaleigh Station. Longer-term studies will evaluate accessibility changes, crime-prevention design options, and potential system restructuring.

Council Members emphasized the need for immediate security actions, particularly regarding the Wilmington Street breezeway and tunnel, and requested stronger coordination among security vendors. The Council also discussed the feasibility of shifting away from the hub-and-spoke model, the potential use of smaller feeder vehicles, future transit hubs, and park-and-ride planning.

Additional topics included cleanliness, trespass procedures, ambassador roles, and coordination with schools. The Council requested ongoing updates from the City Manager and the Raleigh Transit Authority, with broad agreement that both near-term interventions and long-range planning are necessary to improve safety and system efficiency.

B. 1:00 P.M. REGULAR SESSION CALLED TO ORDER BY THE MAYOR

Mayor Cowell called the meeting to order. These are summary minutes unless otherwise indicated.

B.1 Pledge of Allegiance

C. CONSENT AGENDA

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Motion to approve all Items of the Consent Agenda.

For (8): Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, Mayor Pro Tem Harrison, and Council Member Jones

Adopted (8 to 0)

C.1 CONSENT AGENDA - GENERAL ITEMS

C.1.a Raleigh Housing Authority Bond Issuance- Multiple Affordable Rental Projects

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Adopt five resolutions to authorize the Raleigh Housing Authority to issue bonds for Biltmore Hills, Chapanoke, Joyfield at Compassionate Drive, The Pointe at Town Center II and The Pointe at Town Center II affordable rental housing projects.

Adopted

See **Resolutions (2026) 765, 766, 767, 768,** and **769**.

C.1.b Advisory Boards and Commissions - Code of Conduct

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Adopt the resolution to enact a Code of Conduct for members of advisory boards and commissions.

Adopted

See Resolution (2026) 770.

C.1.c Termination of State of North Carolina Leases at Dorothea Dix Park

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the City Manager to execute the 10-year and 25-year Termination of Lease Agreements.

Adopted

C.1.d 107 and 111 Waldrop Street Purchase

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the purchase of property located at 107 and 111 Waldrop Street and authorize execution of all instruments necessary to close on the acquisition, subject to final approval by the City Manager and the City Attorney's Office.

Adopted

C.1.e Affordable Housing - Low-Income Housing Tax Credit Funding Cycle - Biltmore Hills, Fisher Grove, and Chapanoke

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the associated budget transfer three previously approved affordable housing developments: Biltmore Hills, Fisher Grove and Chapanoke.

Adopted

See **Ordinance (2026) 868 TF 491**.

C.1.f Report of Matters Resolved and Closed

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Receive the memorandum as information.

Adopted

C.2 CONSENT AGENDA - PETITION ANNEXATIONS

C.2.a Petition for Annexation - AX-29-25 - Contiguous, Outside ETJ - 7929 Ligon Mill Road (District B)

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Acknowledge the annexation petition, direct the City Clerk to check the sufficiency of the petition pursuant to State statutes, and if found sufficient, authorize advertisement for public hearing to be held on May 19, 2026.

Adopted

C.2.b Petition for Annexation – AX-04-26 – Contiguous, Inside ETJ, 3800 Jones Sausage

Road (District C)

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Acknowledge the annexation petition, direct the City Clerk to check the sufficiency of the petition pursuant to State statutes, and if found sufficient, authorize advertisement for public hearing to be held on May 19, 2026.

Adopted

C.3 CONSENT AGENDA - CONTRACTS AND CONSULTANT SERVICES

C.3.a ECC-Backup 911 Interlocal Agreement with Buncombe County - 2026-364.docx

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the City Manager to 1) execute the Backup 911 ILA between the City of Raleigh and Buncombe County, pending finalized agreement of the ILA. Enter the action language here

Adopted

C.3.b Professional Services - Poole Road Pump Station and Force Main Improvements - CJS Conveyance, PLLC

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the City Manager to execute the contract for professional services with CJS Conveyance, PLLC, for the Poole Road Pump Station and Force Main Project in an amount not to exceed $2,729,000.

Adopted

C.3.c Professional Services – Crabtree Creek Greenway at Lassiter Mill - Construction Engineering and Inspection (CEI) Service - Volkert, Inc.

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the City Manager to execute the contract with Volkert, Inc. in the amount not to exceed $804,402.

Adopted

C.3.d Master Service Agreement - Stormwater Utility Financial Consulting Services -

Raftelis

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the City Manager to execute a master service agreement with Raftelis for professional services associated with stormwater utility financial consulting services for a five-year period with a not-to-exceed amount of $750,000.

Adopted

C.3.e Contract Services - Banking Services - PNC Bank, N.A. - Amendment No 1

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the City Manager to (1) execute the contract amendment with PNC Bank, N.A. to exercise the final renewal option contained in the contract for five (5) years extending the contract through April 30, 2031 and (2) direct staff to add an extension option to this amendment for the possibility to exercise continuous month-to-month renewals, as deemed necessary, up to one (1) year through April 30, 2032, at the same rates for a not-to-exceed amendment amount of $1,650,000, subject to appropriation of funds in the annual adopted budget.

Adopted

C.3.f Contract Services - Summer Camp and School-Based Program Transportation - Academy Bus, LLC

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the City Manager to execute a contract with Academy bus, LLC in the amount not to exceed $1,798,880.

Adopted

C.3.g Contract Services - Renewable Natural Gas Sampling - Ohio Lumex Co. Inc. - Contract Amendment No. 1

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the City Manager to execute a contract amendment with Ohio Lumex Co., Inc. for a total contract amount not to exceed $557,769.

Adopted

C.3.h Contract Services – Utility Data Management Software – EnergyCAP, LLC – Contract Amendment No. Two

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the City Manager to (1) execute contract Amendment No. Two for utility data management system with EnergyCAP, LLC, in the amount not to exceed $109,696 and (2) exercise continuous renewals while the platform is in use by the City, subject to appropriation of funds in the adopted budget for that fiscal year.

Adopted

C.3.i Contract Services – Regional Call Center – GoTriangle

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the City Manager to execute a contract with GoTriangle in the amount not to exceed $649,651.

Adopted

C.4 CONSENT AGENDA - BUDGET AMENDMENTS AND TRANSFERS

C.4.a Budget Transfer and Amendment- Professional Building Lease

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the transfer of funds within the Stormwater Management FY26 Budget and a budget amendment within the Integrated Facility Services Division FY26 Budget.

Adopted

See **Ordinance (2026) 868 TF 491**.

C.4.b Council Contingency - Authorize Disbursement

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Council may authorize the disbursement of the Council Contingency allocation request as presented.

Adopted

See **Ordinance (2026) 868 TF 491**.

C.5 CONSENT AGENDA - REIMBURSEMENT CONTRACTS

C.5.a Harris Creek Sewer Interceptor Replacement and Upsizing Developer Reimbursement Agreement – Merritt Infrastructure, LLC

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the City Manager to execute Harris Creek sewer interceptor replacement and upsizing developer reimbursement agreement with Merritt Infrastructure, LLC in an amount not to exceed $4,530,249.

Adopted

C.6 CONSENT AGENDA - RIGHT-OF-WAY ITEMS (CONDEMNATION REQUESTS)

C.6.a Condemnation Authorization – Rand Road and Ten-Ten Road Waterline Project

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Adopt a resolution of condemnation.

Adopted

See **Resolution (2026) 771**.

C.6.b Condemnation Authorization - Midtown Pedestrian Safety Improvements Project Phase I

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Adopt a resolution of condemnation.

Adopted

See **Resolution (2026) 772**.

C.7 CONSENT AGENDA - BIDS

C.7.a Bid Award - Crabtree Creek Greenway at Lassiter Mill - FSC II, LLC dba Fred Smith Company

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Award the bid to FSC II, LLC dba Fred Smith Company in the amount

not to exceed $6,613,991, contingent upon NCDOT concurrence, and authorize the City Manager to execute the contract. Authorize the City Manager to execute the agreement with NCDOT and authorize the budget amendment.

Adopted

See **Ordinance (2026) 868 TF 491.**

C.7.b Bid Award – Walnut Creek Lift Station Bar Screen Replacement – T.A. Loving Company

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Award the bid to T.A. Loving Company in the amount not to exceed $4,092,835 and authorize the City Manager to execute the contract.

Adopted

C.8 CONSENT AGENDA - TRAFFIC

C.8.a All-way Stops

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the appropriate changes in the Traffic Schedule included with the agenda materials effective seven days after Council action.

Adopted

See **Ordinance (2026) 869**.

C.8.b RDOT – Speed Limit Reductions

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the appropriate changes in the traffic Schedule included with the agenda materials effective seven days after Council action.

Adopted

See **Ordinance (2026) 869**.

C.8.c Evening No Parking Tow Away Zone – Alpinis Drive

Motion Council Member Lambert-Melton
Seconded Council Member Forte
Recommended Action: Authorize the changes in the Traffic Schedule included with the

agenda materials.

Adopted

See **Ordinance (2026) 869**.

D. PUBLIC COMMENT

Maysa Saoutari, Hanadee Ali, and Nikki W. had signed up to speak; however, they were not present at the meeting.

Lawrence Yehle expressed concerns regarding the City's budget.

Momma Kai Sanders offered comments about community centers, including potential programming and services.

Ashleigh Heath-Armstrong raised concerns related to City staff, transportation, and the City's budget.

Octavia Rainey spoke about gun violence, reporting disparities around domestic violence in southeast Raleigh, and the need for a youth center.

The following individuals expressed opposition to rezoning case Z-43-25, citing concerns related to safety, infrastructure, and traffic:

- **TeeJay Lanspery**
- **Larissa Greene**
- **Victoria Reich**
- **Leon Reich**

The following individuals raised concerns about the Big Branch Greenway project:

- **Kery Bennington**
- **Taylor Stewart**
- **Mary Ivey Stewart**

Athena Wollin offered comments regarding stormwater ecosystems and environmental protections.

D.1 Voice Mail Public Comment

E. REPORT AND RECOMMENDATION OF THE PLANNING COMMISSION

E.1 Rezoning Z-15-25: A portion of Randleigh Farm, at the intersection of Auburn Knightdale Road and Battle Bridge Road (District C)

Recommended Action: The City Council may set a date for a public hearing on this case. Alternatively, the request can be held or referred to committee for further review. If a hearing is authorized, staff recommends a hearing date of May 19, 2026.

Assistant Planning and Development Director Bynum Walter provided an overview of the item. In response to questions from Council Member Patton, staff clarified how the proposed conditions could affect the scope and requirements of a traffic study.

Motion Council Member Silver
Seconded Council Member Forte
Motion to authorize a May 19, 2026 public hearing.

For (8): Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, Mayor Pro Tem Harrison, and Council Member Jones

Adopted (8 to 0)

E.2 Rezoning Z-35-25 Ligon Mill Road, West side of Ligon Mill Road, North of Louisburg Road Intersection (District B upon annexation)

Recommended Action: The City Council may set a date for a public hearing on this case. Alternatively, the request can be held or referred to committee for further review. If a hearing is authorized, staff recommends a hearing date of May 19, 2026.

Assistant Planning and Development Director Bynum Walter explained the item.

Motion Council Member Silver
Seconded Council Member Forte
Motion to authorize a May 19, 2026 public hearing.

For (8): Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, Mayor Pro Tem Harrison, and Council Member Jones

Adopted (8 to 0)

E.3 Rezoning Z-39-25: 319 Heck St, located at the intersections of Oakwood Avenue, Idlewild Avenue, and Heck Street

Recommended Action: The City Council may set a date for public hearing on this case. Alternatively, the request can be held or referred to a committee for further review. If a hearing is authorized, staff recommends a hearing date of May 19, 2026.

Assistant Planning and Development Director Bynum Walter explained the item.

Motion Council Member Silver
Seconded Council Member Forte
Motion to authorize a May 19, 2026 public hearing.

For (8): Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, Mayor Pro Tem Harrison, and Council Member Jones

Adopted (8 to 0)

E.4 Rezoning Z-53-25: 5601 Six Forks Road, approximately 500 feet north of the intersection of Millbrook Road and Six Forks Road (District A)

Recommended Action: The City Council may set a date for a public hearing on this case. Alternatively, the request can be held or referred to committee for further review. If a hearing is authorized, staff recommends a hearing date of May 19, 2026.

Assistant Planning and Development Director Bynum Walter explained the item.

Motion Council Member Silver
Seconded Council Member Forte
Motion to authorize a May 19, 2026 public hearing.

For (8): Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, Mayor Pro Tem Harrison, and Council Member Jones

Adopted (8 to 0)

F. SPECIAL ITEMS

F.1 Rezoning Z-38-25: Trailwood Drive, south of the intersection of Trailwood Drive and Avent Ferry Road (District D upon annexation)

Recommended Action: The City Council may set a date for public hearing on this case. Alternatively, the request can be held or referred to a committee for further review. If a hearing

is authorized, staff recommends a hearing date of May 5, 2026.

Assistant Planning and Development Director Bynum Walter provided an overview of the item and updates to the proposed conditions.

Motion Mayor Pro Tem Harrison
Seconded Council Member Branch
Motion to authorize a May 5, 2026 public hearing.

For (8): Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, Mayor Pro Tem Harrison, and Council Member Jones

Adopted (8 to 0)

F.2 FY2027 Human Service Agency Grant Recommendations

Motion Mayor Pro Tem Harrison
Seconded Council Member Patton
Recommended Action: Receive as information.

For (8): Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, Mayor Pro Tem Harrison, and Council Member Jones

Adopted (8 to 0)

Budget staff member Katie Conyers introduced Human Relations Commission Secretary Robert Courts, who presented the Fiscal Year (FY) 2027 Human Service Agency Grant recommendations. Mr. Courts noted the Commission's concerns with the legacy grant process and recommended that the City define written criteria and conduct consistent reviews of legacy-funded organizations. He also reported that the Grant Committee's requirement for at least six additional in-person meetings creates a burden, and the Commission requests authority for virtual subcommittee meetings. Council Member Patton stated that commissions previously selected their meeting format, which extended to subcommittees, and that staff are evaluating options for added flexibility per her request at the last Council meeting.

Council Member Branch confirmed that feedback was provided to organizations not receiving funding. Mayor Pro Tem Harrison and Council Member Lambert-Melton requested applicant scoring information to support future decisions and potential use of contingency funds.

In response to Council Member Jones, the City Manager stated that a discussion on the legacy grant process is planned for the mid-year retreat, as changes cannot be implemented for FY2027 without disrupting organizational operations.

F.3 2026 Housing & Transportation Bonds – Resolution and Notice of Intent

Motion Council Member Branch
Seconded Council Member Lambert-Melton
Recommended Action: Adopt the preliminary findings resolution, direct staff to file application with the Local Government Commission and authorize bond counsel to publish notice of intent to file application.

For (8): Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, Mayor Pro Tem Harrison, and Council Member Jones

Adopted (8 to 0)

Chief Financial Officer Allison Bradsher presented the item, noting staff recommends a $101.5 million Transportation General Obligation (G.O.) Bond and a $101.5 Million Housing G.O. Bond, with next steps including placement on the May 5 consent agenda and a May 19 public hearing.

Per questioning from Council Members, discussion took place regarding proposed housing and transportation projects. prioritization of sidewalks and bicycle facilities, and public messaging.

Council Member Lambert-Melton referenced discussions with faith leaders supporting more affordable housing and expressed support for the proposed bond approach. Mayor Pro Tem Harrison emphasized aligning affordable housing efforts with partner capacity and the need for sidewalks, which would be supported by a Transportation Bond.

See **Resolution (2026) 773.**

F.4 Boards and Commissions Bylaws

Motion Council Member Patton
Seconded Council Member Jones
Recommended Action: Adopt the bylaws

For (8): Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, Mayor Pro Tem Harrison, and Council Member Jones

Adopted (8 to 0)

Senior Community Engagement Analyst Sue Ellen Colón presented the Parks, Recreation and Greenway Advisory Board and Historic Resources and Museums Advisory Board bylaws for consideration of approval.

Note: Council Member Forte had stepped away from the table; however, had not been excused and therefore her vote counted in the affirmative.

G. REPORT AND RECOMMENDATION OF THE CITY MANAGER

G.1 Safe Streets for All Comprehensive Safety Action Plan

Motion Council Member Patton
Seconded Council Member Silver
Recommended Action: Adopt the resolution.

For (8): Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, Mayor Pro Tem Harrison, and Council Member Jones

Adopted (8 to 0)

Engineering Supervisor Sean Driskill presented the item. In response to Council Member Branch, Supervisor Driskill stated the Plan serves as a snapshot and would likely be updated every five years. He added that development review staff routinely coordinate with transportation staff to incorporate safety considerations into new development.

Per questioning from Council Member Jones, Supervisor Driskill spoke to funding priorities and noted that language speaking to mobility could be clarified. Assistant Transportation Director Kenneth Ritchie noted that recent bond action provides $20 million in support.

See **Resolution (2026) 774.**

G.2 Rental Development Application Funding Recommendations

Motion Council Member Branch
Seconded Mayor Pro Tem Harrison
Recommended Action: Authorize staff to extend conditional gap financing funding commitments totaling $9,893,845 for the development of 491 rental units in five developments (Brook Haven, Eagle Trace, Evoke Living at New Bern, Heritage Park 1A, and The Willow).

For (8): Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council

Member Silver, Council Member Patton, Council Member Branch, Mayor Pro Tem Harrison, and Council Member Jones

Adopted (8 to 0)

Housing and Community Development Supervisor Annie Baumann-Mitchell presented the item. In response to Council Member Forte, she confirmed the Heritage Park request represents Phase 1a, following Phase 1b approved last year, and together these complete the northwest corner of the site.

Council Member Patton asked about the balance between senior and other housing projects. Supervisor Mitchell explained that project mix depends on the applications received each cycle and discussed related tax allocation factors.

Council Member Harrison emphasized overall project costs, noting that the City typically contributes three to 10 percent of total financing and that current development costs approach $300,000 per unit, requiring multiple funding partners.

Council Member Branch noted that two projects will compete statewide for funding. Supervisor Mitchell stated there may be one additional competing project and that staff coordinate closely with the County. Council Member Branch added that projects may reapply if unsuccessful with state funding, and associated funds would return to the City for reallocation.

H. REPORT AND RECOMMENDATION OF THE PARKS, RECREATION, AND GREENWAY ADVISORY BOARD

H.1 Forestville Road Park Master Plan

Motion Council Member Patton
Seconded Mayor Cowell
Recommended Action: Adopt the master plan for Forestville Road Park.

For (7):	Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, and Council Member Jones
Absent (1):	Mayor Pro Tem Harrison

Adopted (7 to 0)

Parks Planner Lauryn Kabrich presented the item, noting that the project is expected to begin later this calendar year. She confirmed that the preliminary budget estimate may place the

project in a future bond program.

Council Member Patton asked about a tree survey, historical interpretive art, and concerns regarding erosion potentially linked to a nearby apartment complex. Staff noted that the public art component will follow the standard process with community engagement. Stormwater staff explained that the adjacent multifamily development was built prior to the current stormwater design manual.

Clerk's Note: Council Member Harrison departed the meeting at 2:54 p.m. and was excused by Mayor Cowell.

Council Member Patton encouraged staff to pursue development agreements with surrounding properties.

I. MATTERS SCHEDULED FOR PUBLIC HEARING

I.1 Public Nuisance Abatement - Property Liens

Recommended Action: Conduct the hearings and adopt a resolution confirming liens against the properties.

Housing Inspection Manager Bryce Abernethy explained the item, noting charges associated with 2418 Kirk Avenue had been paid. Mayor Cowell opened and closed the hearings for each property as no one had signed up to speak.

Motion Council Member Branch
Seconded Council Member Jones
Motion to adopt a resolution confirming liens against the properties as presented, with the exception of 2418 Kirk Avenue.

For (7):	Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, and Council Member Jones
Absent (1):	Mayor Pro Tem Harrison

Adopted (7 to 0)

See Resolution (2026) 775.

I.2 Petition Annexation AX-31-25– Contiguous Outside ETJ - 3621 and 3703 Page Road (District E)

Recommended Action: Conduct the public hearing. At the conclusion of the public hearing, City

Council may: 1. Choose to approve the annexation by adopting an ordinance annexing the property on one of the following statutory allowed effective dates: April 7, 2026, or June 30, 2026 or June 30, 2027, then adopt a resolution placing the property in the appropriate electoral district. (If the effective date is delayed, the approval includes authorization to extend utilities). 2. Defer for further review by continuing the public hearing to a further date certain; or 3. Deny the case and approve connection to public water and sewer utilities (at outside rates). The approval of utility connections can be subject to any conditions offered by the applicant and agreed to by the Council.

Planning Manager Matthew Klem explained Annexation AX-31-25 in conjunction with associated Rezoning Z-36-25.

Per questioning from Council Member Jones, Fire Chief Herbert Griffin touched on fire and safety considerations.

Mayor Cowell opened and closed the hearing, noting no one had signed up to speak.

Motion Council Member Jones
Seconded Council Member Branch
Motion to approve the annexation effective April 21, 2026.

For (7):	Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, and Council Member Jones
Absent (1):	Mayor Pro Tem Harrison

Adopted (7 to 0)

See **Ordinance (2026) 870** and R**esolution (2026) 776**.

I.3 Rezoning Z-36-25: Page Road, South-East Durham County Line/West Raleigh, at the intersection of Page Road and World Trade Blvd (District E Upon annexation)

Recommended Action: Conduct the public hearing. At the conclusion of the public hearing, City Council may choose to act on the case or defer for further review. Alternatively, the City Council may choose to continue the public hearing to a future date. The appropriate consistency statements are included in the agenda materials. If Council acts on the case, any ordinance approved shall be adopted this day and shall become effective five days following a favorable vote.

Planning Manager Matthew Klem explained Rezoning Z-36-25 with associated Annexation AX-31-25. Mayor Cowell opened the hearing; however, no one wished to speak, and thus the hearing was closed.

Motion Council Member Jones
Seconded Mayor Cowell
Motion to adopt the proposed Consistency Statement (inserted below) dated April 21, 2026, contained in the agenda materials and to approve the zoning amendment with the adoption and effective dates described in the agenda item under Recommended Action.

Comprehensive Plan Consistency Statement
April 21, 2026
Zoning case no. Z-36-25
Address: 3651 & 3703 Page Road
Applicant: Christopher Miller

After considering the policies, maps, and other materials included as a part of the comprehensive plan, the Planning Commission determines that the proposed zoning amendment is for a zoning district that closely corresponds with the development envisioned in the Future Land Use Map designation and is therefore CONSISTENT with the Future Land Use Map and CONSISTENT with the Comprehensive Plan and other adopted plans, and the request should be APPROVED.

The action taken is reasonable and in the public interest because:

- The request would remove most residential uses from a site that is primarily surrounded by warehouse and light industrial uses.
- The request would allow for commercial development that could support the surrounding uses.

For (7):	Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, and Council Member Jones
Absent (1):	Mayor Pro Tem Harrison

Adopted (7 to 0)

See Ordinance **(2026) 871 ZC 917**.

I.4 Rezoning Z-37-25: Multiple addresses along Avent Ferry Road, Broadwell Drive, Sure Court, Steadfast Court, and Chappell Drive (District D)

Recommended Action: Conduct the public hearing. At the conclusion of the public hearing, City Council may choose to act on the case or defer for further review. Alternatively, the City Council may choose to continue the public hearing to a future date. The appropriate consistency statements are included in the agenda materials. If Council acts on the case, any ordinance

approved shall be adopted this day and shall become effective five days following a favorable vote. Should City Council wish to consider a less-restrictive revised petition, City Council may defer this request to a future meeting date as a Special Item. Deferral would allow revision of the request and for a new Public Hearing date to scheduled.

Assistant Planning and Development Director Bynum Walter explained the item, pointing out the applicant did not complete the necessary tenant notice and would like to pursue a less-restrictive request. She noted no one had signed up to speak at the hearing.

Motion Council Member Lambert-Melton
Seconded Mayor Cowell
Motion to consider the request as a special item on May 5, 2026.

For (7):	Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, and Council Member Jones
Absent (1):	Mayor Pro Tem Harrison

Adopted (7 to 0)

I.5 Rezoning Z-47-25 Crest Road, East side of Crest Road, 500 feet south of Varsity Drive Intersection (District D)

Recommended Action: Conduct the public hearing. At the conclusion of the public hearing, City Council may choose to act on the case or defer for further review. Alternatively, the City Council may choose to continue the public hearing to a future date. The appropriate consistency statements are included in the agenda materials. If Council acts on the case, any ordinance approved shall be adopted this day and shall become effective five days following a favorable vote.

Assistant Planning and Development Director Bynum Walter explained the item. Discussion took place relating to the history of the Future Land Use Map designation, the timing of the affordable housing contribution outlined in the conditions, and ongoing coordination with North Carolina State University regarding student housing challenges. Mayor Cowell opened the public hearing.

Supportive
Timberly Southerland, representing the applicant, provided further details.

Mayor Cowell closed the hearing.

Motion Council Member Branch

Seconded Council Member Lambert-Melton
Motion to adopt the proposed Consistency Statement (inserted below) dated April 21, 2026, contained in the agenda materials and to approve the zoning amendment with the adoption and effective dates described in the agenda item under Recommended Action. This approval is also deemed an amendment to the Future Land Use Map, to the extent described in the adopted Consistency Statement.

Comprehensive Plan Consistency Statement
April 21, 2026
Zoning case no. Z-47-25
Address: 1523 Crest Road
Applicant: Peerless Acquisitions LLC; c/o Beth Trahos & Timberly Southerland, Fox Rothschild, LLP on behalf of Centennial Lofts Holdings LLC

After considering the policies, maps, and other materials included as a part of the Comprehensive Plan, the Council determines that the proposed zoning amendment is CONSISTENT with the Comprehensive Plan and other adopted plans, INCONSISTENT with the Future Land Use Map, and should be APPROVED.

This approval is also deemed an amendment to the Future Land Use Map as to the subject property only, from Medium Scale Residential to Higher Scale Residential. The action taken is reasonable and in the public interest because:

- The request increases housing variety and supply, especially in an area near a major educational institution and commercial centers.
- The request locates density in a frequent transit area and near a major thoroughfare potentially reducing carbon emissions and encouraging nonmotorized transportation options.

The request has been found to be consistent with the following Comprehensive Plan policies:

- LU 1.3 Conditional Use District Consistency - LU 2.2 Compact Development
- LU 4.7 Capitalizing on Transit Access
- LU 5.4 Density Transitions
- LU 8.14 Student-oriented Housing
- T 6.1 Surface Parking Alternatives
- T 6.8 Parking Lot Design
- H 1.8 Zoning for Housing
- UD 1.10 Frontage
- AP-AF 1 Guide Future Zoning
- AP-AF 11 Pedestrian-oriented Building Frontage

The change in conditions taken into account in amending the zoning ordinance to meet the

development needs of the community are:

- Prohibition of the following uses: (i) cemetery, (ii) telecommunications tower (of any height), (iii) outdoor sports or entertainment facility (of any seating capacity), (viii) bed and breakfast, (iv) hospitality house, (v) parking facility.
- Creation of a building step back transition area adjacent to Crest Road within 35' of the road.
- Limitation on the number of dwelling units to no more than 260 units.
- For a qualifying Tier 3 site plan, contribution of $100,000 to the City's Affordable Housing Program; required 90 day tenant notice prior to lease termination; and relocation assistance for current residents at the time of tenant notice provisions.

For (7):	Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, and Council Member Jones
Absent (1):	Mayor Pro Tem Harrison

Adopted (7 to 0)

See **Ordinance (2026) 871 ZC 917**.

I.6 Comprehensive Plan Amendment CP-01-25: 4111 Macon Pond Road, approximately 800 feet east of the intersection of Edwards Mill Road and Macon Pond Road (District D)

Recommended Action: Conduct the public hearing. At the conclusion of the public hearing, City Council may choose to act on the case or defer for further review. Alternately, the City Council may choose to continue the public hearing to a future date. If Council acts on the case, action could include approval of the request as-is, denial, or approval of an alternative amendment.

Planning Supervisor Hannah Reckhow presented the request. Council Members asked about the circumstances under which the street could be constructed, the position of Duke Health, and the flexibility of the street plan. Staff clarified that construction would occur only with a Tier Three site plan, that Duke had spoken in opposition at the Planning Commission, and that the street plan provides policy guidance rather than a fixed alignment. Mayor Cowell opened the public hearing.

Supportive
Isabel Mattox, representing the applicant, explained the case.

Mayor Cowell closed the hearing.

Council Members engaged in further discussion regarding the street plan's purpose, its history, and the Planning Commission's reasoning. Staff outlined the Council's options and explained

the policy intent behind the mapped street lines.

Following the vote, Council members noted the need for a future review of the street plan, including its policy basis and public safety considerations.

Motion Council Member Patton
Seconded Council Member Silver
Motion to deny Comprehensive Plan Amendment CP-01-25.

For (6):	Mayor Cowell, Council Member Forte, Council Member Silver, Council Member Patton, Council Member Branch, and Council Member Jones
Against (1):	Council Member Lambert-Melton
Absent (1):	Mayor Pro Tem Harrison

Adopted (6 to 1)

Following the vote, Council members noted the need for a future review of the street plan, including its policy basis and public safety considerations.

J. REPORT AND RECOMMENDATION OF THE ECONOMIC DEVELOPMENT AND INNOVATION COMMITTEE

J.1 No Report & No Items Pending

K. REPORT AND RECOMMENDATION OF THE HOUSING AND ENVIRONMENT COMMITTEE

K.1 No Report & No Items Pending

L. REPORT AND RECOMMENDATION OF THE COMMUNITY SAFETY AND QUALITY OF LIFE COMMITTEE

L.1 No Report & No Items Pending

M. REPORT AND RECOMMENDATION OF THE TRANSPORTATION AND TRANSIT COMMITTEE

M.1 No Report & No Items Pending

N. REPORT OF THE MAYOR AND CITY COUNCIL

N.1 Individual Reports from the Mayor and Council Members

Various Council Members touched on recent and upcoming events.

Various Council Members offered remarks acknowledging and honoring City employees who had recently passed away.

Council Member Patton reported ongoing concerns regarding youths operating motorized bicycles and e-bikes in neighborhoods and on greenways. She noted that existing legislation has not kept pace with technological changes and requested a comprehensive update on current regulations governing e-bikes and motorcycles, including who is permitted to operate them. She also suggested consideration of a public awareness campaign.

Mayor Cowell reported on a visit to the Salvation Army family shelter, noting reduced security staffing, the challenges of housing children alongside adults, and the fragile conditions at the facility. She commended staff for their efforts with limited resources and emphasized the need for improved coordination with law enforcement and a long-term family-shelter strategy developed jointly with the County.

Council Member Branch noted that the master plan for Forestville Park had been approved and requested information on other parks with approved but unfunded master plans.

Council Member Branch also reported receiving public inquiries regarding the Biltmore Hills tennis courts and requested that clear communication be provided to the community regarding the status of the courts.

O. APPOINTMENTS

O.1 Arts Commission - Two Regular Vacancies

Deputy City Clerk Pritchard announced the following ballot results, noting the item would be carried over to the next ballot.

Jay Campbell (Existing Member/Lambert-Melton) - two votes received (Forte, Patton)

O.2 Parks, Recreation and Greenway Advisory Board - One Regular Vacancy

Deputy City Clerk Pritchard announced the following ballot results, noting Debora Thomas would be appointed.

Debora Thomas (Cowell) - seven votes received (Branch, Cowell, Harrison, Jones, Lambert-Melton, Patton, Silver)

O.3 Raleigh Transit Authority - One Alternate Vacancy

Deputy City Clerk Pritchard announced the following ballot results, noting Hart Evans would be appointed.

- Hart Evans (Patton) - seven votes received (Cowell, Forte, Harrison, Jones, Lambert-Melton, Patton, Silver)
- Cameron Zamot (Lambert-Melton) - no votes received

P. NOMINATIONS

P.1 Bicycle and Pedestrian Advisory Commission - One Regular Vacancy

Deputy City Clerk Cassidy Pritchard announced the term of Kari Barsness is expiring, noting she is not eligible for reappointment due to length of service. The item will be carried over to the next ballot.

P.2 Environmental Advisory Board - One Regular Vacancy

Deputy City Clerk Cassidy Pritchard announced the term of Jess Anastes is expiring, noting she is not eligible for reappointment due to length of service. The item will be carried over to the next ballot.

P.3 Planning Commission - Three Regular Vacancies

Deputy City Clerk Cassidy Pritchard announced the terms of Dwight Otwell, Christopher O'Haver, and Roberta Fox are expiring. She indicated Mr. O'Haver and Ms. Fox are not eligible for reappointment due to length of service and Mr. Otwell would like to be considered for reappointment.

Deputy Pritchard noted the position held by Ms. Fox is appointed by the Wake County Board of Commissioners, and the Council will be notified once a replacement is named. Council Member Patton requested information on applicant Thomas McCallister, who meets the County residency requirements, be shared with the County.

Council Member Branch nominated Davon Murray, which will appear on the next ballot.

Motion Council Member Lambert-Melton
Seconded Council Member Silver
Motion to suspend the rules and reappointment Dwight Otwell by acclamation.

For (7):	Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, and Council Member Jones
Absent (1):	Mayor Pro Tem Harrison

Adopted (7 to 0)

P.4 Substance Use Advisory Commission - One Regular Vacancy

Deputy City Clerk Cassidy Pritchard announced a resignation had been received from Kalvin Prose.

Q. REPORT AND RECOMMENDATION OF THE CITY ATTORNEY

City Attorney Karen McDonald recognized retiring Senior Deputy City Attorney Dottie Kibler, noting that she will conclude thirty-one years of service at the end of the month and that this meeting was her final appearance before the Council.

R. REPORT AND RECOMMENDATION OF THE CITY CLERK

R.1 Minutes - Various

Motion Council Member Lambert-Melton
Seconded Council Member Patton
Recommended Action: Approve the minutes.

For (7):	Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, and Council Member Jones
Absent (1):	Mayor Pro Tem Harrison

Adopted (7 to 0)

City Clerk Louis Buonpane presented the following minutes for consideration of approval.

- April 6, 2026 Budget Work Session
- April 7, 2026 Regular Session
- April 14, 2026 Work Session
- April 14, 2026 Public Comment Session

S. CLOSED SESSION

S.1 Enter Closed Session

Motion Mayor Cowell
Seconded Council Member Lambert-Melton
Motion to enter into closed session pursuant to:

- G.S. 143-318.11(a)(3) to consult with the City Attorney in order to preserve the Attorney-

Client Privilege.

- G.S. 143-318.11(a)(4) to discuss matters relating to the location or expansion of industries or other businesses within the city, including consideration of economic development incentives that may be offered by the City in negotiations.
- G.S. 143-318.11(a)(6) to consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officers or employees or prospective public officers or employees.

For (7): Mayor Cowell, Council Member Forte, Council Member Lambert-Melton, Council Member Silver, Council Member Patton, Council Member Branch, and Council Member Jones

Absent (1): Mayor Pro Tem Harrison

Adopted (7 to 0)

The Council went into closed session at 4:19 p.m.

T. OPEN SESSION

T.1 Return to Open Session

Mayor Cowell returned from closed session and reported that no action had been taken.

T.2 Adjourn Meeting

There being no further business, Mayor Cowell declared the meeting adjourned.

Deputy City Clerk
Cassidy Pritchard

Raleigh

City Council
Agenda Item

Agenda Title:	Rezoning Z-38-25: Trailwood Drive, south of the intersection of Trailwood Drive and Avent Ferry Road (District D upon annexation)
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Planning and Development - Long Range
Sponsor:	Bynum Walter, Matthew Klem, Hannah Reckhow

Agenda Item Description:

Bynum Walter, Planning and Development

This request would increase residential entitlement on the site. Provided conditions limit disturbances in the 100-year floodplain to 35,000 square feet, require a no-rise certification, require a minimum building façade frontage, require at least one street-facing pedestrian entrance, and require the installations of “Super Silt” fencing along any watercourse buffer.

Planning Commission recommends approval (7-3). Commissioners Bennett, Fox, and Omokaiye opposed approval of the request. They noted concerns that the request does not include sufficient floodplain protections and conditions do not fully address staff enforcement concerns.

Recommended Action: Conduct the public hearing. At the conclusion of the public hearing, City Council may choose to act on the case or defer for further review. Alternately, the City Council may choose to continue the public hearing to a future date. The appropriate consistency statements are included in the agenda materials. If Council acts on the case, any ordinance approved shall be adopted this day and shall become effective five days following a favorable vote.

Agenda Item Details:

Rezoning Z-38-25: 1017, 1000, & 1100 Trailwood Drive; being Wake County PINs 0793144260, 0793134771, 0793240026.

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Current Zoning: Residential-6-Conditional Use (R-6-CU) and Residential-4 (R-4) both with Special Residential Parking Overlay District.

Requested Zoning: Residential Mixed-Use-3-stories (RX-3) and Residential-10-Conditional Use (R-10-CU).

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Approximately 13.8 acres are requested to be rezoned by Molly Suart on behalf of property owner Floresta, LLC. Proposed conditions would keep the total area of land mapped as 100-year flood plain to an amount no smaller than the amount approved under a previous site plan for the 1000 Trailwood parcel, require building frontage along Trailwood Drive, and require at least one street-facing entrance on the west side of Trailwood Drive.

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The request is inconsistent with the Future Land Use Map. The request is consistent with the 2030 Comprehensive Plan The request is inconsistent with the Urban Form Map.

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Planning Commission recommends approval (7-3).

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Commissioners Bennett, Fox, and Omokaiye opposed approval of the request. They noted concerns that the request does not include sufficient floodplain protections and conditions do not fully address staff enforcement concerns

Raleigh

memo

Item R.1

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Jacob Hunt, AICP, Senior Planner
Department	Planning and Development
Date	April 23, 2026
Subject	City Council agenda item for May 5, 2026 – Z-38-25

On April 21, 2026, City Council authorized the public hearing for the following item.

Z-38-25 1017, 1000, 1100 Trailwood Drive, approximately 13.8 acres located at 400 feet south of the intersection of Avent Ferry Road and Trailwood Drive iMAPS.

Signed zoning conditions provided on April 17, 2026 shall limit disturbances in the 100-year floodplain to 35,000 square feet, require a no-rise certification, require a minimum building façade frontage, require at least one street-facing pedestrian entrance, and require the installations of "Super Silt" fencing along any watercourse buffer.

Current zoning: Residential-6-Conditional Use with Special Residential Parking Overlay District (R-6-CU w/SRPOD) and Residential-4 with Special Residential Parking Overlay District (R-4 w/SRPOD).
Requested zoning: Residential Mixed Use-3-Conditional Use (RX-3-CU) and Residential-10-Conditional Use (R-10-CU)

The request is **consistent** 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 - 3).
Commissioners Bennett, Fox, and Omokaiye opposed approval of the request. They noted concerns that the request does not include sufficient floodplain protections and conditions do not fully address staff enforcement concerns.

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

Docusign Envelope ID: 0CC553C3-63D7-8B41-81E6-98641857A0ED

Conditional Use District Zoning Conditions		
Zoning case #: Z-38-25	Date submitted:	**OFFICE USE ONLY** Rezoning case #
Existing zoning: R-4/R-6-CU	Proposed zoning: RX-3-CU and R-10-CU	

Narrative of Zoning Conditions Offered

1. Any approved site plan including all or any portion of 1000 Trailwood Drive (PIN 0793144260; deed recorded at Book 019085, Page 02266 in the Wake County Register of Deeds) shall permit no greater than 35,000 square feet of disturbance within the pre-development, 100-year floodplain area located on the net area of the parcel after any roadway dedication and shall receive a no-rise certification in accordance with Section 9.5.3 of the Raleigh Stormwater Design Manual.

2. A minimum of 200 linear feet of the property frontage along the west side of Trailwood Drive shall be occupied by one or more front principal building facades within 20 feet of the edge of public right of way. No parking areas shall be located between such principal facades and the Trailwood Drive right of way.

3. A minimum of one street-facing pedestrian entrance is required on the west side of Trailwood Drive.

4. Along the limit of disturbance adjacent to any regulatory watercourse buffers, developer shall install Super Silt fencing prior to any grading or construction.

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

Property Owner(s) Signature: DocuSigned by: Anuj Mittal 9C62A546293D477...

Printed Name: Anuj Mittal

RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#

CASE INFORMATION: Z-38-25 1017, 1000, & 1100 TRAILWOOD DRIVE

Location	Southwest Raleigh, 400 feet south of the intersection of Avent Ferry Road and Trailwood Drive Address: 1017,1000, & 1100 Trailwood Drive PIN: 0793144260, 0793134771, 0793240026 Link to iMAPS
Current Zoning	R-6-CU w/SRPOD and R-4 w/SRPOD
Requested Zoning	RX-3/R-10-CU
Area of Request	13.8 acres
Corporate Limits	Property outside of corporate limits, within ETJ.
Property Owner	Floresta, LLC
Applicant	Molly Stuart, Morningstar Law Group on behalf of Floresta, LLC
Council District	D
PC Recommendation Deadline	April 24, 2026

SUMMARY OF PROPOSED CONDITIONS

1. Any approved site plan including all or any portion of 1000 Trailwood Drive (PIN 0793144260) shall delineate a proposed 100-year floodplain area no smaller than that described by the "Proposed 100-Year" flood elevation line (the "Approved Line") on the Flood Map included in Appendix 6 of the Floresta Trail Development No-Rise Feasibility Study (City of Raleigh Flood Study #830) dated May 1, 2025 and approved on June 5, 2025 in connection with SPR-0062-2024.
2. A minimum of 50% of the property frontage along the west side of Trailwood Drive and south of the intersection of the Approved Line and the right of way shall be occupied by one or more front principal building facades within 20 feet of the edge of public right of way, and no parking areas shall be located between such principal facades and the Trailwood Drive right of way.
3. A minimum of one street-facing entrance is required on the west side of Trailwood Drive.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Low Scale Residential	
Urban Form	Frequent Transit Area	
Consistent Policies *Key policies are marked with a dot (●)* *Area Specific Guidance policies are marked with a square (☐)*		LU 1.3 Conditional Use District Consistency
	●	LU 2.2 Compact Development
	●	LU 4.5 Connectivity
	●	LU 4.7 Capitalizing on Transit Access
		LU 4.19 Missing Middle Housing
	●	LU 8.1 Housing Variety
		LU 8.5 Neighborhood-scale Housing
		LU 8.7 Lot Sizes and Flag Lots
	●	LU 8.12 Infill Compatibility
	●	EP 1.1 Greenhouse Gas Reduction
		EP 1.7 Sustainable Development
		H 1.5 Scattered Site Infill
	●	H 1.8 Zoning for Housing
		PU 1.1 Linking Growth and Infrastructure
		UD 5.9 Successful Residential Neighborhoods
		UD 8.3 Transit Area Infill
Inconsistent Policies ● *Key Policy* ☐ *Area Specific Guidance*	●	LU 1.2 Future Land Use Map and Zoning Consistency
	●	LU 2.6 Zoning and Infrastructure Impacts
		CS 4.4 Response Time Standards

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
8/25/2025 10 attendees	2/2/2026 15 attendees	2/24/26	

REZONING ENGAGEMENT PORTAL RESULTS

Views	Participants	Responses	Comments
147	14	0	21

Summary of Comments: Residents expressed strong opposition to the proposed rezoning. They are concerned that the traffic impacts from this and other zoning requests on Trailwood Drive pose a danger and burden to the current and future residents. Residents request that the traffic impacts for all three sites are studied wholistically. Commenters also raised concerns about environmental issues including potential clear-cutting of mature forests near Lake Johnson, Lake Raleigh, and Walnut Creek. There are concerns that development of the site could lead to runoff and ecological damage. There is strong concern that the previously approved plan is being ignored and that this proposal prioritizes development over neighborhood character and safety. Commenters have asked for conditions to ensure lower density, preserved green space, and designs that respect the existing community character.

Additional comments voice opposition to an earlier version of this application which included the possibility of a hotel. That has been removed as a possibility.

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 would increase the market-rate housing supply and permit residential land uses at a similar heigh and scale to the surrounding neighborhood. It would allow for more market-rate housing to be built in an area well served by multiple transit lines.
Change(s) in Circumstances	
Amendments to the Comprehensive Plan	If approved, the Future Land Use Map will be amended as to the subject parcel(s) only from Low Scale Residential to Moderate Scale Residential.
Recommendation	
Motion and Vote	Motion – Walters; Second – Burnett; Burnett, Cochran, Neptune, O'Haver, Otwell, Shelburne, and Walters
Reason for Opposed Vote(s)	Opposed – Bennett, Fox, Omokaiye. The request does not include sufficient floodplain protections and conditions do not address staff concerns.

ATTACHMENTS

1. Staff report
2. Comprehensive Plan amendment analysis
3. Zoning conditions
4. Rezoning application

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.

Bynum Walter — Date: 3/10/2026
Planning and Development Assistant Director

Staff Coordinator: Jacob Hunt: (919) 996-6333; jacob.hunt@raleighnc.gov

REZONING STAFF REPORT – Z-38-25

Conditional Use District

OVERVIEW

This application consists of three parcels totaling 13.8 acres. The request is to rezone the properties from Residential-6-Conditional Use with Special Residential Parking Overlay District (R-6-CU w/SRPOD) and Residential-4 with Special Residential Parking Overlay District (R-4 w/SRPOD) to Residential Mixed Use-3 (RX-3) and Residential-10-Conditional Use (R-10-CU). The proposed zoning conditions would require a floodplain that is no smaller in area than the floodplain that was mapped in a previous site plan, 50% building frontage along portions of Trailwood Drive, and pedestrian access from Trailwood Drive to the site.

Located in Southwest Raleigh, the site is less than a quarter mile south of the intersection of Avent Ferry Road and Trailwood Drive. Currently 1000 and 1100 Trailwood Drive are undeveloped, and 1017 Trailwood Drive is occupied by a single detached home. The site is split by Trailwood Drive. The lots at 1000 and 1100 are on the west side of Trailwood Drive and the lot at 1017 is on the east. The RX-3 zoning designation has been requested for 1000 and 1100 Trailwood Drive and R-10 has been requested for 1017 Trailwood Drive.

There are existing conditions on development for 1000 and 1100 Trailwood Drive. The existing conditions include a maximum of 40 residential units, the inclusion of a connection to the Walnut Creek Greenway, a minimum of six acres of undisturbed protected area, 40 foot building setbacks from the southern property line, increased planting requirements along the southern property line, a requirement that 50% of stormwater runoff be treated with green stormwater measures, the use of permeable pavement on vehicular surface in the floodplain, prohibition of the apartment building types, rooftop screening against the southern property line, and limits on parking.

The northern portion of the western lots are within both the floodway and floodplain of Walnut Creek. This request does not modify regulations in the floodplain, development in the floodplain is still prohibited in most situations. Properties to the north of the western lots are both zoned Office Mixed Use. The City owns conservation lands west of the site. South of western lots is a property that has also applied for a rezoning, Z-29-25. This request is to rezone from R-4 to R-10-CU. The lot on the eastern side of Trailwood Drive is bordered by an apartment building to the north, a wooded area that serves as the western boundary of NC State's Centennial to the east, and an undeveloped lot to the south. That undeveloped lot is owned by the State and included in the Trailwood Neighborhood Conservation Overlay District (NCOD). This property is not within the Trailwood NCOD.

The site is located within a Frequent Transit Area and is served by GoRaleigh routes 11 (Avent Ferry) and 11L (Buck Jones). The nearest stops for route 11 and 11L are approximately one-third of a mile away on both sides of Avent Ferry Road. Additional stops for Route 11 are half a mile away on Gorman Street; accessed by the Walnut Creek Greenway Trail. The existing Walnut Creek Greenway is within the northern portion of the

western lots and connects to the sidewalk network on Trailwood Drive headed north. On the eastern lot the nearest sidewalk is at the northern property line with the Arden apartments. Route 11L operates every 40 minutes on a loop through western Raleigh. Route 11 runs every 15 minutes during peak hours between Tyron Road and the Moore Square GoRaleigh Station. Additionally, Wolfline routes 42, 50, and 52 also share stops with Go Raleigh on Avent Ferry Road and connect to both Main and Centennial Campuses.

The requested RX-3 and R-10-CU zoning districts permit detached, attached, townhome, and apartment building types. In both the existing R-4 and R-6-CU districts, apartments are a generally prohibited building type. The exception to that would be if the R-4 lot developed under the Frequent Transit Development Option which allows apartment development in R-4 zoning if 20% of units above 12 are designated as affordable for households earning 60% or less of the area median income. Apartments are a prohibited building type under the conditions included in current R-6-CU district. The primary dimensional differences between the existing R-4/R-6-CU and proposed RX-3/R-10-CU zoning are reduced setback requirements and a small increase in allowed height of the permitted 3 stories.

The request is consistent with the Comprehensive Plan. This request would allow for more market-rate housing than the current zoning designation. The location of the site and the allowed increase in density aligns with goals that work to place new development in areas that are well served by transit.

The request is not consistent with the Future Land Use Map, which designates the area as Low Scale Residential. This designation typically supports densities up to R-6 and envisions a variety of housing types, including duplexes, fourplexes, small apartment buildings, townhomes, and detached homes. RX-3 zoning is consistent with Low Scale Residential only when it is within a Core Transit Area on the Urban Form Map. This site is included in a Frequent Transit Area, but not a Core Transit Area. To qualify as a Core Transit Area a site must have frontage on a corridor programmed for high-capacity, frequent bus transit. This site does not have frontage on Aven Ferry Blvd which is the nearest applicable street. The requested R-10 zoning is consistent with the Future Land Use Map designation due to the site's inclusion in a Frequent Transit Area corridor.

The site does not meet National Fire Protection Association (NFPA) standards for the deployment of an initial full alarm assignment (within 8 minutes of travel time) for fire suppression incidents.

Update for March 10, 2028

This item was first heard by Planning Commission on February 24, 2026 and continued to allow the request to be revised. The applicant provided staff with unsigned conditions of February 27, 2026. These conditions are intended to keep the total area of land mapped as 100-year flood plain to an amount no smaller than the amount approved under a previous site plan for the 1000 Trailwood parcel, require building frontage along Trailwood Drive, and require at least one street-facing entrance on the west side of Trailwood Drive.

As written, there are enforcement concerns with the language provided. Staff has provided recommended changes that would resolve the enforcement issues. The revisions to the conditions do not change the consistency determination of the request with either the Future Land Use Map or the Comprehensive Plan. The frontage standards are more aligned with

those recommended in the Urban Form Map, but do not change the inconsistent determination.

The condition requiring a connection from the site to the Walnut Creek Greenway has been removed.

The application has also been revised to change the requested zoning district for the parcel on the east of Trailwood Drive (1017 Trailwood Drive). The applicant has request that that parcel be rezoned to Residential-10-Conditional Use (R-10-CU). The requested R-10-CU district is consistent with the Future Land Use Map, but the request remains inconsistent overall.

There appears to be an error in the revised application. The revised application has not included a Conditional Use request as part of the RX-3 zoning, despite the provided conditions only applying to the lots that are requesting RX-3 zoning. This is an error that will need to be resolved in the final signed conditions.

CURRENT VS. PROPOSED ZONING ENTITLEMENT*

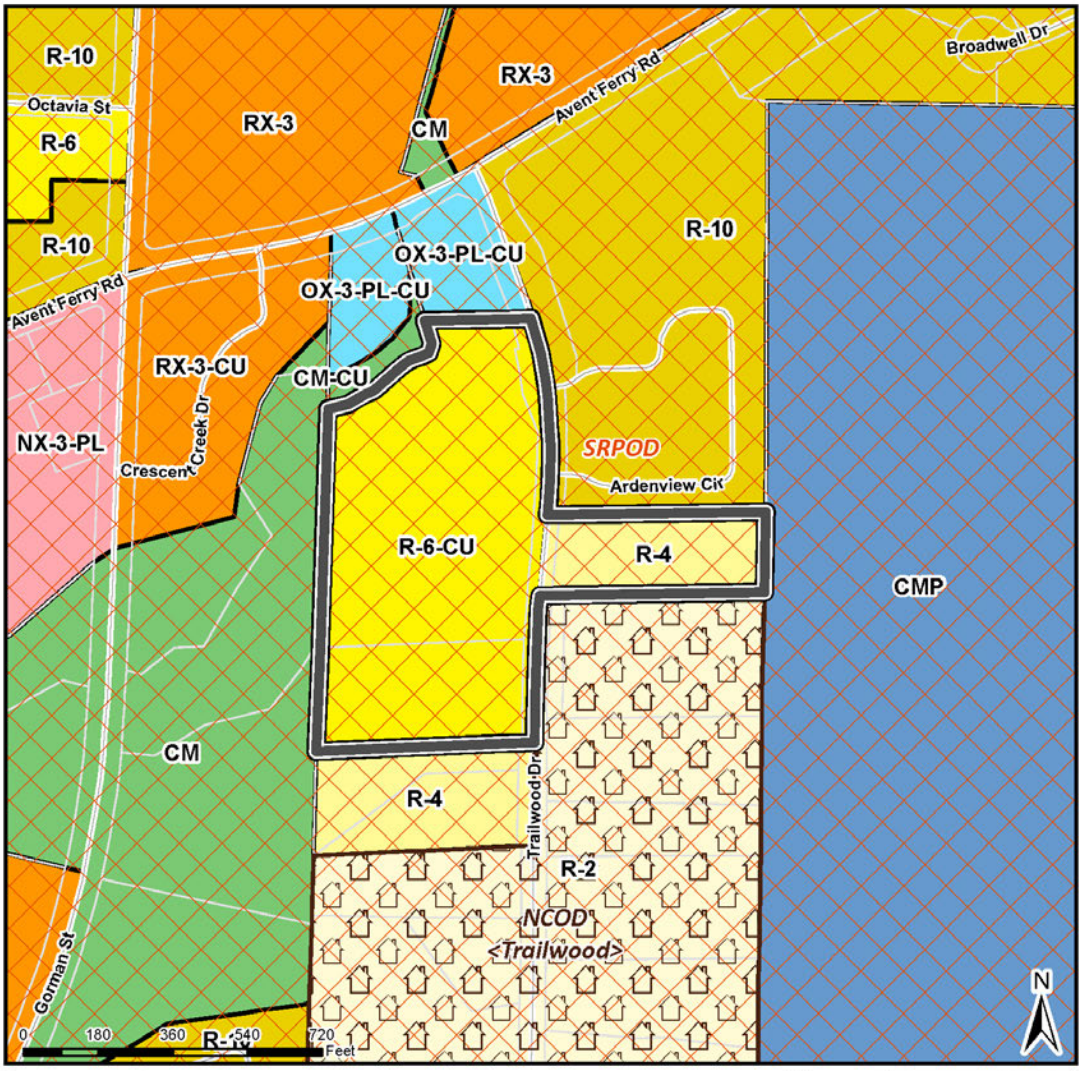
	EXISTING ZONING		PROPOSED ZONING	
Zoning	R-4 w/SRPOD	R-6-CU w/SRPOD	RX-3	R-10-CU
Total Acreage	13.8			
Maximum Height	3 stories/40 ft	3 stories/45 ft	3 stories/50 ft	
Setbacks: **Front** **Side** **Rear**	Front: 20 ft Side: 10 ft Rear 30 ft	Front: 40 ft Side: 10 ft Rear: 20 ft	Front: 5 ft Side: 0 ft or 6 ft Rear: 0 ft or 6 ft	Front: 10 ft Side: 10 ft Rear: 20 ft
Max. # of Residential Units	56		203	
Max. Gross Office SF	0		0	
Max. Gross Retail SF	0		0	
Max. Gross Industrial SF	0		0	

**These are estimates presented to provide context for analysis.*

OUTSTANDING ISSUES

Outstanding Issues	1. The revised request and unsigned conditions require clarification and would result in enforcement issues.	**Suggested Mitigation**	2. Provide signed conditions that address staff concerns. If the signed conditions address this issue, no mitigation is needed.

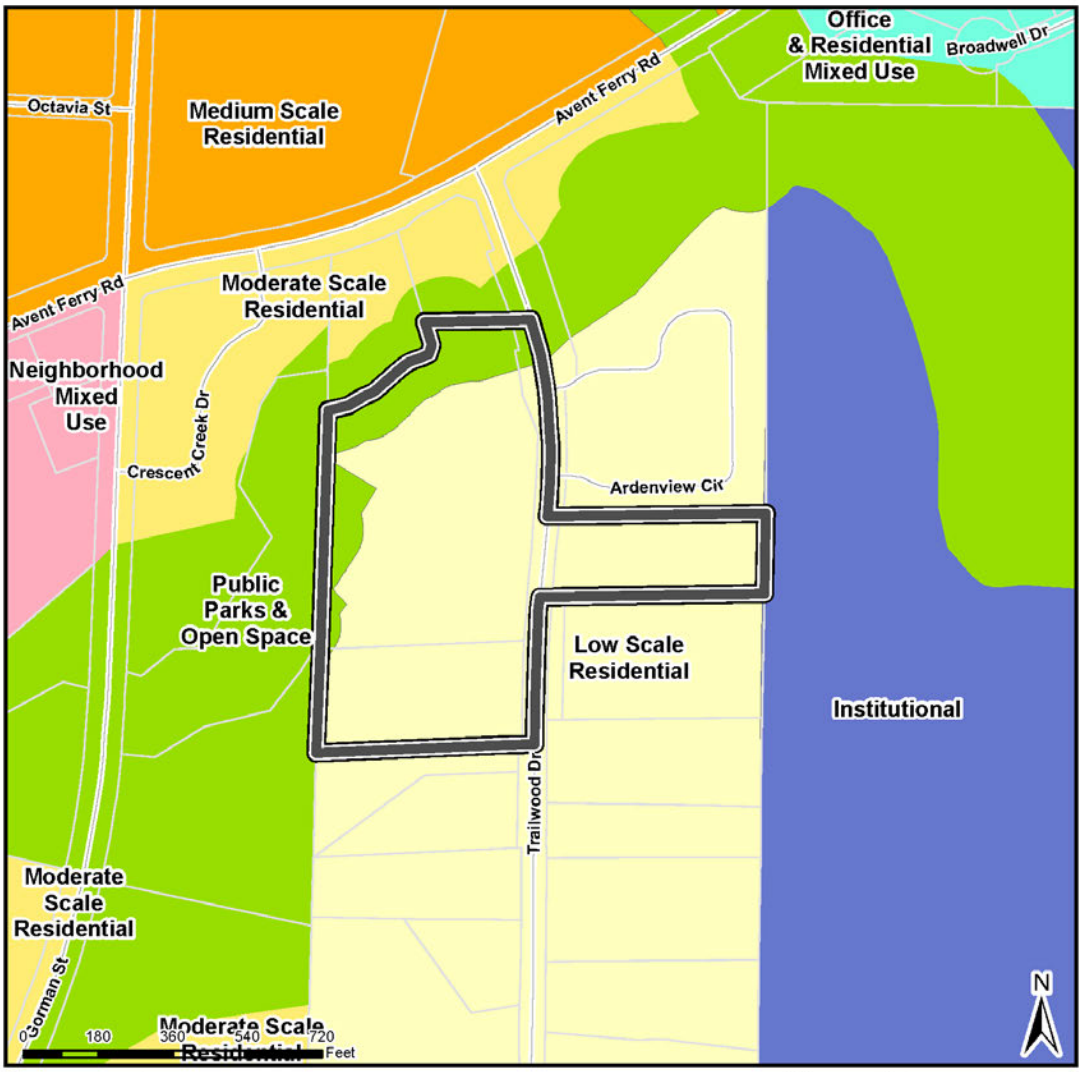
Existing Zoning Z-38-2025



Property	1017, 1000, 1100 Trailwood Dr
Size	13.8 acres
Existing Zoning	R-4 & R-6-CU w/ SRPOD
Requested Zoning	RX-3 & R-10-CU (Remove SRPOD)

Map by Raleigh Department of Planning and Development (mcgregorm): 9/30/2025

Future Land Use Z-38-2025



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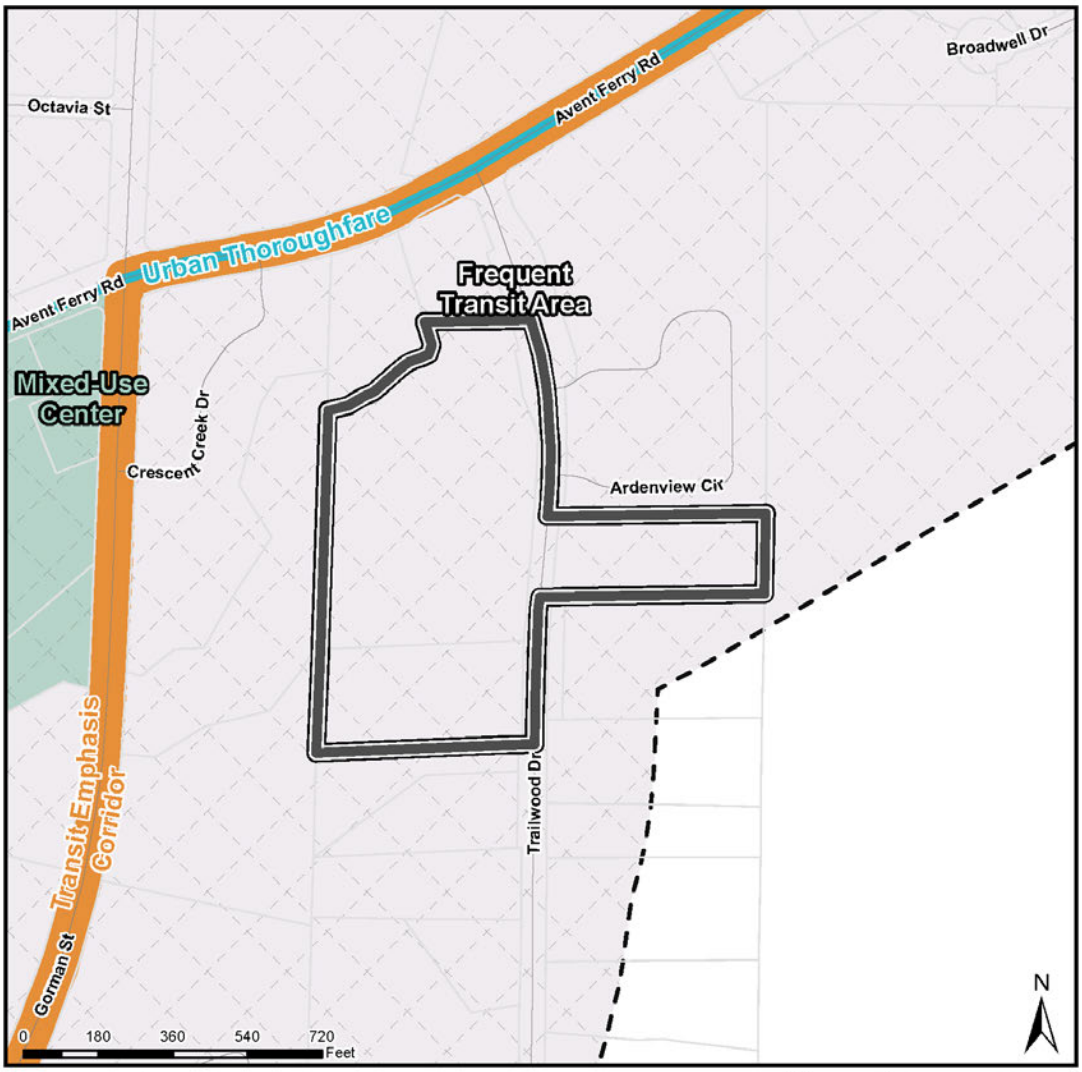
Map by Raleigh Department of Planning and Development (mcgregorm): 9/30/2025

Urban Form Z-38-2025



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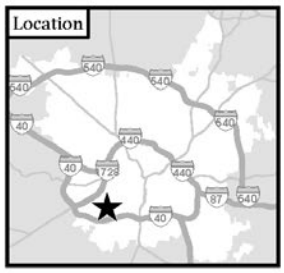


Map by Raleigh Department of Planning and Development (mcgregorm): 9/30/2025

COMPREHENSIVE PLAN ANALYSIS

Section 3: Land Use in the Comprehensive Plan describes how zoning proposals should be evaluated. Determination of the consistency with the Comprehensive Plan includes consideration of the following topics.

Comprehensive Plan Consistency

The request is: ☒ **Consistent** ☐ **Inconsistent** with the 2030 Comprehensive Plan.

The request is consistent with the Comprehensive Plan, various Comprehensive Plan policies and three Vision Themes. Consistent policies include those that encourage housing variety across building types, development in areas well served by transit, and compact development patterns. The request would add to the housing supply and continue to allow for development of a variety of building types, including apartments and townhouses, with less restrictive setbacks. This rezoning request is consistent with the Comprehensive Plan direction that increased density and housing variety should be located along future frequent transit corridors.

Vision Themes

The request is:

Consistency	Vision Theme	Analysis
Consistent	Expanding Housing Choices	This vision theme encourages the expansion of affordable and workforce housing throughout the city. There is an expectation that a mix of housing types will be available in residential zoning districts city-wide. The proposed rezoning will contribute to housing supply through increases to market rate unit entitlement, although there are no guaranteed affordable units.
Consistent	Coordinating Land Use and Transportation	The Comprehensive Plan expects that land use entitlements and transportation investments should be planned in concert and efficiently. This request would meet that goal because the site is currently well served by bus transit and the Walnut Creek Greenway Trail.

Consistency	Vision Theme	Analysis
Consistent	Growing Successful Neighborhoods and Communities	This vision theme encourages growth and development to improve access to housing options across a variety of building types, with special consideration for conserving existing neighborhoods and their residents. The request would allow for a variety of building types, including apartments, to be developed at a scale compatible with nearby neighborhoods and close to transit.

Future Land Use

Future Land Use designation: Low Scale Residential

The request is: ☐ **Consistent** ☒ **Inconsistent** with the Future Land Use Map.

The request does not align with the Future Land Use Map, which designates the area for Low Scale Residential uses. This category typically supports development up to R-6 density and includes a variety of housing types such as duplexes, fourplexes, small apartment buildings, townhomes, and single-family homes. RX-3 is not consistent with Low Scale Residential unless it is located within a Core Transit Area. It is unlikely that the RX-3 zoning would introduce uses that are not aligned with the residential development pattern of the neighborhood.

Infrastructure

Will community facilities and streets be available at City standards to serve the use proposed for the property? ☐ **Yes** ☒ **No**

Nearby streets appear able to serve the proposed use. The site is outside of corporate limits. Water infrastructure will need to be connected to the site prior to development. There is a 12" water main available in Trailwood Drive. There is an 8" sewer main available in Trailwood Drive

Fire Service:

There are existing fire service inadequacies near the area of request which does not meet National Fire Protection Association (NFPA) standards for the deployment of an initial full alarm assignment (8 minutes or less travel time) or the travel time (6 minutes or less) for the arrival of the second company at a fire suppression incident. Station #20 is the nearest station to the site; the Raleigh Fire Master Plan does not anticipate medium- or long-term replacement of this station.

Urban Form

Urban Form designation: Frequent Transit Area

The request is: ☐ **Consistent** ☒ **Inconsistent** with the Urban Form Map.

☐ **Other**

Overview: This request is for a mixed-use district within a Frequent Transit Area. An urban frontage is recommended for sites within a quarter mile of frequent transit routes. The condition limiting parking in front of apartment buildings would contribute to an urban development pattern. This condition only applies when the building is within 50 feet of Trailwood Drive. The application does not address other aspects of an urban frontage including build-to lines, streetscape, and pedestrian access.

Impact: No frontage has been identified. Development could occur in a way that does not contribute to an urban character with buildings being set back from the property line.

Compatibility: The existing building form along Trailwood Drive is predominantly detached homes with 60 ft. setbacks from the street. The property to the north of this site is a residential district without a frontage designation. An urban frontage would not be appropriate to this site in this neighborhood.

Analysis of Inconsistency: While urban frontage is recommended on the Urban Form Map, existing conditions and expected development patterns suggest that requiring an urban frontage could result in a site that is significantly more urban in character than the surrounding properties. There are no sites along Trailwood Drive that include a build to line or requirements that bring the buildings closer to the property line.

Public Benefits of the Proposed Rezoning

- The proposed rezoning would support an increase in the housing supply and enable residential development at a height and scale compatible with the surrounding neighborhood.
- The request would facilitate the construction of additional housing in an area with strong access to multiple transit routes. The development of housing along transit routes can contribute to reduced transportation costs and overall cost of living.

Detriments of the Proposed Rezoning

- None noted

Policy Guidance

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

Consistent Policies *Key policies are marked with a dot (●)* *Area Specific Guidance policies are marked with a square (□)*	
	LU 1.3 Conditional Use District Consistency
●	LU 2.2 Compact Development
●	LU 4.5 Connectivity
●	LU 4.7 Capitalizing on Transit Access
	LU 4.19 Missing Middle Housing
●	LU 8.1 Housing Variety
	LU 8.5 Neighborhood-scale Housing
	LU 8.7 Lot Sizes and Flag Lots
●	LU 8.12 Infill Compatibility
●	EP 1.1 Greenhouse Gas Reduction
	EP 1.7 Sustainable Development
	H 1.5 Scattered Site Infill
●	H 1.8 Zoning for Housing
	PU 1.1 Linking Growth and Infrastructure
	UD 5.9 Successful Residential Neighborhoods
	UD 8.3 Transit Area Infill

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

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

● **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 proposed RX-3 zoning is not consistent with the Low Scale Residential future land use designation. The R-10 zoning designation is the most intense district anticipated in Low Scale Residential in combination with the Frequent Transit Overlay Designation.

● **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.

CS 4.4 Response Time Standards

Maintain standards in response time/coverage for fire calls and emergency medical response calls as outlined in the National Fire Protection Association 1710 (standard for the organization and deployment of fire suppression operations, emergency medical operations, and special operations): one minute from 911 call to wheels rolling and four minutes total response time.

- The site does not meet National Fire Protection Association (NFPA) standards for the deployment of an initial full alarm assignment (within 8 minutes of travel time) for fire suppression incidents or the arrival of the second company (within 6 minutes of travel time).

EQUITY AND CLIMATE CHANGE ANALYSIS

Transportation Cost and Energy Analysis

	City Average	Site		Notes
Walk Score	31	45		"Car-Dependent: Most errands require a car." The walk score is higher than the citywide average. There are no sidewalks on roads fronting the site. The Walnut Creek Greenway runs through the northern portion of the site.
Transit Score	30	none		Multiple Available Routes on Avent Ferry less than .25 miles away.
Bike Score	41	38		"Somewhat Bikeable: Minimal bike infrastructure." The bike score is lower than the citywide average. There are no bike lanes on streets fronting the site.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	West: 89	East: 76	Transportation costs are below average.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	West: 59	East: 79	This area is at the boundary of two census tracts.

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 requested district?
Detached House	82.7	Yes
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

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

Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Adds	This proposal would allow for additional units and housing types.
Is naturally occurring affordable housing present on the site?	Unlikely	The western lots are undeveloped and there is a single detached home on the eastern lot.
Does it include any subsidized units?	No	Proposed conditions do not address affordability.
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? *	Yes	
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	West Site Area	East Site Area	Raleigh
Demographic Index (%)**	39	41	37
People of Color Population (%)	34	36	46
Low Income Population (%)	44	46	29
Linguistically Isolated Population (%)	2	3	3
Population with Less Than High School Education (%)	1	6	8
Population under Age 5 (%)	5	2	6
Population over Age 64 (%)	5	7	11
% change in median gross rent since 2016	27.6		25.5

**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*?	N/A	The average life expectancy is unavailable for this tract.
Are there known industrial uses or industrial zoning districts within 1,000 feet?	No	
Are there hazardous waste facilities are located within one kilometer?	No	
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	Yes	The northern edge of the site is within the Walnut Creek floodway/floodplain.
Is this area considered a food desert by the USDA?	Yes	The closest grocery store to the site is a Food Lion .5 miles away on Avent Ferry Road.

**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?*	N/A	The property is outside of corporate limits. Nearby properties were annexed in 1975 and 2020.
Has the area around the site ever been the subject of an urban renewal program?*	No	
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups?*	No	None Found
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires?*	No	None 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?

   The location is well served by transit and access to employment opportunities, and the requested zoning allows for more dense development.

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?

   The area is served by Go Raleigh and Wolfline transit lines in addition to the Walnut Creek Greenway future residents would have access to a variety of transportation modes. While the proposed development would not contribute to increased employment opportunities it would contribute to the housing stock with higher densities than are common in the Trailwood neighborhood.

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

   Yes, housing costs have increased faster than the city 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?

   No documentation of racial or ethnic discrimination has been found specific to this 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?

   Staff did not identify industrial zoning districts and/or uses or environmental hazards near the site; however, this site is considered to be within a food desert by the USDA.:

TRADE REVIEWS

Staff from various departments review every rezoning case when it is submitted. If a reviewer has identified a potential negative impact that might result from the proposed rezoning, it is noted here.

Review Summary

The following reviewers identified no potential negative impacts specific to this request:

☒ Current Planning ☐ Raleigh Fire ☒ Raleigh Water ☒ Transportation
☒ Historic Resources ☒ Raleigh Parks ☐ Stormwater ☒ Urban Forestry

The following reviewers did identify potential negative impacts specific to this request:

Raleigh Fire:

RFD Service Review

Case Number: Z-38-25
Box Response: 1017, 1000, 1100 Trailwood Dr
Council District: District D
Date: 10/09/2025

1st Alarm Fire Response Units	Time (min)	Distance (mi)
Engine 20 (1721 Trailwoods Dr)	2	0.7
Ladder 20 (1721 Trailwoods Dr)	2	0.7
Engine 8 (5001 Western Blvd)	7	2.5
Engine 5 (300 Oberlin Rd)	7	2.8
Engine 2 (263 Pecan St)	8	5.1
Ladder 1 (220 S Dawson St)	10	4.5
Mutual Aid Unit		
Swift Creek Rural (5825 Tryon Rd)	8	3.9
NFPA Standard Impact		
NOT MET: NFPA 1710 4.1.2.1 Sec 5 - For other than high-rise, 480 seconds (8 min) or less travel time for deployment of an initial full alarm assignment at a fire suppression incident		
Hydrant Distance		
Nearest hydrant approximately 200 ft away on Trailwood Dr.		
Additional Comments		

Stormwater Information

Existing zoning conditions for 1000 and 1100 Trailwood, Z-22-23, include a condition requiring green stormwater infrastructure that is not included on this initial application. Those zoning conditions also include a condition requiring permeable pavement for any area of fill in the floodplain used for vehicular surface. That condition is also not proposed with this application, but there exist more effective options to mitigate the effects of development in the floodplain.

Z-38-25 1017, 1000, & 1100 Trailwood Drive	YES/NO	NOTES
Floodzone	Yes	FEMA floodway (1000 Trailwood) and flood fringe (1000 & 1100 Trailwood)
Structural Flooding Downstream	No	
Other Drainage Complaints Downstream	No	
Stormwater Conditions	No	None Offered
Neuse Buffers Onsite	Possible	USGS quad map, NRCS soil survey (Walnut Creek)
Existing Impervious	Yes	1017 Trailwood: existing SFD 1000/1100 Trailwood: no
Subject to Impervious Limits in UDO 9.2.2.A	No	
Changes to UDO Max Impervious Area (9.2.2.A)	N/A	
Subject to 9.2.2.B to H	Yes	
Watershed Overlay	No	
Drainage Basin	Walnut	

Transportation & Transit Review

Site and Location Context

Location

The site is located in southwest Raleigh on Trailwood Drive, south of Avent Ferry. The Walnut Creek Greenway Trail runs through the northern portion of the site.

Area Plans

The site is located within the Avent Ferry Corridor Plan, which is focused on the development of Avent Ferry as a walkable, bikeable corridor.

Other Projects in the Area

There are no planned City of Raleigh or NCDOT projects near the site.

Existing and Planned Infrastructure

Streets

Trailwood Drive is a state-maintained street that is designated as a 2-lane divided avenue in the Raleigh Street Plan. Trailwood Drive currently operates as an undivided facility. Development of the site through a subdivision or tier three site plan would require right-of-way dedication and roadway improvements as outlined in UDO 8.5.5.B.

Pedestrian Facilities

There are currently no pedestrian facilities along Trailwood Drive. Development of the site through a subdivision or tier three site plan would require the installation of 6' sidewalks along the site's Trailwood Drive frontage (UDO 8.5.5.B).

There is a greenway crossing on the site's Trailwood Drive frontage. According to the most recently available Streetlight Data, 85th percentile speeds are 48 mph south of the greenway crossing and 41 mph north of the crossing closer to the intersection. These speeds correlate to a high risk for a bicyclist or pedestrian being severely injured or killed if they are hit. While a pedestrian refuge island and pedestrian crossing signage are already present at this crossing, additional safety measures may be appropriate. Transportation staff are willing to coordinate with the applicant at site plan to identify potential safety improvements.

Bicycle Facilities

There are currently no bicycle facilities near the site. Development of the site through a subdivision or tier three site plan would require the installation of 5' bicycle lanes, behind the curb, along the site's Trailwood Drive frontage (UDO 8.5.5.B).

Transit

The closest transit stops are around a third of a mile north of the site, along Avent Ferry Road and at the intersection of Avent Ferry Drive and Gorman Street. This area is served by GoRaleigh routes 11 Avent Ferry, 11L Buck Jones, and 12 Method. However, lack of

sidewalk connectivity on Trailwood Drive makes these bus stops inaccessible for pedestrians.

Route 11 Avent Ferry connects the GoRaleigh station in downtown to Trailwood Heights at Tryon Road, running every 15 minutes from 6:30 AM to 7:30 PM and every 30 minutes until midnight. Route 11L Buck Jones connects Brigadoon Drive to Western Boulevard at Jones Franklin Road, running every 45 minutes from 6:30 AM to 10 PM. Route 12 Method connects the GoRaleigh station in downtown to Beryl Road at Method Road, every hour from 6 AM to 11 PM with 30-minute frequencies from 6:15 AM to 8:15 AM and 2:45 PM to 6:15 PM.

Access

Because Trailwood Drive is a state-maintained facility, any access onto Trailwood Drive is subject to NCDOT permitting and approval.

Traffic Impact Analysis (TIA)

Determination

Based on the Envision results, approval of case Z-38-25 would increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from R-4, R-6-CU to R-10-CU, RX-3 is projected to generate 48 new trips in the AM peak hour and 59 new trips in the PM peak hour. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual. A TIA may be required during site permit review.

Z-38-25 Existing Land Use	Daily	AM	PM
	9	1	1
Z-38-25 Current Zoning Entitlements	**Daily**	**AM**	**PM**
	431	34	45
Z-38-25 Proposed Zoning Maximums	**Daily**	**AM**	**PM**
	1,329	82	104
Z-38-25 Trip Volume Change (Proposed Maximums minus Current Entitlements)	**Daily**	**AM**	**PM**
	898	**48**	**59**

The site is within a Frequent Transit Area, so it is allowed to develop additional housing through the Frequent Transit Development Option (FTDO). To receive this additional entitlement, the FTDO requires a percentage of units be dedicated as affordable units. If the site uses this option, the proposed rezoning from R-4, R-6-CU w/ FTDO to CX-4-CU, RX-4-CU w/ FTDO is projected to generate 67 new trips in the AM peak hour and 82 new trips in the PM peak hour. These values do not trigger a rezoning TIA.

COMPREHENSIVE PLAN AMENDMENT ANALYSIS – CASE Z-38-25

OVERVIEW

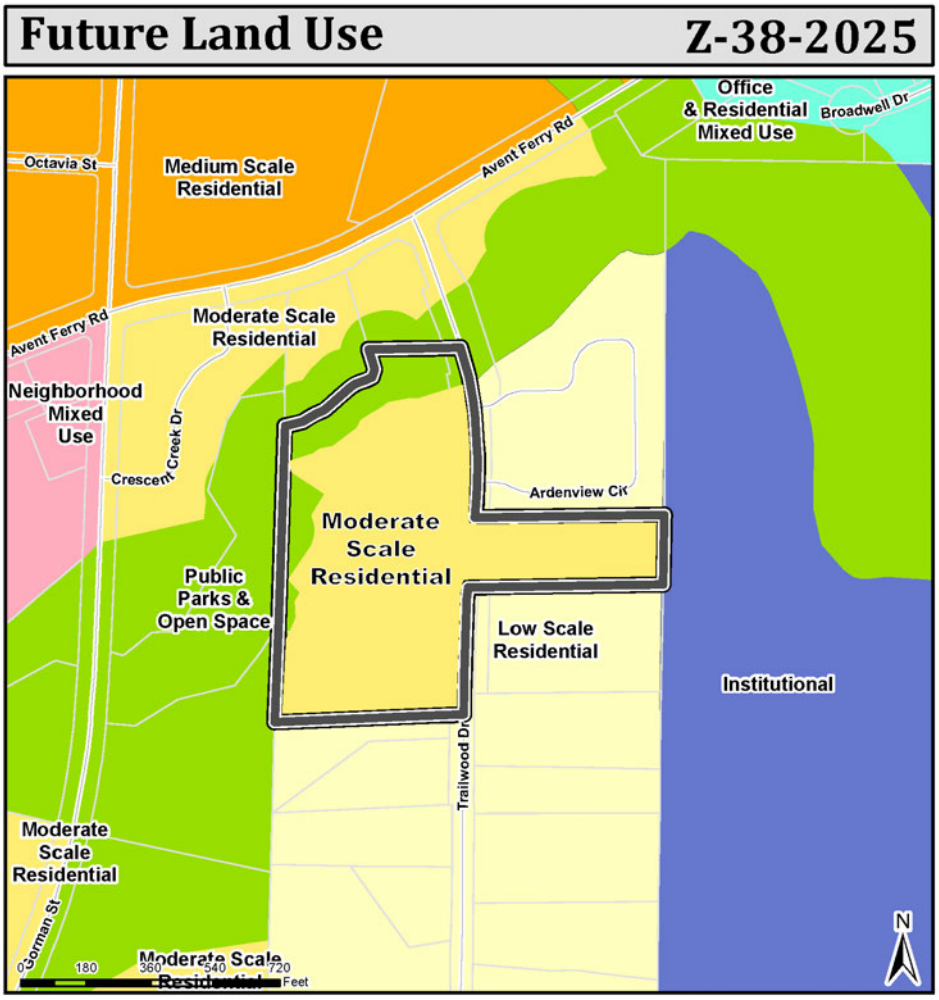
Approval of this request would result in an amendment to the Future Land Use Map to a designation that recommends the range of land uses and building heights permitted in the requested district. The Future Land Use Map identifies this site as Low Scale Residential. If approved, the Future Land Use Map would be amended to Moderate Scale Residential on the area of the request. The 2030 Comprehensive Plan states the following of the Moderate Scale Residential designation:

This category applies to many of the city's older residential neighborhoods, plus newer master-planned communities which typically contain a mix of housing types, including small-lot detached houses and many traditional examples of "missing middle" housing types. It also applies to suburban townhouse and garden apartment communities that would benefit from enhanced walkability. As with Low Scale Residential, this category envisions a range of housing types, including duplexes, triplexes, fourplexes and other small apartment buildings, and townhouses. Scale would follow existing precedents of detached and missing middle housing in the area. Corresponding zoning districts are R-6 and R-10. RX-3 is also appropriate when controls or conditions that address building mass are included, such as a Detached frontage or limiting the number of units in a single building to no more than 24. In areas served by high levels of transit, RX-3 or RX-4 may be appropriate. In some instances, small-scale commercial uses allowed in RX districts are appropriate. Comprehensive Plan Land Use Section policies, including Table LU-2, should be consulted for additional guidance.

List of Amendments

1. Amend the Future Land Use Map in the area to Medium Scale Residential

AMENDED MAPS



IMPACT ANALYSIS

The Moderate Scale Residential FLUM designation corresponds to a mix of housing types, including small-lot detached houses, townhomes, and garden apartments. It recommends R-6 and R-10 as corresponding zoning districts. RX-3 and RX-4 are appropriate in areas well served by transit.

ORDINANCE NO. (2024) 597 ZC 873

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF RALEIGH WHICH INCLUDES THE ZONING DISTRICT MAP

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF RALEIGH:

Section 1. That Part 10 of the City of Raleigh Code, which includes the Zoning District Map, be and the same if hereby amended as follows:

1. **Z-22-23 – 1000, 1100 Trailwood Drive,** located 1/4 mile east of the intersection of Gorman Street and Avent Ferry Road, being Wake County PINs 0793144260, 0793134771. Approximately 11.30 acres rezoned to Residential-6, with Conditions, with Special Residential Parking Overlay District (R-6-CU w/ SRPOD).

   Conditions dated: January 12, 2024

   1. The following limits on development intensity shall apply on the property: Development intensity shall not exceed 40 residential units.
   2. Prior to the issuance of a certificate of occupancy for the first residential unit, the developer will construct a privately-maintained, multi-use path ("Greenway Connection"). The Greenway Connection will provide at least one direct pedestrian connection from the internal sidewalk system within the development to the existing greenway trail along the northern boundary of the subject property. The Greenway Connection will be at least 400 linear feet in total length. The Greenway Connection will be designed & constructed to City of Raleigh Greenway Standards and publicly accessible. Any portions of the Greenway Connection outside of the existing City of Raleigh Greenway Easement on the subject property shall be placed in a Bicycle and Pedestrian Access Easement.
   3. There shall be a minimum of six acres of undisturbed protected area as defined per UDO Section 12.2 (u), exclusive of the Greenway Connection per condition. Landscaping and plantings enhancements shall be permitted, and such approval(s) shall be obtained from the City of Raleigh Parks, Recreation Cultural Resources department.
   4. There shall be a minimum forty foot (40') building setback for any development on 1100 Trailwood Drive (Deed Book 019085, Page 02266) as measured from the property line of 1116 Trailwood Drive (Deed Book 017352, Page 02263).
   5. Prior to the issuance of a certificate of occupancy in conjunction with new development on 1100 Trailwood Drive (Deed Book 019085, Page 02266), the following plant material shall be installed within 40 feet of the southern property line along the property line measured east to west: ten (10) evergreen trees per 100 linear feet that are a minimum 3" caliper and 12' in height, five (5) understory trees per 100 linear feet that are a minimum 2" caliper and 8' in height, and twelve (12) evergreen shrubs per 100 linear feet that are a minimum of 24" in height. The sizes indicated for each plant type refer to the size at the time of installation.

6. Stormwater control measures for new development on site shall meet the standards set forth in UDO Section 9.2.2.E. Such stormwater treatment shall include green stormwater infrastructure measures. A minimum of 50% of stormwater runoff on site that is required to be treated shall be treated using green stormwater infrastructure. At least one of the following types of green stormwater infrastructure shall be included on any tier three administrative site review:
    a. Bio-retention areas.
    b. Permeable pavement systems.
7. In the event fill is permitted within the existing floodplain, any vehicular surface in such area shall utilize permeable pavement.
8. The Apartment Building Type is prohibited. Dwelling units located within any other building type shall be vertically separated by a party wall; no dwelling units shall be stacked.
9. Any occupiable rooftop space on the units situated immediately adjacent to the northern property line of 1116 Trailwood Drive (Deed Book 017352, Page 02263) shall contain screening so that such rooftop space does not have site lines to the property to the south.
10. Resident parking shall be limited to the footprint of the individual units (i.e., the first level and driveway); except for visitor parking which shall be limited to no more than seven spaces.

Rezoning Application and Checklist

Raleigh

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

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

Rezoning Request				
Rezoning Type	☐ General use	☑ Conditional use	☐ Master plan	**OFFICE USE ONLY** Rezoning case #
	☐ Text change to zoning conditions			
Existing zoning base district: R-4/R-6-CU	Height:	Frontage:	Overlay(s): SRPOD	
Proposed zoning base district: See Attached	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:				

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: 1017, 1000, and 1100 Trailwood Drive		
Property PIN: 0793240026; 0793144260, 0793134771		
Deed reference (book/page): 019632/01545; 018986/00363		
Nearest intersection: Trailwood Drive and Avent Ferry Road	Property size (acres): 13.8	
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Floresta, LLC, 104 Green Park Ln, Cary NC 27518		
Property owner email: [redacted]		
Property owner phone: (919) 890-3318		
Applicant name and address: Floresta, LLC, 104 Green Park Ln, Cary NC 27518		
Applicant email: [redacted]		
Applicant phone: (919) 890-3318		
Applicant signature(s): DocuSigned by: Anuj Mittal 9C62A546293D477...		
Additional email(s):		

Docusign Envelope ID: D61CBB44-33CC-4CCE-91B5-25D00BBA0211

Conditional Use District Zoning Conditions		
Zoning case #: Z-38-25	Date submitted:	**OFFICE USE ONLY** Rezoning case #
Existing zoning: R-4/R-6-CU	Proposed zoning: RX-3-CU and R-10-CU	

Narrative of Zoning Conditions Offered

1. Any approved site plan including all or any portion of 1000 Trailwood Drive (PIN 0793144260; deed recorded at Book 019085, Page 02266 in the Wake County Register of Deeds) shall delineate a proposed 100-year floodplain area no smaller in area than that described by the "Proposed 100-Year" flood elevation line (the "Approved Line") on the Flood Map included in Appendix 6 of the Floresta Trail Development No-Rise Feasibility Study (City of Raleigh Flood Study #830) dated May 1, 2025 and approved on June 5, 2025 in connection with SPR-0062-2024, attached here as Exhibit A.

2. A minimum of 50% of the property frontage along the west side of Trailwood Drive and south of the intersection of the Approved Line and the right of way shall be occupied by one or more front principal building facades within 20 feet of the edge of public right of way, and no parking areas shall be located between such principal facades and the Trailwood Drive right of way.

3. A minimum of one street-facing pedestrian entrance is required on the west side of Trailwood Drive.

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

Property Owner(s) Signature: DocuSigned by: Anuj Mittal 9C62A546293D477...

Printed Name: Anuj Mittal

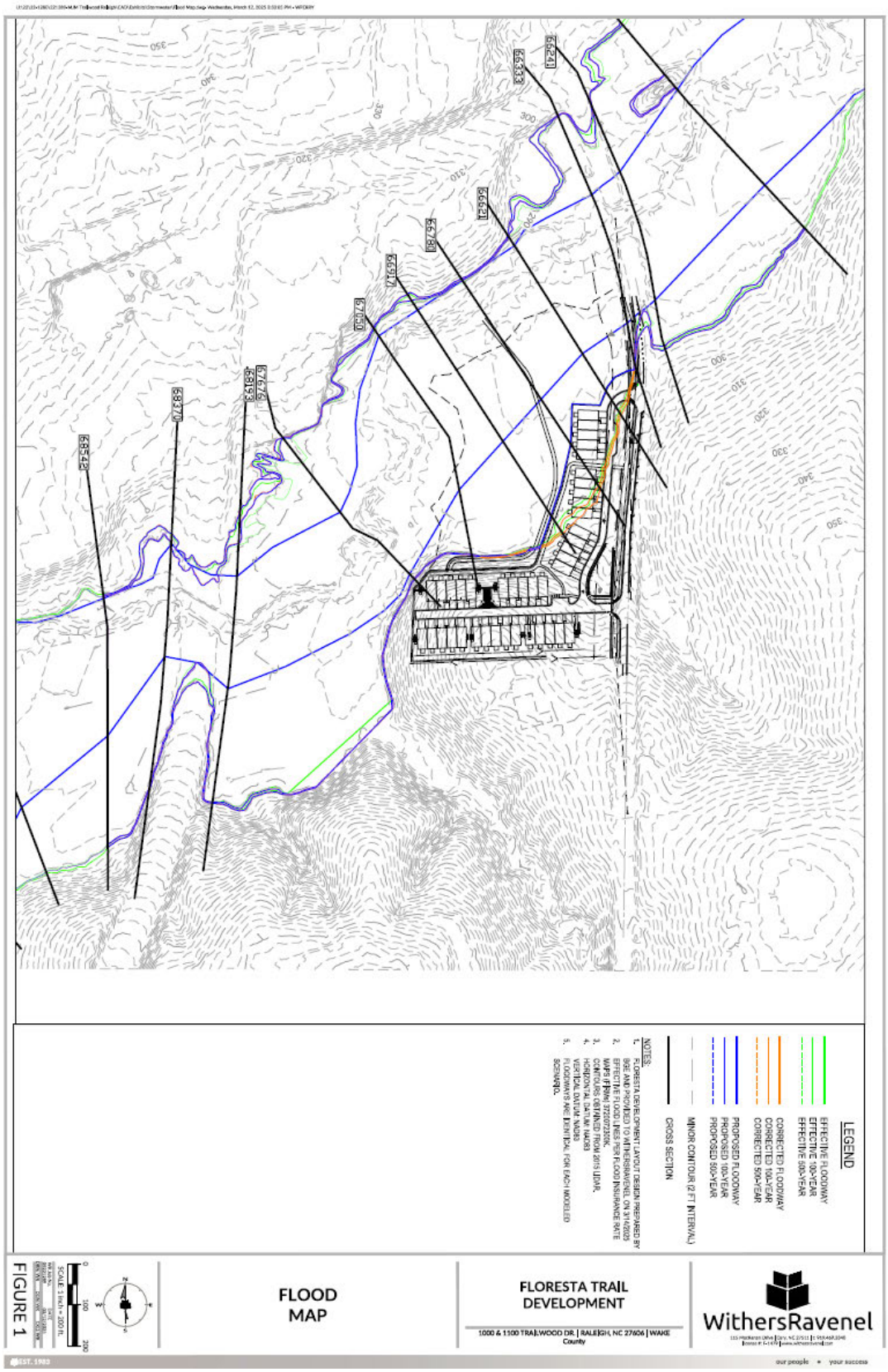
Docusign Envelope ID: D61CBB44-33CC-4CCE-91B5-25D00BBA0211

ATTACHMENT A

Address	PIN	Current Zoning	Proposed Zoning
1017 Trailwood Dr	0793240026	R-4 (SRPOD)	R-10-CU
1000 Trailwood Dr	0793144260	R-6-CU (SRPOD)	RX-3-CU
1100 Trailwood Dr	0793134771	R-6-CU (SRPOD)	RX-3-CU

Docusign Envelope ID: D61CBB44-33CC-4CCE-91B5-25D00BBA0211

Exhibit A



Rezoning Application and Checklist

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

Raleigh

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

Rezoning Request				
Rezoning Type	☐ General use	☑ Conditional use	☐ Master plan	**OFFICE USE ONLY** Rezoning case #
	☐ Text change to zoning conditions			
Existing zoning base district: R-4/R-6-CU	Height:	Frontage:	Overlay(s): SRPOD	
Proposed zoning base district: See Attached	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:				

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: 1017, 1000, and 1100 Trailwood Drive		
Property PIN: 0793240026; 0793144260, 0793134771		
Deed reference (book/page): 019632/01545; 018986/00363		
Nearest intersection: Trailwood Drive and Avent Ferry Road	Property size (acres): 13.8	
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Floresta, LLC, 104 Green Park Ln, Cary NC 27518		
Property owner email: [redacted]		
Property owner phone: (919) 890-3318		
Applicant name and address: Floresta, LLC, 104 Green Park Ln, Cary NC 27518		
Applicant email: [redacted]		
Applicant phone: (919) 890-3318		
Applicant signature(s):		
Additional email(s):		

Conditional Use District Zoning Conditions		
Zoning case #: Z-38-25	Date submitted:	**OFFICE USE ONLY** Rezoning case #
Existing zoning: R-4/R-6-CU	Proposed zoning: RX-3 and R-10-CU	

Narrative of Zoning Conditions Offered

1. Any approved site plan including all or any portion of 1000 Trailwood Drive (PIN 0793144260) shall delineate a proposed 100-year floodplain area no smaller than that described by the "Proposed 100-Year" flood elevation line (the "Approved Line") on the Flood Map included in Appendix 6 of the Floresta Trail Development No-Rise Feasibility Study (City of Raleigh Flood Study #830) dated May 1, 2025 and approved on June 5, 2025 in connection with SPR-0062-2024.

2. A minimum of 50% of the property frontage along the west side of Trailwood Drive and south of the intersection of the Approved Line and the right of way shall be occupied by one or more front principal building facades within 20 feet of the edge of public right of way, and no parking areas shall be located between such principal facades and the Trailwood Drive right of way.

3. A minimum of one street-facing entrance is required on the west side of Trailwood Drive.

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

Property Owner(s) Signature: _____

Printed Name: _____

ATTACHMENT A

Address	PIN	Current Zoning	Proposed Zoning
1017 Trailwood Dr	0793240026	R-4 (SRPOD)	R-10-CU
1000 Trailwood Dr	0793144260	R-6-CU (SRPOD)	RX-3
1100 Trailwood Dr	0793134771	R-6-CU (SRPOD)	RX-3

Docusign Envelope ID: 35AB907A-42C7-4F01-B388-D164E0EF2387

Rezoning Application Addendum #1

Comprehensive Plan Analysis	OFFICE USE ONLY Rezoning case #
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	

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.

1. The Future Land Use Map currently designates the subject properties as low scale residential and within the Frequent Transit Area, and directly south of an area designated moderate scale residential. The high levels of transit coming to this area support and RX-4 zoning designation, and the proposed CX zoning district is proposed to have limited additional uses to approximate an RX district.

2. The site sits just south of a transit emphasis corridor running along Avent Ferry Road in a Frequent Transit Area. Development along this corridor encourages better utilization of public transit, and it allows residents to both live and participate in commerce along thoroughfares where there is a higher level of bus service. This both cuts down on vehicle emissions and rewards the City's investment in public transit.

Public Benefits

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

This proposed rezoning will bring additional housing to the City of Raleigh in an area of high demand given its proximity to Downtown and existing road and transit infrastructure, while providing a location for a needed service for the Centennial Campus.

Docusign Envelope ID: 35AB907A-42C7-4F01-B388-D164E0EF2387

Rezoning Application Addendum #2

Impact on Historic Resources	OFFICE USE ONLY Rezoning case #
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	

Inventory of Historic Resources

List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.

None.

Proposed Mitigation

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

n/a

Docusign Envelope ID: 35AB907A-42C7-4F01-B388-D164E0EF2387

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 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 guidelines	☐	☑	☐	☐	☐
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.	☑	☐	☐	☐	☐
9. Trip generation study	☐	☑	☐	☐	☐
10. Traffic impact analysis	☐	☑	☐	☐	☐
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	☑	☐	☐	☐	☐
If applicable, see page 11:					
12. Proof of Power of Attorney	☐	☑	☐	☐	☐
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	☐	☑	☐	☐	☐
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	☐	☑	☐	☐	☐
15. Proposed conditions signed by property owner(s).	☐	☑	☐	☐	☐

Docusign Envelope ID: 35AB907A-42C7-4F01-B388-D164E0EF2387

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 & 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 2 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	☐	☑	☐	☐	☐

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Who Can Initiate a Zoning Request?

If requesting to down-zone property, the rezoning application must be signed by all the property owners whose property is subject to the downzoning. Downzoning is defined as a zoning ordinance that affects an area of land in one of the following ways:

1. By decreasing the development density of the land to be less dense than was allowed under its previous usage.
2. By reducing the permitted uses of the land that are specified in a zoning ordinance or land development regulation to fewer uses than were allowed under its previous usage.

If requesting to rezone property to a conditional district, the rezoning application must be signed by all owners of the property to be included in the district. For purposes of the application only (not the zoning conditions), the City will accept signatures on behalf of the property owner from the following:

1. the property owner;
2. an attorney acting on behalf of the property owner with an executed power of attorney; or
3. a person authorized to act on behalf of the property owner with an executed owner's affidavit.

An owner's can grant power of attorney. This must be made under oath, properly notarized and, at a minimum, include the following information:

- The property owner's name and, if applicable, the property owner's title and organization name.
- The address, PIN and Deed Book/Page Number of the property.
- A statement that the person listed as the property owner is the legal owner of the property described.
- The name of the person authorized to act on behalf of the property owner as the applicant. If applicable, the authorized person's title and organization name.
- A statement that the property owner, as legal owner of the described property, hereby gives authorization and permission to the authorized person, to submit to the City of Raleigh an application to rezone the described property.
- A statement that the property owner understands and acknowledges that zoning conditions must be signed, approved and consented to by the property owner.
- The property owner's signature and the date the property owner signed the affidavit.

If requesting to rezone property to a general use district that is not a down-zoning, the rezoning application may be signed, for the purpose of initiating the request, by property owners or third-party applicants.

Docusign Envelope ID: 35AB907A-42C7-4F01-B388-D164E0EF2387

MORNINGSTAR LAW GROUP

Molly M. Stuart, Partner
434 Fayetteville Street, Suite 2200
Raleigh, North Carolina 27601
919-890-3318
mstuart@morningstarlawgroup.com
www.morningstarlawgroup.com

Date: August 15, 2025

Re: Neighborhood Meeting regarding 1017, 1000, & 1100 Trailwood Drive (the "Property")

Dear Neighbors:

You are invited to attend a neighborhood meeting on **August 25, 2025, from 6:00 pm to 7:00 pm**. The meeting will be held at Pullen Community Center, Classroom 126, 408 Ashe Avenue, Raleigh, NC 27610.

The purpose of this meeting is to discuss a potential rezoning of the Property. This Property is currently zoned Residential-4-Special Residential Parking Overlay District and Residential-6-Conditional Use-Special Residential Parking Overlay District (R-4 (SRPOD) & R-6-CU (SRPOD)) and is proposed to be rezoned to Residential Mixed Use – 4 – Conditional Use (RX-4-CU) and Commercial Mixed Use – 4-Conditional Use (CX-4-CU). The purpose of the zoning request is for residential and overnight lodging uses. Our goal is to gather comments through your participation in this neighborhood meeting or, alternatively, through your written comments to the City of Raleigh Planning Department. After the meeting, we will prepare a report for the Raleigh Planning Department regarding the items discussed. Any other person attending the meeting can submit written comments about the meeting or the request in general, but to be included in the Planning Commission agenda packet written comments must be received at least 10 days prior to the date of the Planning Commission meeting where the case is being considered.

Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 500 feet of the area requested for rezoning.

Information about the rezoning process is available online; visit www.raleighnc.gov and search for "Rezoning Process." If you have further questions about the rezoning process, please contact:

Matthew McGregor, MGEO
Raleigh Planning & Development
(919) 996-4637
matthew.mcgregor@raleighnc.gov

If you have any concerns or questions about this potential annexation and rezoning, I can be reached at:

Molly Stuart
Morningstar Law Group
919-890-3318
[redacted]

Sincerely,

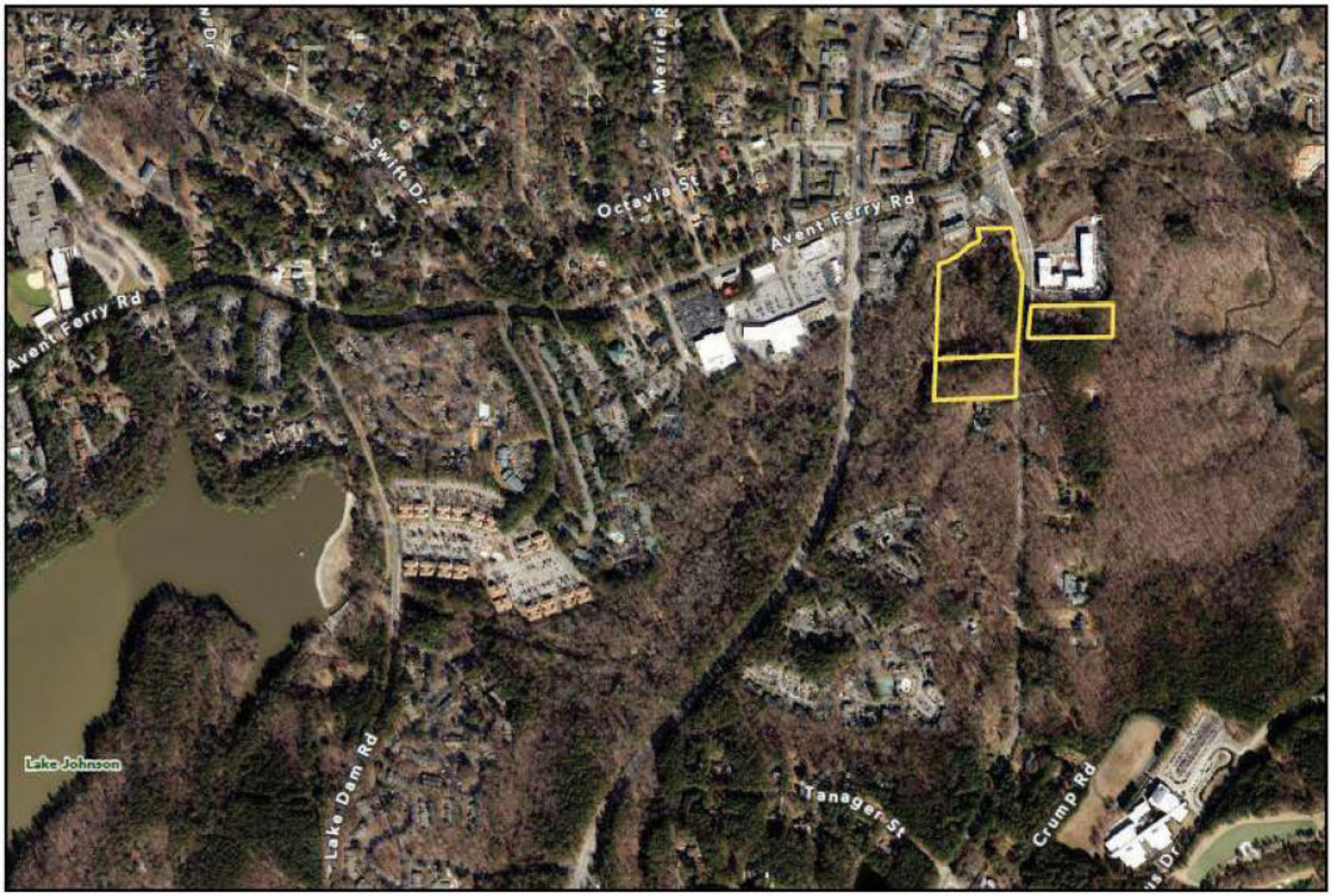
Docusign Envelope ID: 35AB907A-42C7-4F01-B388-D164E0EF2387

Neighborhood Meeting Agenda

I. Introductions
II. The rezoning process
III. The project
IV. Question and answer period

Docusign Envelope ID: 35AB907A-42C7-4F01-B388-D164E0EF2387

Aerial



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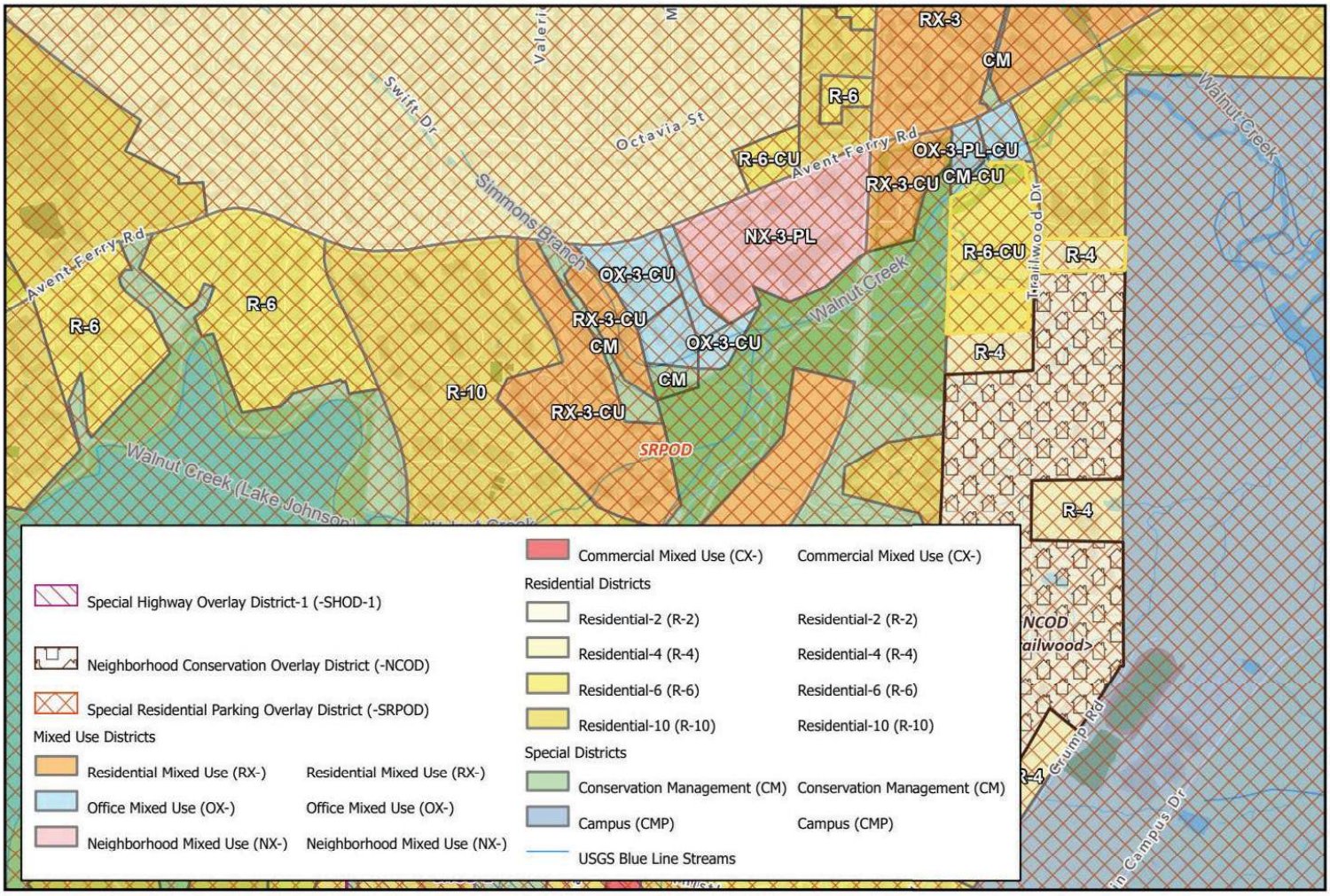
Zoning

Item R.1



Rezoning Application and Checklist

Raleigh

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

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

Rezoning Request				
Rezoning Type	☐ General use	☑ Conditional use	☐ Master plan	**OFFICE USE ONLY** Rezoning case #
	☐ Text change to zoning conditions			
Existing zoning base district: R-4/R-6-CU	Height:	Frontage:	Overlay(s): SRPOD	
Proposed zoning base district: RX	Height: 4	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:				

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: 1017, 1000, and 1100 Trailwood Drive		
Property PIN: 0793240026; 0793144260, 0793134771		
Deed reference (book/page): 019632/01545; 018986/00363		
Nearest intersection: Trailwood Drive and Avent Ferry Road	Property size (acres): 2.5	
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Floresta, LLC, 104 Green Park Ln, Cary NC 27518		
Property owner email: [redacted]		
Property owner phone: (919) 890-3318		
Applicant name and address: Floresta, LLC, 104 Green Park Ln, Cary NC 27518		
Applicant email: [redacted]		
Applicant phone: (919) 890-3318		
Applicant signature(s):		
Additional email(s):		

Docusign Envelope ID: 35AB907A-42C7-4F01-B388-D164E0EF2387

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	**OFFICE USE ONLY** Rezoning case #
Existing zoning: R-4/R-6-CU	Proposed zoning: RX-4-CU	

Narrative of Zoning Conditions Offered

1. Prior to the issuance of a certificate of occupancy for the first residential unit, the developer will construct a privately-maintained, multi-use path ("Greenway Connection"). The Greenway Connection will provide at least one direct pedestrian connection from the internal sidewalk system within the development to the existing greenway trail along the northern boundary of the subject property. The Greenway Connection will be at least 400 linear feet in total length. The Greenway Connection will be designed and constructed to City of Raleigh Greenway Standards and publicly accessible. Any portions of the Greenway Connection outside of the existing City of Raleigh Greenway Easement on the subject property shall be placed in a Bicycle and Pedestrian Access Easement.

2. For apartment-type buildings located in whole or in part within 50 feet of Trailwood Drive, parking shall not be permitted between the building and Trailwood Drive.

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

Property Owner(s) Signature: _____

Printed Name: _____

Docusign Envelope ID: 35AB907A-42C7-4F01-B388-D164E0EF2387

SUMMARY OF ISSUES

A neighborhood meeting was held on August 25, 2025 (date) to discuss a potential rezoning located at 1017, 1000, & 1100 Trailwood Drive (property address). The neighborhood meeting was held at Pullen Community Center, Classroom 126, 408 Ashe Avenue, Raleigh (location). There were approximately 10 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

See next page

Docusign Envelope ID: 35AB907A-42C7-4F01-B388-D164E0EF2387

1017 Trailwood Rezoning | First Neighborhood Meeting Report

The Applicant explained the site location, the current zoning map and relevant overlays, the urban form map, the frequent transit area designation, Raleigh's corporate limits, the rezoning process, and the present rezoning request.

A participant asked whether an apartment building would be permitted.

Response: Yes, an apartment building would be permitted under the requested zoning.

A participant asked about the existing conditions from the previous rezoning.

Response: The rezoning petition would eliminate the conditions from the previous rezoning.

A participant asked about the reason for the rezoning.

Response: To provide greater flexibility for development. A potential plan would be to develop a 55-and-up senior facility with 4 stories.

A participant asked about the impact of the floodplain.

Response: We cannot build within the floodplain.

A participant asked again about the reason for the rezoning.

Response: The market has become saturated with town homes, which are sitting on the market for longer periods. This rezoning allows for additional options in light of current market conditions.

A participant explained that he is not in favor of greater flexibility for potential development.

Response: Thank you.

A participant explained that his primary concern is traffic.

Response: Thank you.

A participant asked why these are not separate rezoning applications.

Response: One application is more convenient for all parties involved. Otherwise, there would be twice as many meetings.

A participant expressed concern about the fairness of the rezoning process.

Response: Thank you.

Docusign Envelope ID: 35AB907A-42C7-4F01-B388-D164E0EF2387

A participant asked what the X means in the zoning base districts.

Response: It denotes mixed-use.

A participant asked about the potential permitted uses allowed in the RX base district.

Response: Thank you, we will provide the table in the future.

A participant asked about methods for providing feedback.

Response: We will host at least one more neighborhood meeting, but there is no limit on how many we can hold.

A participant about the notification process.

Response: The second neighborhood meeting will go to all residents within 1,000 feet.

A participant asked about the annexation process.

Response: The annexation petitions are not legally tied to the rezoning application. The petitions are separate.

A participant stated a concern about the potential "domino effect" of further development in the area.

Response: Thank you.

A participant asked if there is a projection on how many units would be in the senior center.

Response: We don't have that projection yet.

A participant asked how many stories are associated with the present request.

Response: The proposed rezoning would allow a maximum of four stories.

A participant asked whether the apartments would be multiple buildings or a single building.

Response: Preferably a single building, but it could be several buildings depending on engineering evaluations.

A participant asked about the operations of an extended stay.

Response: These serve people that need longer than normal stays, typically a few weeks, but usually not more than 30 days.

A participant asked about how the hotel would look.

Response: We will provide examples of images at our next meeting.

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A participant asked whether the Applicant has done other developments in Raleigh.

Response: Yes.

A participant asked when the next meeting will take place.

Response: After we file the application, the City will review the application. Once we receive their initial comments, we will likely notice the next neighborhood meeting.

The applicant thanked the attendees for their participation and closed the meeting.

Docusign Envelope ID: 35AB907A-42C7-4F01-B388-D164E0EF2387

Trailwood

Print Name	Address	Phone and/or Email Address
Wendell Gilliam	1129 Trailwood Dr	[redacted]
Shirley Gilliam	1129 Trailwood Dr	
MARK BARSEN	1209 TRAILWOOD DR	
PATRICIA BEACH		
TOM HUFF	1501 SUNRISE AVE. RAL.	
Suzanne Prince	523 S West St #408	
Angelo Boone	1515 Battery Dr	
ANUJ MITTAL	PROTECT TEAM	
JASON MEADOW		
JOHN POTTER	1132 TRAILWOOD DR	

REZONING OF PROPERTY CONSISTING OF +/- 13.8 ACRES
LOCATED AT 1017, 1000, & 1100 TRAILWOOD DRIVE IN THE CITY OF RALEIGH's ETJ

Pursuant to the applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Monday, February 2, 2026, at 6:00 p.m. The property considered for this potential rezoning totals approximately 13.8 acres and is located at 1017, 1000, & 1100 Trailwood Drive in the extraterritorial jurisdiction of the City of Raleigh and bearing the Wake County PIN Nos. 0793240026; 0793144260, and 0793134771. This meeting was held at the Pullen Community Center, 408 Ashe Avenue, Raleigh, NC 27610. All owners and occupants of property within 1000 feet of the subject property were invited to attend the meeting.

Attached hereto as Exhibit A is a copy of the neighborhood meeting notice.

Attached hereto as Exhibit B is a copy of the required mailing list for the notice.

Attached hereto as Exhibit C is a summary of the items discussed at the meeting.

Attached hereto as Exhibit D is a list of individuals who attended the meeting.

EXHIBIT A
MEETING NOTICE

Molly M. Stuart, Partner
434 Fayetteville Street, Suite 2200
Raleigh, North Carolina 27601
919-890-3318
mstuart@morningstarlawgroup.com
www.morningstarlawgroup.com

To: Neighboring Property Owner

From: Molly Stuart

Date: January 23, 2026

Re: Notice of neighborhood meeting to discuss potential rezoning of certain property located at 1017, 1000, & 1100 Trailwood Drive, hereinafter, (the "Property).

We are counsel for Floresta LLC, which plans to rezone the above-captioned Property. This Property is currently zoned Residential-4-Special Residential Parking Overlay District and Residential-6-Conditional Use-Special Residential Parking Overlay District (R-4 (SRPOD) & R-6-CU (SRPOD)) and is proposed to be rezoned to Residential Mixed Use - 3 - Conditional Use (RX-3-CU). The purpose of the zoning request is for residential uses. You are invited to attend a neighborhood meeting on **February 2, 2026**, from 6pm to 7pm. The meeting will be held at Pullen Community Center, Classroom 126, 408 Ashe Avenue, Raleigh, NC 27610. This meeting was previously scheduled for January 8, 2026 but was cancelled.

After the meeting, a report will be submitted to the Raleigh Planning and Development Department. Any other person attending the meeting can submit written comments about the meeting or the request in general, but to be included in the Planning Commission agenda, packet written comments must be received at least 10 days prior to the date of the Planning Commission meeting where the case is being considered.

After the submittal of certain rezoning applications, the City of Raleigh requires that a neighborhood meeting be held for all property owners within 1,000 feet of the area requested for rezoning. After the meeting, we will prepare a report for the Raleigh Planning & Development Department regarding the items discussed at the meeting. You can view the full application materials, including the first neighborhood meeting materials on the City's current zoning cases page (https://raleighnc.gov/SupportPages/zoning-cases). This rezoning application is filed under case no. Z-38-25.

If you have further questions about the rezoning process, please contact:

Jacob Hunt
Raleigh Planning & Development
(919) 996-6333
Jacob.Hunt@raleighnc.gov

If you have any concerns or questions about this potential rezoning, I can be reached at:

Molly Stuart
Morningstar Law Group
919-890-3318
[redacted]

Sincerely,

Aerial

Swift Dr
Merrie R
Octavia St
Avent Ferry Rd
Avent Ferry Rd
Lake Johnson
Lake Dam Rd
Tanager St
Crump Rd

Zoning

Item R.1

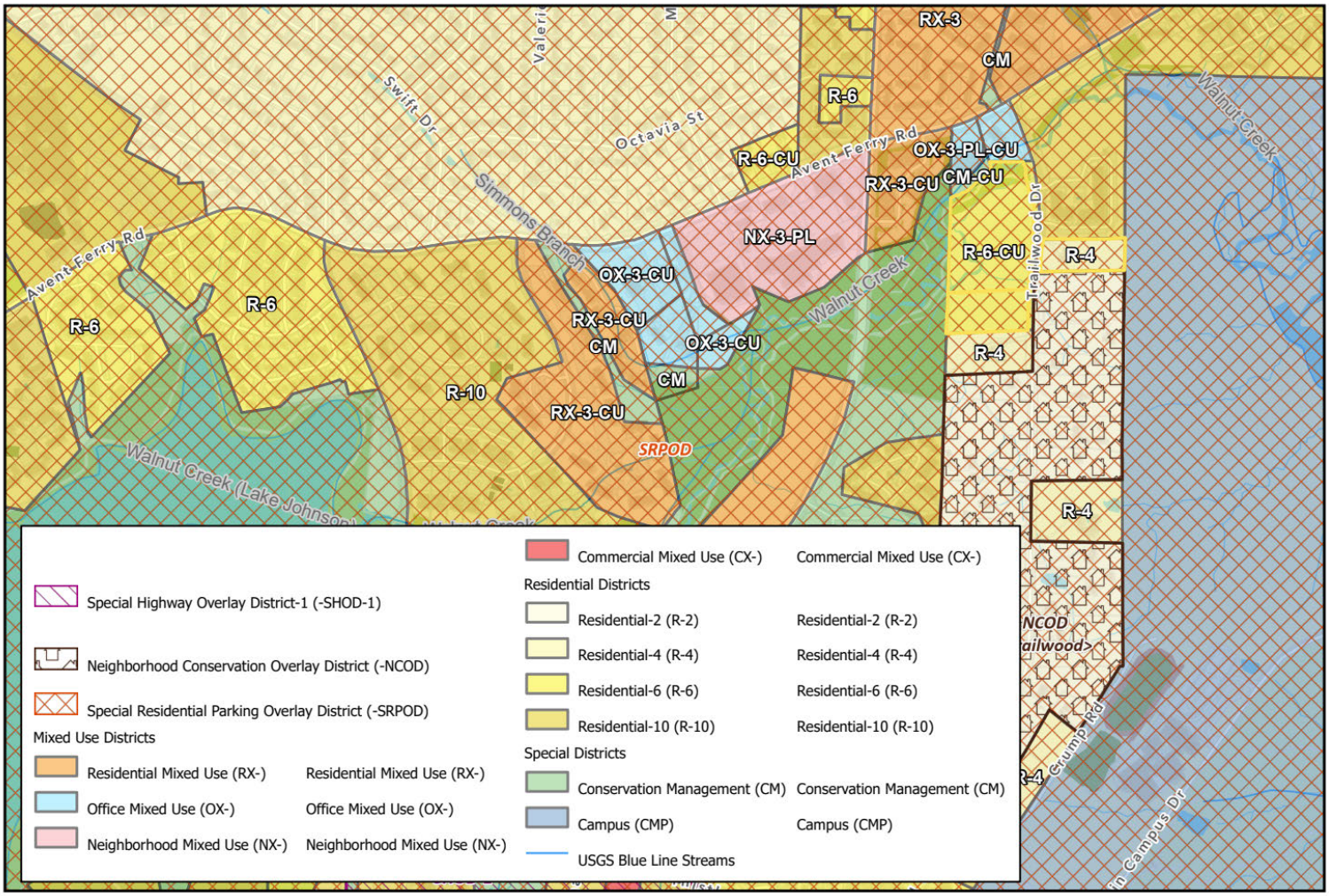

EXHIBIT B
MAILING LIST

Owner	Mailing Address 1	Mailing Address 2	Mailing Address 3
BLUEROSE HOLDINGS LLC	PO BOX 12526	RALEIGH NC 27605-2526	
HRA CENTENNIAL VILLAGE LLC	PO BOX 20197	ATLANTA GA 30325-0197	
CHURCHILL, THELMA A	1232 TRAILWOOD DR	RALEIGH NC 27606-3713	
KENSINGTON APARTMENTS LLC	2723 CAMPUS WALK AVE	DURHAM NC 27705-3707	
GORMAN CROSSINGS LLC	2723 CAMPUS WALK AVE	DURHAM NC 27705-3707	
MASON STREET LLC	115 S MASON ST	APEX NC 27502-1916	
STATE OF NORTH CAROLINA	STATE PROPERTY OFFICE	116 W JONES ST	RALEIGH NC 27603-1335
SAM & BEN LAND COMPANY LLC	1500 COLLEGEVIEW AVE	RALEIGH NC 27606-4847	
STATE OF NORTH CAROLINA	STATE PROPERTY OFFICE	1321 MAIL SERVICE CTR	RALEIGH NC 27699-1321
HENSEY, CHARLES G HENSEY, LAURA L B	1300 TRAILWOOD DR	RALEIGH NC 27606-3715	
WAKE COUNTY BOARD OF EDUCATION	RE SERVICES DIRECTOR	1551 ROCK QUARRY RD	RALEIGH NC 27610-4145
BOARD OF TRUSTEES OF THE ENDOWNMENT FUND OF NC STATE UNIVERSITY	PO BOX 7001	RALEIGH NC 27601	
TC AVENT FERRY ROAD LLC	4944 WINDY HILL DR	RALEIGH NC 27609-5199	
BARDEN, WILLIAM MARK BEACH, PATRICIA ANNE	1209 TRAILWOOD DR	RALEIGH NC 27606-3714	
FLORESTA LLC	104 GREEN PARK LN	CARY NC 27518-9769	
DOMINION RALEIGH LLC	MARK TAYLOR	3834 SUTHERLAND AVE	KNOXVILLE TN 37919-5164
SREIT 3004 DORNER CIRCLE LLC	1601 WASHINGTON AVE STE 800	MIAMI BEACH FL 33139-3165	
GILLAM, JAMES WENDELL TRUSTEE GILLIAM, SHIRLEY ANN TRUSTEE	1129 TRAILWOOD DR	RALEIGH NC 27606-3712	
HACHBY, ABDESSAMAD	309 N DAWSON ST STE 10	RALEIGH NC 27603-6196	
BRF II AVENT FERRY LLC	1111 BENFIELD BLVD STE 100	MILLERSVILLE MD 21108-3003	
KB GORMAN LLC	709 N MAIN ST STE 200	AYNOR SC 29511-3109	
WILSON, JENNIFER MARIE WILSON, WILLIAM	1115 TRAILWOOD DR	RALEIGH NC 27606-3712	
APF1 ARDEN OWNER LLC	1520 GLENWOOD AVE FL 2	RALEIGH NC 27608-2264	
BEARD, SHANNON BARRON CO-TRUSTEE BEARD, MADISON WHITE CO-TRUSTEE	1126 TRAILWOOD DR	RALEIGH NC 27606-3711	
GORMAN CROSSING LLC	2723 CAMPUS WALK AVE	DURHAM NC 27705-3707	
TOTTEN, JOHN DAVID TOTTEN, ANNA NOEL	1132 TRAILWOOD DR	RALEIGH NC 27606-3711	
"CURRENT TENANT OR RESIDENT"	1301 TRAILWOOD DR	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	2310 CRESCENT CREEK DR	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	1232 TRAILWOOD DR	RALEIGH , NC 27606	
"POSTED NOTICE REQUIRED - 3 SIGNS"	2700 BRIGADOON DR	RALEIGH , NC 27606	
"POSTED NOTICE REQUIRED - 3 SIGNS"	2114 GORMAN ST	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	900 TRAILWOOD DR	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	3304 AVENT FERRY RD	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	3300 AVENT FERRY RD	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	1300 TRAILWOOD DR	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	3013 AVENT FERRY RD	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	1209 TRAILWOOD DR	RALEIGH , NC 27606	
"POSTED NOTICE REQUIRED - 3 SIGNS"	3236 SHIRE LN	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	1129 TRAILWOOD DR	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	1217 TRAILWOOD DR	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	1203 TRAILWOOD DR	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	3215 AVENT FERRY RD	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	1115 TRAILWOOD DR	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	2840 ARDENVIEW CIR	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	1126 TRAILWOOD DR	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	2304 GORMAN ST	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	3205 AVENT FERRY RD	RALEIGH , NC 27606	
"POSTED NOTICE REQUIRED - 2 SIGNS"	3205 OCTAVIA ST	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	1017 TRAILWOOD DR	RALEIGH , NC 27606	
"CURRENT TENANT OR RESIDENT"	1132 TRAILWOOD DR	RALEIGH , NC 27606	

EXHIBIT C
MEETING SUMMARY

1017 Trailwood Rezoning

Second Neighborhood Meeting Report

The applicant opened the meeting at 6:00 PM and introduced the development team.

The application provided an overview of the rezoning timeline, noting the project's current stage.

The applicant described the aerial overview of the site and surrounding areas.

The applicant explained Raleigh's corporate limits and noted that this site will be annexed into the City.

The applicant explained the relevant Urban Form Map designations of the site and surrounding properties, including the Frequent Transit Area, Mixed-Use Center, and Urban Thoroughfare.

The applicant explained the nearby Trailwood NCOD.

The applicant explained the current zoning for the site and surrounding properties.

The applicant explained the revised rezoning proposal, noting the changes to the application since the first neighborhood meeting. Specifically, the maximum height now requested is 3 stories, and the commercial mixed use (CX-) area has now been changed to residential mixed use (RX-).

The applicant explained the rezoning conditions.

The applicant explained the UDO's description of the RX- base zoning district.

QUESTIONS AND RESPONSES

Participant question: Why rezone to mixed-use instead of a residential district?

Response: The primary reason is for the increased density and flexibility allowed in the RX- district.

Participant question: Will the northern portion of the site in the flood plain be leveled?

Response: The city will allow limited filling in the flood plain only pursuant to a rigorous review process. Most of the floodplain area will remain undeveloped.

Participant question: Why the change in zoning from the previously proposed townhomes to a more dense proposal?

Response: This request allows for greater development flexibility to provide a more market-driven product. Sales of townhomes are difficult given the current market.

Participant question: How much parking will be provided?

Response: We do not have a product or sketch at this stage, so we are unsure, but the City does not impose a minimum parking requirement. The market will dictate the amount of parking depending on the type of use built.

Participant question: What will be the stormwater impacts?

Response: 100% of stormwater impact must be caught on-site, meaning we cannot impact adjacent properties.

Participant question: Are you planning to infill a portion of the floodplain?

Response: Yes, a small portion of the floodplain on the site is allowed to be developed by the relevant development regulations.

Participant question: What is the next level above RX-?

Response: NX- is probably the next highest intensity under the UDO.

Participant question: How is R-4 adjacent to RX-3 an appropriate transition?

Response: The UDO contemplates residential districts and mixed-use districts abutting. The UDO specifically requires neighborhood transitions including buffers and height restrictions in these situations.

Participant question: Will we see a plan before the planning commission?

Response: Not necessarily, because this is not a site plan process. The rezoning process simply sets the rules for potential development, it does not specify what exactly will be built.

Participant question: Do you know the number of units?

Response: We don't have the updated numbers from the City staff for the revised application at this time, but staff will provide an estimated unit count.

Participant question: Can we see the numbers before the planning commission?

Response: Yes, the staff report will be published the week before the planning commission hears the case.

Participant question: What portions of the site will be developed?

Response: The footprints of the buildings will likely be similar to the layout that was approved by the City for the townhomes.

Participant question: Why is a camera recording?

Response: The applicant is not associated with the cameras or the recording.

CBS News Representative: We are with CBS 17 reporting on the rezoning case.

Participant question: How is a traffic study done without parking standards?

Response: We refer to the trip generation manual based on the maximum area that can be constructed under the requested zoning.

Participant question: Is a traffic impact study the same as trip generation?

Response: The traffic study uses assumed trip generation numbers to determine the estimated traffic impacts.

Participant question: Could you build just a commercial building in RX-3?

Response: No, any commercial space would need to be located in an apartment building at a street corner and comply with other restrictions.

Participant statement: There is a difference between moving to a dense area and moving to a less dense area that becomes dense later. We do not want any density coming to our area. We do not want the surrounding forests and wildlife to be disturbed by development. It is unfair that we are treated as "second-class citizens" because we do not live in the city limits.

Response: Thank you.

Participant question: How are you determining you are in the Frequent Transit Area?

Response: It is a specific designation on the 2030 Comprehensive Plan.

Participant statement: The adjacent site is owned by NC State. The university designated the area as a "Hallowed Place," and it contains a 100-year-growth forest.

Response: Thank you.

The applicant thanked the attendees for their participation and closed the meeting.

EXHIBIT D

ATTENDEE LIST

Trail wood

Print Name	Address	[redacted]
PAT BEACH	1209 TRAILWOOD DR	
MARK BARDEN	" " "	
VALEM TESHOME	3204 TANAGER ST	
JOHN BEGHIN	3204 TANAGER ST	
Jacob Hunt		
Danielle Lender	1333 Trailwood DR	
Daniel Whitt	707 New Rd	
John Hunter	3121 Tanager St	
Jimmy Sumrall	1115 Trailwood	
Anuj Mittal	owner	
Steve Hall	1632 Crump	
Rebecca Hall	1632 Crump	
Kelly Wurtz	1313 Trailwood Dr	
Jason Meadows	4 Cabin Beach Rd	
JOHN TOTTEN	1132 TRAILWOOD DR	

Motion to Approve

(*Approving zoning amendment*)

"I move to adopt the proposed Consistency Statement dated May 5, 2026, contained in the agenda materials and to approve the zoning amendment with the adoption and effective dates described in the agenda item under Recommended Action. This approval is also deemed an amendment to the Future Land Use Map, to the extent described in the adopted Consistency Statement."

Comprehensive Plan Consistency Statement

May 5, 2026

Zoning case no. *Z-38-25*
Address: *1017, 1000, 1100 Trailwood Drive*
Applicant: *Floresta, LLC*

After considering the policies, maps, and other materials included as a part of the Comprehensive Plan, the Council determines that the proposed zoning amendment is CONSISTENT with the Comprehensive Plan and other adopted plans, INCONSISTENT with the Future Land Use Map, and should be APPROVED.

This approval is also deemed an amendment to the Future Land Use Map as to the subject property only, from Low Scale Residential to Moderate Scale Residential.

The action taken is reasonable and in the public interest because:

- The request would increase the market-rate housing supply and permit residential land uses at a similar heigh and scale to the surrounding neighborhood. It would allow for more market-rate housing to be built in an area well served by multiple transit lines.

- The request would allow for increased land use intensity in an area with below average transportation costs. Compared to existing zoning, it would allow for greater residential entitlement at an increased density.

The request has been found to be consistent with the following Comprehensive Plan policies:

- LU 1.3 Conditional Use District Consistency
- LU 2.2 Compact Development
- LU 4.5 Connectivity
- LU 4.7 Capitalizing on Transit Access
- LU 4.19 Missing Middle Housing
- LU 8.1 Housing Variety
- LU 8.5 Neighborhood-scale Housing
- LU 8.7 Lot Sizes and Flag Lots
- LU 8.12 Infill Compatibility
- EP 1.1 Greenhouse Gas Reduction
- EP 1.7 Sustainable Development
- H 1.5 Scattered Site Infill
- H 1.8 Zoning For Housing
- PU 1.1 Linking Growth and Infrastructure
- UD 5.9 Successful Residential Neighborhoods
- UD 8.3 Transit Area Infill

The change in conditions taken into account in amending the zoning ordinance to meet the development needs of the community are:

- A need for more housing in areas served by transit.
- The development of multi-unit residential buildings adjacent to the site.

Motion to Deny

(*Denying zoning amendment*)

"I move to adopt the proposed Consistency Statement dated May 5, 2026, contained in the agenda materials and to deny the zoning amendment."

Comprehensive Plan Consistency Statement

May 5, 2026

Zoning case no. *Z-38-25*
Address: *1017, 1000, 1100 Trailwood Drive*
Applicant: *Floresta, LLC*

After considering the policies, maps, and other materials included as a part of the comprehensive plan, the Council determines that the proposed zoning amendment is CONSISTENT with the Comprehensive Plan and other adopted plans, and INCONSISTENT with the Future Land Use Map, and the request should be DENIED.

The action taken is reasonable and in the public interest because:

- Existing zoning is sufficient to regulate development.

The request has been found to be consistent with the following Comprehensive Plan policies:

- LU 1.3 Conditional Use District Consistency
- LU 2.2 Compact Development
- LU 4.5 Connectivity
- LU 4.7 Capitalizing on Transit Access

- LU 4.19 Missing Middle Housing
- LU 8.1 Housing Variety
- LU 8.5 Neighborhood-scale Housing
- LU 8.7 Lot Sizes and Flag Lots
- LU 8.12 Infill Compatibility
- EP 1.1 Greenhouse Gas Reduction
- EP 1.7 Sustainable Development
- H 1.5 Scattered Site Infill
- H 1.8 Zoning For Housing
- PU 1.1 Linking Growth and Infrastructure
- UD 5.9 Successful Residential Neighborhoods
- UD 8.3 Transit Area Infill

Raleigh

City Council
Agenda Item

Agenda Title:	Rezoning Z-52-25: 3470 Blue Ridge Road, 170 ft west of the intersection of Blue Ridge Road and Morningside Drive (District E)
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Planning and Development - Long Range
Sponsor:	Matthew Klem, Bynum Walter

Agenda Item Description:

Matthew Klem, Planning & Development

The request would permit additional density on the site and increase building height.

Planning Commission recommends approval (9-0).

Recommended Action: Conduct the public hearing. At the conclusion of the public hearing, City Council may choose to act on the case or defer for further review. Alternatively, the City Council may choose to continue the public hearing to a future date. The appropriate consistency statements are included in the agenda materials. If Council acts on the case, any ordinance approved shall be adopted this day and shall become effective five days following a favorable vote.

Agenda Item Details:

Rezoning Z-52-25: 3470 Blue Ridge Road, being Wake County PIN 0795152818

.

Current Zoning: Residential-4 (R-4)

Proposed Zoning: Residential Mixed Use- 3 Stories- Conditional Use (RX-3-CU)

The request would rezone approximately 1.61 acres of land from Residential-4 (R-4) to Residential Mixed Use-3 Stories-Conditional Use (RX-3-CU). Proposed conditions would limit residential development to 20 units, prohibit retail uses on the site, and prohibit the apartment building type.

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The request is consistent with the 2030 Comprehensive Plan.

The request is inconsistent with the Future Land Use Map.

The request is inconsistent with the Urban Form Map.

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Planning Commission recommends approval (9-0).

RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#13454

CASE INFORMATION: Z-52-25 – 3470 BLUE RIDGE ROAD

Location	165 feet west of the intersection of Blue Ridge Road and Morningside Drive. Address: 3470 Blue Ridge Road PIN: 0795152818 Link to iMaps
Current Zoning	Residential-4 (R-4)
Requested Zoning	Residential Mixed Use-3 Stories-Conditional Use (RX-3-CU)
Area of Request	1.61 acres
Corporate Limits	The site is within Raleigh's corporate limits.
Property Owner	The Forge at Blue Ridge LLC
Applicant	Isabel Mattox, Nichols & Crampton on behalf of The Forge at Blue Ridge LLC
Council District	E
PC Recommendation Deadline	May 9, 2026

SUMMARY OF PROPOSED CONDITIONS

1. Residential density shall not exceed 20 dwelling units.
2. No retail uses shall be permitted on the property.
3. The apartment building type shall not be permitted on the property.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Low Scale Residential	
Urban Form	Frequent Transit Area and along a Transit Emphasis Corridor (Blue Ridge Road)	
Consistent Policies *Key policies are marked with a dot (●)* *Area Specific Guidance policies are marked with a square (☐)*	●	LU 1.3 Conditional Use District Consistency
	●	LU 2.2 Compact Development
	●	LU 4.7 Capitalizing on Transit Access
	●	LU 8.1 Housing Variety
		LU 8.5 Neighborhood-Scale Housing
		LU 8.17 Zoning for Housing Opportunity and Choice
	●	EP 1.1 Greenhouse Gas Reduction

	●	H 1.8 Zoning for Housing
Inconsistent Policies ● *Key Policy* ☐ *Area Specific Guidance*	●	LU 1.2 Future Land Use Map Consistency
	●	UD 1.10 Frontage

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
11/17/2025 25 attendees	2/2/2026 5 attendees	3/10/26	4/07/26 5/05/26

REZONING ENGAGEMENT PORTAL RESULTS

Views	Participants	Responses	Comments
61	2	0	2

Summary of Comments: Residents shared support for the request and would have been interested in seeing light retail uses incorporated into future development.

PLANNING COMMISSION RECOMMENDATION

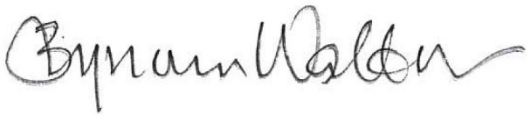
The rezoning case is **Inconsistent** with the Future Land Use Map and **Consistent** with the relevant policies in the Comprehensive Plan, furthermore **Approval** is reasonable and in the public interest because:

Reasonableness and Public Interest	The request would permit additional housing density and variety in an area intended for frequent transit service and near commercial and employment centers.
Change(s) in Circumstances	
Amendments to the Comprehensive Plan	If approved, the Future Land Use Map will be amended as to the subject parcel(s) only from Low Scale Residential to Moderate Scale Residential
Recommendation	Approval
Motion and Vote	Motion – Fox; Second – Otwell; Bennett, Burnett, Cochran, Fox, Neptune, Omokaiye, O'Haver, Otwell, and Walters
Reason for Opposed Vote(s)	

ATTACHMENTS

1. Staff report
2. Comprehensive Plan amendment analysis
3. Zoning conditions
4. Rezoning application

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.



Bynum Walter Date: 3/10/2026
Planning and Development Assistant Director

Staff Coordinator: Metra Sheshbaradaran: (919) 996-2638;
metra.sheshbaradaran@raleighnc.gov

Raleigh

REZONING STAFF REPORT – Z-52-25

Conditional Use District

OVERVIEW

The subject 1.61-acre property is in west Raleigh, approximately 160 feet west of the intersection of Blue Ridge Road and Morningside Drive. The site is within the corporate limits and in the Meredith Woods Subdivision; located between Crabtree Valley Mall to the east (1.2 miles) and Lake Boone Trail shopping center and UNC REX Hospital to the west (1.0 mile). It is within walking distance (0.5 miles) of Glen Eden Pilot Park. The area is served by GoRaleigh stops along Blue Ridge Road (Route 27L Blue Ridge). The area is predominantly low scale residential, featuring single-family detached houses, with nearby commercial and institutional centers within a 1.5-mile radius of the site.

There is an existing single-family detached home built in 1959 on the site. The immediate area surrounding the site is comprised of single-family detached houses on lots between 0.32 and 0.47 acres. Residential-4 (R-4) is the primary zoning district in the immediate area. There are two pockets of Residential-10 (R-10) districts nearby featuring townhouses and small apartments.

Density increases gradually towards the two commercial areas east and west of the site. Parcels surrounding the Lake Boone Trail shopping center and UNC REX Hospital are zoned mixed use (RX, OX, NX, and CX). More intense districts are concentrated towards Lake Boone Trail. Residential uses in this area feature townhouse and apartment developments. Similarly, moving east towards Crabtree Valley Mall, density increases with some residential districts (R-6 and R-10) surrounded by mixed use zoning districts (RX, OX, and CX). Higher intensity uses and scale are concentrated immediately around the mall and Glenwood Avenue. The subject site is within a low-scale neighborhood between two developing City Growth Centers.

The request to rezone from R-4 to Residential Mixed-3-Conditional Use (RX-3-CU) would increase residential density and housing variety on the site. Proposed conditions limit development to 20 units, prohibit retail uses, and disallow the apartment building type. RX is intended to serve as a transitional district between residential and higher intensity mixed use districts with smaller lot sizes, a variety of housing types, and limited retail uses. Although proposed conditions limit residential density, future development will be at an intensity greater than intended for a Low Scale Residential area on the Future Land Use Map (FLUM). Restriction of retail uses through a condition is duplicative of existing use standards. In RX, retail uses are only permitted on the ground floor of apartment buildings at the corner of two public streets. This site would not be eligible for retail under these limitations. The restriction of apartments assists with compatibility to the surrounding area.

The site is in a Frequent Transit Area and along a Frequent Transit Emphasis Corridor associated with Blue Ridge Road on the Urban Form Map. Land use policy supports additional density and housing variety in these areas to support future transit ridership and

development. An Urban Frontage is generally recommended in these areas. The site is not currently eligible for a frontage because it is a zoned with a residential district. In these districts, sites are eligible to develop under the Frequent Transit Development Option (FTDO) which would permit smaller lot sizes and greater housing variety. The request does not include a frontage or similarly worded conditions. As a result, it is inconsistent with Urban Form Map guidance. However, an Urban Frontage may not be fully compatible with the surrounding suburban area. Development under RX would already allow smaller front yard setbacks (10 ft) than what is permitted under current entitlement and exists in this area today (20 ft). The limit on residential units by proposed conditions remove the ability to take full advantage of the FTDO.

The requested zoning district is inconsistent with the FLUM designation of Low Scale Residential. This designation recommends zoning districts R-2, R-4, and R-6 and permits a greater variety of housing types to be built in a manner that complements the existing scale and character of the area. RX-3 is supported in Low Scale Residential areas when the site is within a Core Transit Area. While the site fronts a Transit Emphasis Corridor, it is surrounded by parcels zoned R-4. As a result, this site is considered a General Area rather than a Core Transit Area as defined in Table LU-2. Rezoning the site to RX-3-CU would permit greater density than is envisioned for these areas on the FLUM. However, proposed conditions help limit development, including the prohibition of the apartment building type, improving consistency and compatibility with the surrounding area.

The request is consistent with several policies and visions in the 2030 Comprehensive Plan. The request supports the provision of additional residential density in an area with access to commercial services and transit options. Future development will allow additional residents to live in an area with existing infrastructure, commercial amenities, open space, and access to multi-modal options.

CURRENT VS. PROPOSED ZONING ENTITLEMENT*

	EXISTING ZONING	PROPOSED ZONING
Zoning	R-4	RX-3-CU
Total Acreage	1.61	
Maximum Height	3 Stories (40')	3 Stories (50')
Setbacks: **Front** **Side Street** **Side Lot Line** **Rear**	 20' 20' 10' 30'	 10' 10' 5' 20'
Max. # of Residential Units	11	20**
Max. Gross Office SF	--	--
Max. Gross Retail SF	--	--***
Max. Gross Industrial SF	--	--

**These are estimates presented to provide context for analysis.*

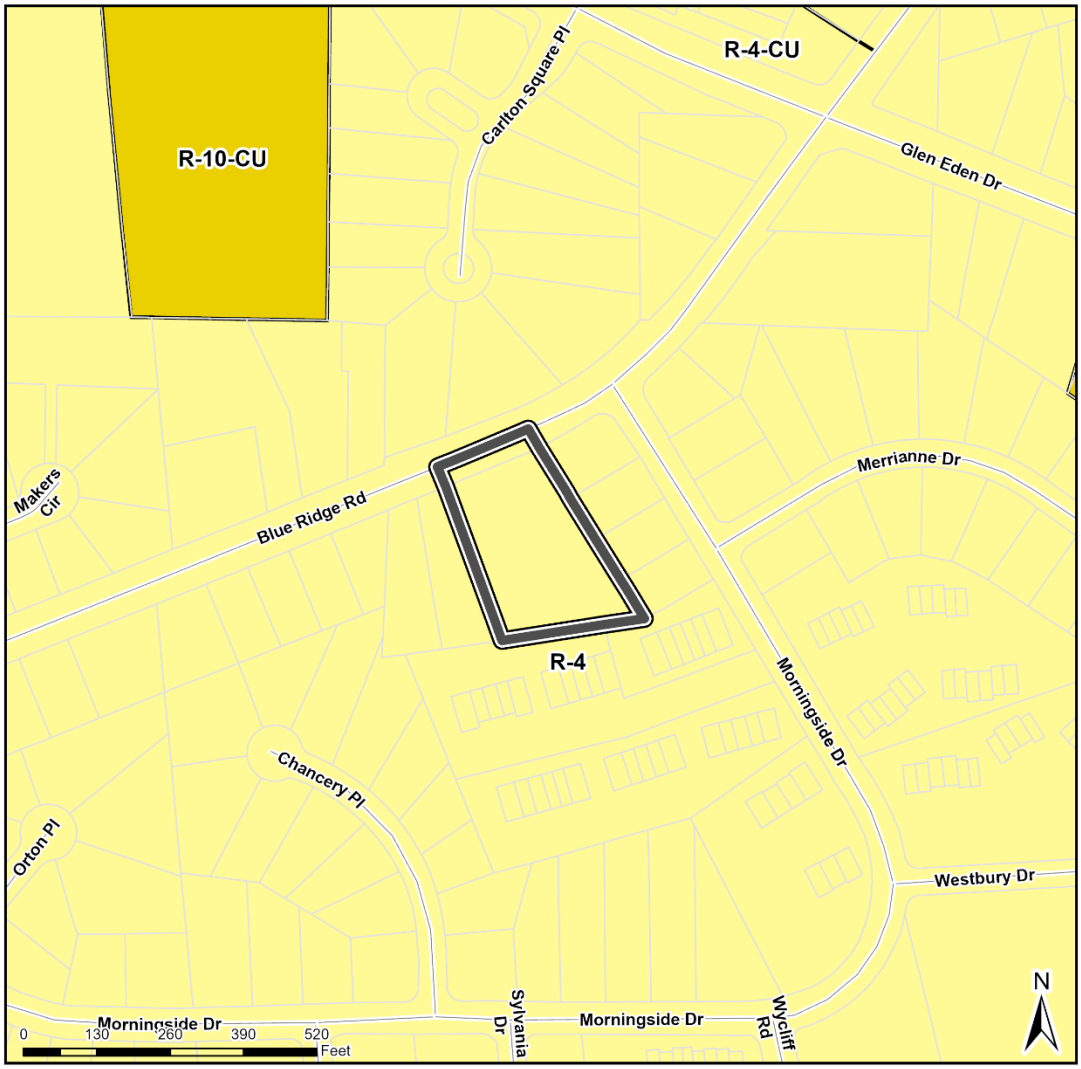
***Dwelling unit cap from Condition #1*

****Retail restricted by RX use standards and Condition #2*

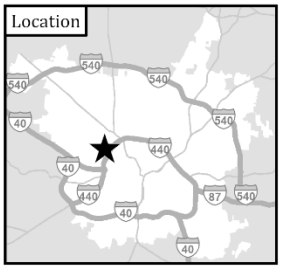
OUTSTANDING ISSUES

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

Existing Zoning Z-52-2025

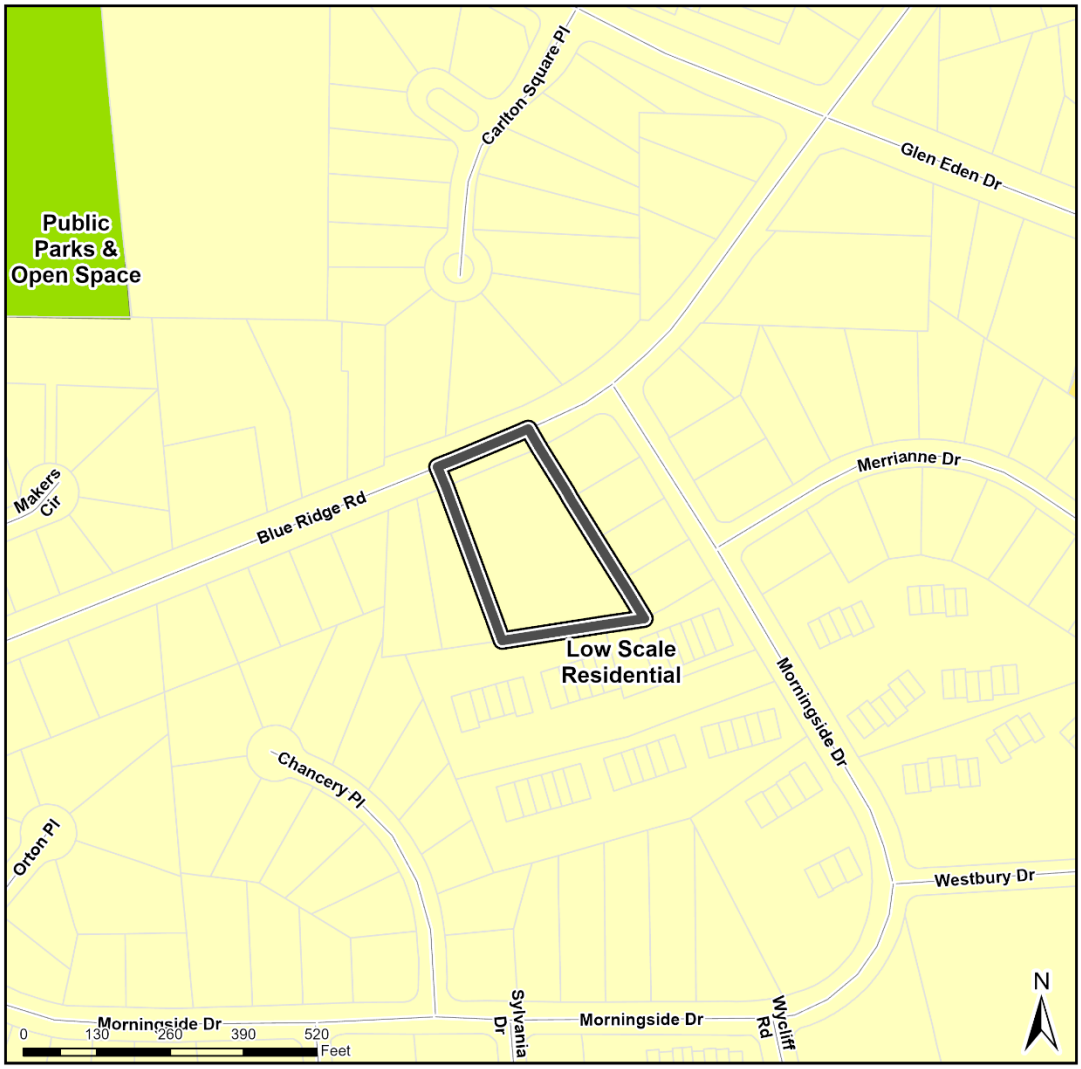


Property	3470 Blue Ridge Rd
Size	1.61 acres
Existing Zoning	R-4
Requested Zoning	RX-3-CU

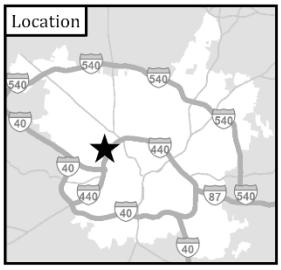


Map by Raleigh Department of Planning and Development (mcgregorm): 12/16/2025

Future Land Use Z-52-2025

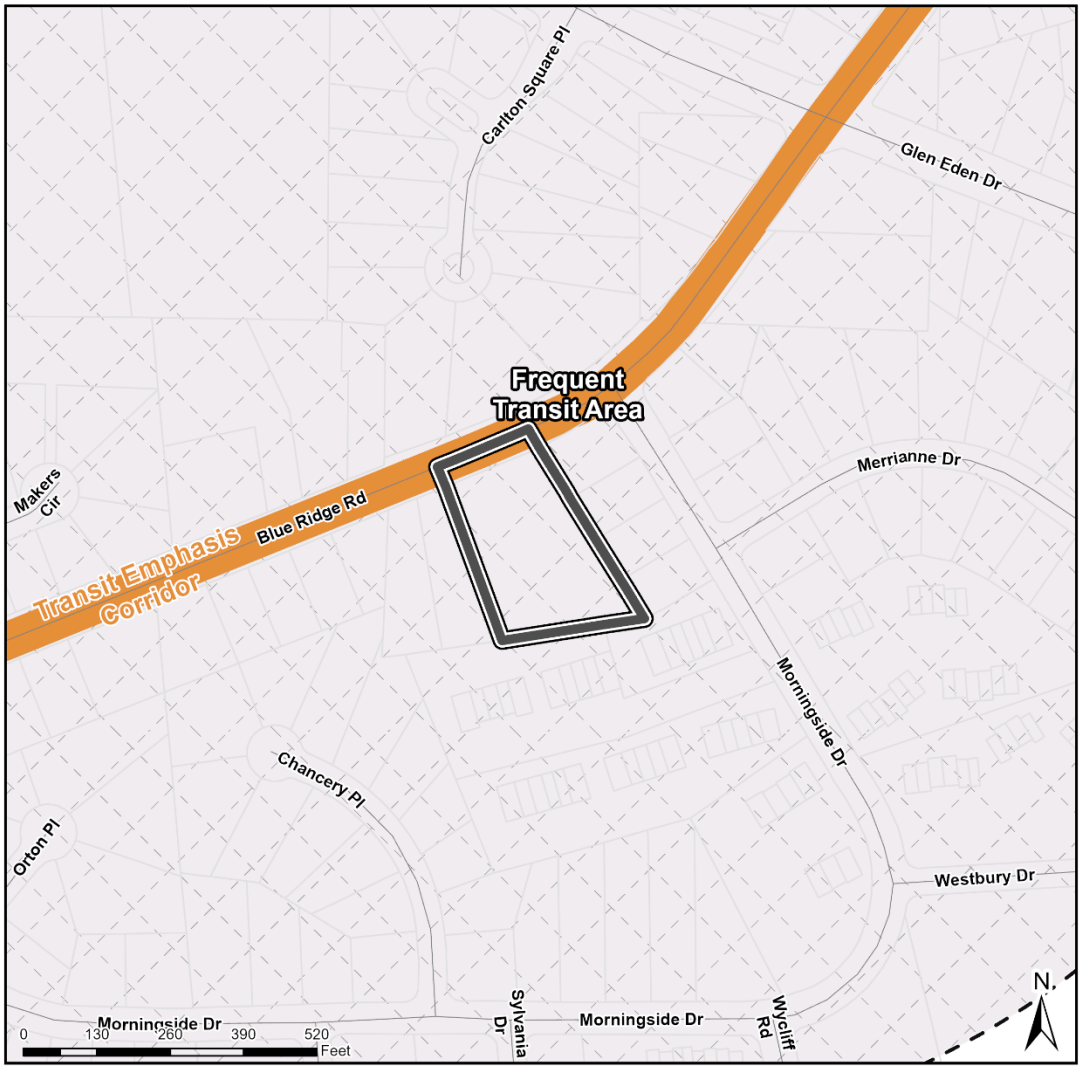


Property	3470 Blue Ridge Rd
Size	1.61 acres
Existing Zoning	R-4
Requested Zoning	RX-3-CU

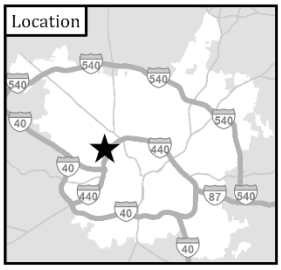


Map by Raleigh Department of Planning and Development (mcgregorm): 12/16/2025

Urban Form Z-52-2025



Property	3470 Blue Ridge Rd
Size	1.61 acres
Existing Zoning	R-4
Requested Zoning	RX-3-CU



Map by Raleigh Department of Planning and Development (mcgregorm): 12/16/2025

COMPREHENSIVE PLAN ANALYSIS

Section 3: Land Use in the Comprehensive Plan describes how zoning proposals should be evaluated. Determination of the consistency with the Comprehensive Plan includes consideration of the following topics.

Comprehensive Plan Consistency

The request is: ☒ **Consistent** ☐ **Inconsistent** with the 2030 Comprehensive Plan.

The request permits additional residential development and a variety of housing types to be built on the site. This will add to the overall housing supply in the area and throughout the city. Future residents will benefit from living in an area served by transit with nearby public parks and commercial areas.

Vision Themes

The request is:

Consistency	Vision Theme	Analysis
Consistent	Expanding Housing Choices	This Vision Theme has three main components – affordable housing, housing variety, and housing supply. While this request does not include dedicated affordable housing, it will add to the overall housing supply, aiding in affordability in the area and the city. Additionally, the request would allow for additional units on smaller lot sizes, which can result in more affordable units. Though proposed conditions limit residential development to 20 units, this is greater than development opportunity under the current zoning. Rezoning from R-4 to RX would also allow a variety of housing types to be built on the site. The townhouse building type would be unrestricted in an RX district. Proposed conditions restrict the apartment building type. While this reduces the overall potential for housing variety on the site, it still would permit a more diverse offering of housing than under current zoning.

Consistency	Vision Theme	Analysis
Consistent	Coordinating Land Use and Transportation	This Vision Theme is focused on encouraging growth and accessibility near public transit, future multi-modal investments, and areas with retail and employment centers. The site is within a Frequent Transit Area and fronts a Transit Emphasis Corridor (Blue Ridge Road) on the Urban Form Map. This means the site is in an area intended to be served by frequent transit service (service every 15 minutes) currently and in the future. The site is near (0.12-mile) a bus stop for GoRaleigh Route 27L Blue Ridge with service every 60 minutes. The site is situated between two City Growth Centers on the Urban Form Map. These areas feature the Crabtree Valley Shopping Center to the northeast and Lake Boone Trail shopping center to the west. There is a mix of retail, office, medical (REX Hospitals), institutional, and open space uses in these areas.
Consistent	Growing Successful Neighborhoods and Communities	This Vision Theme has several components that encourage new development to create walkable neighborhoods with convenient access to open space, community services, retail, and employment. This request will allow more residents the opportunity to live near existing retail and employment centers (5–10-minute drive), community facilities and open space like Glen Eden Pilot Park (.5 miles) and Laurel Hills Community Center (.8 miles), and several churches, daycares, and schools. The request will also introduce the opportunity for additional density and improved housing variety on the site. Overall, the request will allow future residents to live in an area intended for increased transit service and nearby commercial and employment centers.

Future Land Use

Future Land Use designation: Low Scale Residential

The request is: ☐ **Consistent** ☒ **Inconsistent** with the Future Land Use Map.

The request for Residential Mixed Use-3 Stories-Conditional Use (RX-3-CU) is inconsistent with the Future Land Use Map designation of Low Scale Residential. While this designation envisions expanding housing variety and options in Raleigh's existing neighborhoods, the request would result in higher density than imagined for this area. Low Scale Residential areas on the FLUM do permit RX-3 as a zoning district for Core Transit Areas on the Urban Form Map. While this site is within a Frequent Transit area and fronts a Transit Emphasis Corridor, it is also within a broader Low Scale Residential area. While the request is inconsistent with the FLUM, proposed conditions limit development potential on the site in a manner that is more compatible with the surrounding area.

Infrastructure

Will community facilities and streets be available at City standards to serve the use proposed for the property? ☒ **Yes** ☐ **No**

The site is situated within city corporate limits. It is connected to public utilities and served by 12" water and sewer main directly on Blue Ridge Road. The nearest fire hydrant is located 300 ft from the site on Morningside Drive. Stormwater Staff noted one documented case of yard flooding downstream of the site. The proposed rezoning will increase impervious surface limits from 38% under R-4 to 65% under RX.

Urban Form

Urban Form designation: Frequent Transit Area and fronts a Transit Emphasis Corridor (Blue Ridge Road)

The request is: ☐ **Consistent** ☒ **Inconsistent** with the Urban Form Map.

Overview: The current zoning as a base residential district does not support a frontage type. Rezoning to a mixed-use district would allow a frontage to be applied to the request. The site is within a Frequent Transit Area and fronts a Transit Emphasis Corridor on the Urban Form Map. These designations recommend an urban or hybrid frontage be included with the request. The lack of frontage (or similarly worded condition) makes the request inconsistent with the Urban Form Map guidance.

Compatibility: No frontage has been identified. Redevelopment of the site could result in buildings located closer to the street, which would differ from surrounding parcels.

Impact: The immediate surrounding area is predominately low scale residential with single-family detached homes. Front yard setbacks along this portion of Blue Ridge Road are 60' as required in R-4. Though recommended by the Urban Form Map, urban or hybrid frontage would not reflect the existing character of this area.

Analysis of Inconsistency: The site's location within a Frequent Transit Area and fronting a Transit Emphasis Corridor would recommend an urban or hybrid frontage be included with the request. However, the surrounding parcels along Blue Ridge Road have greater front yard setbacks than would be required by an urban/hybrid frontage and the requested RX district.

Public Benefits of the Proposed Rezoning

- The request will increase possible residential density and variety on the site. This would add additional units to the City's overall housing supply and permit housing types that are generally more affordable, which would contribute to overall affordability.
- The request will provide additional housing in an area that is served by existing transit and intended for frequent service in the future.
- Future residents will benefit from living near existing commercial and employment centers, services, and open space along Blue Ridge Road and nearby Lake Boone Trail.

Detriments of the Proposed Rezoning

- None identified.

Policy Guidance

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

Consistent Policies *Key policies are marked with a dot (●)* *Area Specific Guidance policies are marked with a square (☐)*		
	●	LU 1.3 Conditional Use District Consistency
	●	LU 2.2 Compact Development
	●	LU 4.7 Capitalizing on Transit Access
	●	LU 8.1 Housing Variety
		LU 8.5 Neighborhood-Scale Housing
		LU 8.17 Zoning for Housing Opportunity and Choice
	●	EP 1.1 Greenhouse Gas Reduction
	●	H 1.8 Zoning for Housing

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

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

● **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 Future Land Use Map designation for the site is Low Scale Residential. This FLUM designation corresponds to R-2, R-4, and R-6 zoning districts. Specifically, the area is characterized by low scale development with single-family detached houses, duplexes, and townhouses that have larger setbacks. In Core Transit Areas, RX-3 can be appropriate if development matches the surrounding area. Although the proposed conditions limit development on the site, rezoning to RX may result in future development that is incompatible with the surrounding area. Overall, the request does permit additional density and variety, which adds to the overall housing supply and supports affordability in an area served by transit and near commercial amenities.

● **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 site's location within a Frequent Transit Area and fronting a Transit Emphasis Corridor recommend an urban or hybrid frontage be included with the request. The request's lack of frontage (or similarly worded condition) makes it inconsistent with Urban Form Map guidance. However, the surrounding area being predominately residential with larger setbacks, makes the lack of urban frontage on this site more compatible with parcels along this portion of Blue Ridge Road.

EQUITY AND CLIMATE CHANGE ANALYSIS

Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	31	15	The site has a lower walk score than the city on average. Residents in this area require a car to access most amenities.
Transit Score	30	37	The site has a slightly higher transit score than the city on average. Residents in this area have access to some nearby transit options. Specifically, the site is served by GoRaleigh Route 27L Blue Ridge with a stop 0.12-mile east. Additionally, the site is within a Frequent Transit Area and fronts a Transit Emphasis Corridor (Blue Ridge Road). This designation is given to areas that are slated for frequent transit currently and in the future. As a result, the site may be served by additional transit options in the future.
Bike Score	41	48	This area is slightly more bikeable than the city on average. There is limited bicycle infrastructure in the area; there are dedicated bicycle lanes near the site on Morningside Drive.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	80	A high HUD Low Transportation Cost Index score indicates residents in this area have lower transportation costs. A score in the 80th percentile means residents are less likely to be burdened by transportation costs. This can be due to the site's proximity to existing multi-modal infrastructure, transit service, and commercial/employment centers.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	94	A high HUD Proximity Jobs Index score indicates residents in this area live near

			employment centers. A score in the 94th percentile means residents have high access to employment options. Specifically, the site is near commercial areas with several office and retail uses, and UNC REX Hospital campuses.

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 requested district?
Detached House	82.7	Yes
Townhouse	56.5	Yes
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.

Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Adds	The request adds to the overall housing supply and variety of housing by allowing additional units to be built on the site (on smaller lots) than what is currently permitted under the existing R-4 zoning.
Is naturally occurring affordable housing present on the site?	Unlikely	It is unlikely the existing single-family home on the site can be considered affordable due to its size and estimated value.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	Rezoning from R-4 to RX will permit additional housing types to be developed on the site. In RX, townhouses do not have development restrictions as applied in R-4. While proposed conditions restrict the apartment building type, the request will still permit housing types beyond single-family detached houses.
If not a mixed-use district, does it permit smaller lots than the average? *	N/A	N/A
Is it within walking distance of transit?	Yes	The site is located 0.12 miles west of an existing GoRaleigh bus stop with service every 60 minutes. The stop is served by Route 27L Blue Ridge. The site is within a Frequent Transit Area and fronts Blue Ridge Road, a designated Transit Emphasis Corridor. Future development in this area is likely to be served by additional and more frequent transit options.

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

Demographic Indicators from EJSCREEN*

Indicator	Site Area	Raleigh
Demographic Index (%)**	8.5	37
People of Color Population (%)	2	46
Low Income Population (%)	15	29
Linguistically Isolated Population (%)	0	3

Population with Less Than High School Education (%)	0	8
Population under Age 5 (%)	1	6
Population over Age 64 (%)	50	11
% change in median gross rent since 2016	20.4	25.5
% change in median gross rent since 2019	38.5	42.82

**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*?	78.6	The life expectancy for this census tract is 78.6 years old, slightly less than Raleigh's average of 79.9 years old. Generally, though, residents in this area have similar life expectancy as the city on average.
Are there known industrial uses or industrial zoning districts within 1,000 feet?	No	
Are there hazardous waste facilities are located within one kilometer?	No	There are no hazardous waste materials within one kilometer of the site but UNC REX Hospital is 1.3 miles west of the site on Lake Boone Trail.
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	The existing single-family home was built in 1955.This was before national anti-discrimination housing laws were passed in the U.S. The site was annexed into the city in 1980, after anti-discriminatory legislation was passed.
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	
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires?*	No	

**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?

   Yes, the request allows additional residential density on a site that has access to housing, employment, and transportation options. The request to rezone the site from R-4 to RX-3-CU will allow the opportunity for development of a variety of housing types on smaller lots on the site. Rezoning to RX will remove limitations on the townhouse building type and permit single-family detached and attached houses to be developed in a more compact design. Though proposed conditions prohibit the apartment building type, the request will still increase development potential on the site compared to existing entitlement and permit housing types that are generally more energy efficient.

   The site is located between two City Growth Centers. These are areas intended to experience significant commercial development. New units will be in an area that is near commercial and employment centers along Blue Ridge Road east of the site in Crabtree Valley Shopping Center and west of the site in the Lake Boone Trail shopping center. These commercial areas feature several retail, office, medical, and institutional uses that future residents will benefit from. Additionally, UNC REX Hospital has a large campus on Lake Boone Trail that serves as a major employer and resource for the area. The area has low transportation costs and a high proximity to employment. Future residents will benefit from this accessible proximity to employment.

   The site is also located in a Frequent Transit Area and fronts Blue Ridge Road, a designated Transit Emphasis Corridor. Currently, the site is served by GoRaleigh stops along Blue Ridge Road, 0.12-mile east of the site (Route 27L Blue Ridge). Future transit options are likely to expand and become more frequent since the site is in an area intended for transit service. While the site has a low walkability score, its transit and bicycle score are higher than other areas in the city on average. While residents in this area are more likely to need a car for daily trips, there are multi-modal options available that can help reduce carbon emissions.

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?

   Yes, existing residents in this area are more likely to be older (50% in this area vs 11% city average) and less likely to have young children (1% in this area vs 6% city average). As a result, these residents may have a need for smaller units and more diverse housing options than is permitted under current zoning. The variety of housing types (duplexes and townhouses) may result in additional and more

compact units on the site, increasing affordability in the area. While residents in this area are less likely to be low-income, increasing housing variety and options may create an opportunity for residents with diverse incomes to live here. Additionally, existing residents may benefit from proximity to nearby open space (Glen Eden Pilot Park), commercial centers, and multi-modal options.

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

   Yes, housing costs in this area have increased. The median gross rent for the area has increased by 20.%. This is slightly behind the citywide average increase of 25.5% during the same period.

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?

   Although the single-family home on the site was built in 1959, prior to the prohibition of restrictive racial covenants, staff have not identified any instances of racial or ethnic discrimination specific to this area.

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?

   No. Residents in this area have similar life expectancy as the citywide average of 79.9 years old. Additionally, the area is not exposed to significant environmental toxins or hazards. The site is also situated within walking distance of open spaces at Glen Eden Pilot Park and Laurel Hills Community Center. Access to open space and outdoor activities can contribute to improved quality of life for existing and future residents.

TRADE REVIEWS

Staff from various departments review every rezoning case when it is submitted. If a reviewer has identified a potential negative impact that might result from the proposed rezoning, it is noted here.

Review Summary

The following reviewers identified potential impacts specific to this request:

☐ Current Planning ☒ Raleigh Fire ☐ Raleigh Water ☒ Transportation
☐ Historic Resources ☐ Raleigh Parks ☒ Stormwater ☐ Urban Forestry

Stormwater Information

Z-52-25 – 3470 Blue Ridge Road	YES/NO	NOTES
Floodzone	No	
Structural Flooding Downstream	No	
Other Drainage Complaints Downstream	Yes	One documented case of yard flooding.
Stormwater Conditions	No	
Neuse Buffers Onsite	No	
Existing Impervious	Yes	One existing SFD
Subject to Impervious Limits in UDO 9.2.2.A	Dependent on Total Development Size and Type	If meeting use standards of UDO 9.2.2.A.1.b.i or 9.2.2.A.1.b.ii
Changes to UDO Max Impervious Area (9.2.2.A)	Yes	38% (R-4) to 65% (RX)
Subject to 9.2.2.B to H	Dependent on Total Development Size and Type	If not meeting use standards cited above.
Watershed Overlay	No	
Drainage Basin	House	

Impact Identified: None

Potential Mitigation: N/A

Transportation & Transit Review

Site and Location Context

Location

The site is located in northwest Raleigh, just outside of I-440.

Area Plans

The site is not located within an adopted small area plan.

Other Projects in the Area

The Blue Ridge Road Widening Project (South) will install curb and gutter, sidewalks, and a multi-use path from Duraleigh Road to Homewood Banks Drive. The project will install curb and gutter and a six-foot-wide sidewalk along the site's frontage. Construction is expected to be completed later this spring.

Existing and Planned Infrastructure

Streets

Blue Ridge Road is a city-maintained street, that is designated as a divided 2-lane avenue in the Raleigh Street Plan (UDO 8.5.5.B) near the site. Blue Ridge Road currently operates as an undivided facility. However, the Blue Ridge Road Widening Project (south) will widen the roadway and install a center turn-lane throughout this section of Blue Ridge Road.

Pedestrian Facilities

There are currently no sidewalk facilities near the site. However, the Blue Ridge Road Widening Project (South) will install new six-foot sidewalk along the site's frontage.

Bicycle Facilities

There are no bicycle facilities near the site. However, the Blue Ridge Road Widening Project (South) will install a 10' multi-use path along the northern side of Blue Ridge Road. Development of the site through a subdivision or tier three site plan would require the provision of 5' bicycle lanes, behind the curb, along the site's Blue Ridge frontage (UDO 8.5.5.B).

Transit

The site is served by GoRaleigh route 27L Blue Ridge, within a quarter mile of the site in either direction. While these stops are currently inaccessible due to the lack of sidewalk connectivity in the area, the Blue Ridge Road Widening Project (South) will connect the site to the bus stops on Blue Ridge Road. GoRaleigh Route 27L Blue Ridge runs every 30 minutes from 5:30 AM to 8 PM, connecting the Crabtree Valley Mall to the NC State fairgrounds and Western Boulevard.

Access

Redevelopment of the site will require compliance with UDO driveway spacing standards. The UDO requires 200' of spacing between driveways for mixed-use development (UDO 8.3.5.C.3).

Traffic Impact Analysis (TIA)

Determination

Based on the Envision results, approval of case Z-52-25 would increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from R-4 to RX-3-CU is projected to generate 5 new trips in the AM peak hour and 7 new trips in the PM peak hour. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual. A TIA may be required during site permit review.

Z-52-25 Existing Land Use	Daily	AM	PM
	9	1	1
Z-52-25 Current Zoning Entitlements	**Daily**	**AM**	**PM**
	81	5	6
Z-52-25 Proposed Zoning Maximums	**Daily**	**AM**	**PM**
	146	10	13
Z-52-25 Trip Volume Change (Proposed Maximums minus Current Entitlements)	**Daily**	**AM**	**PM**
	66	**5**	**7**

COMPREHENSIVE PLAN AMENDMENT ANALYSIS – CASE Z-52-25

OVERVIEW

Approval of this request would result in an amendment to the Future Land Use Map to a designation that recommends the building height and density permitted in the requested district. The Future Land Use Map identifies this site as Low Scale Residential. If approved, the Future Land Use Map would be updated to Moderate Scale Residential on the area of request. The 2030 Comprehensive Plan defines Moderate Scale Residential as:

This category applies to many of the city's older residential neighborhoods, plus newer master-planned communities which typically contain a mix of housing types, including small-lot detached houses and many traditional examples of "missing middle" housing types. It also applies to suburban townhouse and garden apartment communities that would benefit from enhanced walkability. As with Low Scale Residential, this category envisions a range of housing types, including duplexes, triplexes, fourplexes and other small apartment buildings, and townhouses. Scale would follow existing precedents of detached and missing middle housing in the area. Corresponding zoning districts are R-6 and R-10. RX-3 is also appropriate when controls or conditions that address building mass are included, such as a Detached frontage or limiting the number of units in a single building to no more than 24. In areas served by high levels of transit, RX-3 or RX-4 may be appropriate. In some instances, small-scale commercial uses allowed in RX districts are appropriate. Comprehensive Plan Land Use Section policies, including Table LU-2, should be consulted for additional guidance.

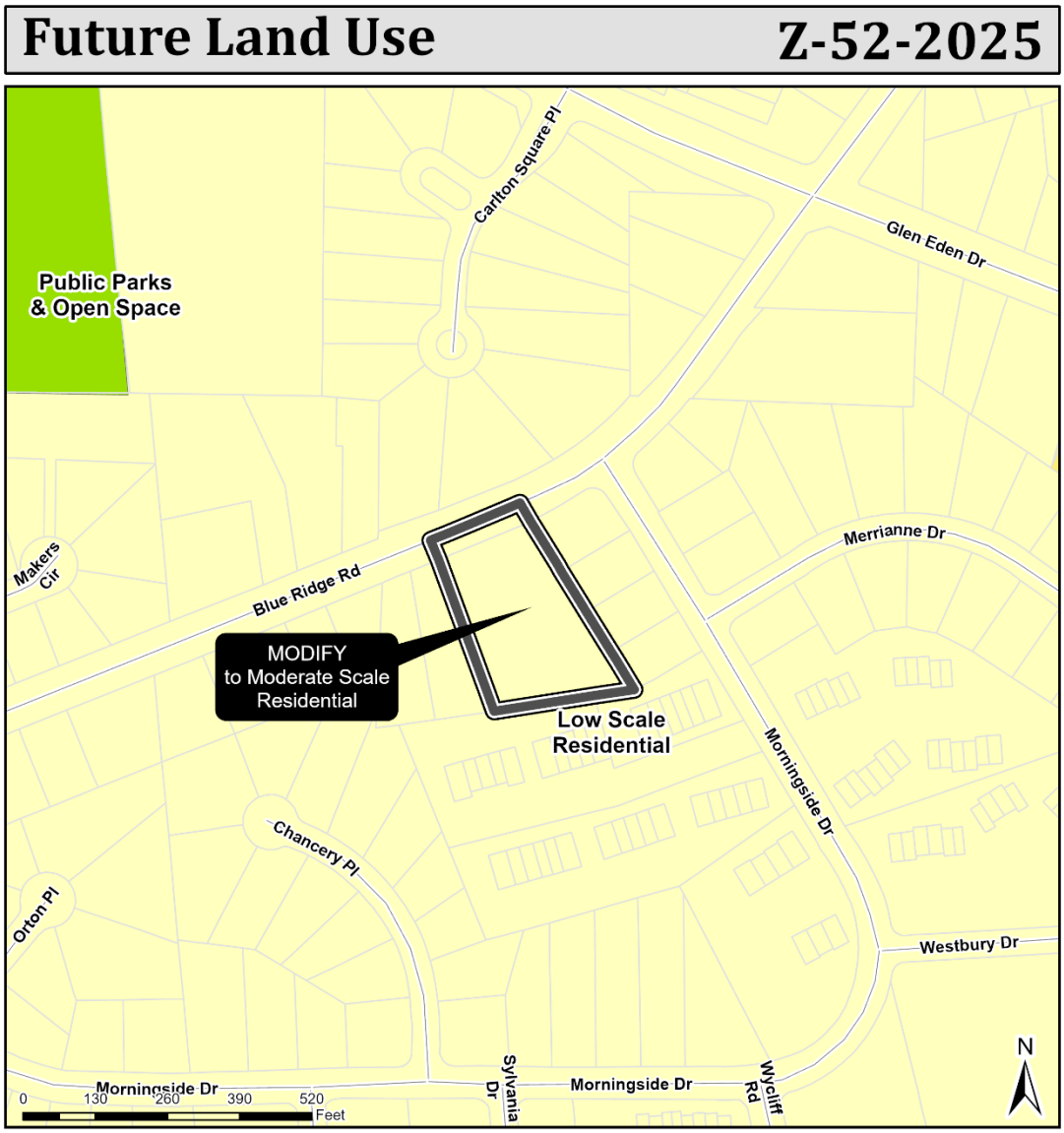
LIST OF AMENDMENTS

1. Amend the Future Land Use Map in this area to Moderate Scale Residential.

IMPACT ANALYSIS

The Moderate Scale Residential FLUM designation corresponds to Raleigh's older residential neighborhoods and promotes providing a variety of housing in these areas. This FLUM category is similar to Low Scale Residential but supports RX-3 when residential units are limited to 24 or fewer. The request would permit a variety of housing on the site in an area intended for increased transit and multi-modal investments, while limiting development to 20 units. However, proposed conditions would prohibit the apartment building type which would be supported by this FLUM designation. The site's location between two City Growth Centers (Lake Boone Trail shopping center and Crabtree Valley Mall), its location within a Frequent Transit Area, and frontage along a Transit Emphasis Corridor help support the FLUM amendment for additional density on the site.

AMENDED MAPS



Property	3470 Blue Ridge Rd
Size	1.61 acres
Existing Zoning	R-4
Requested Zoning	RX-3-CU

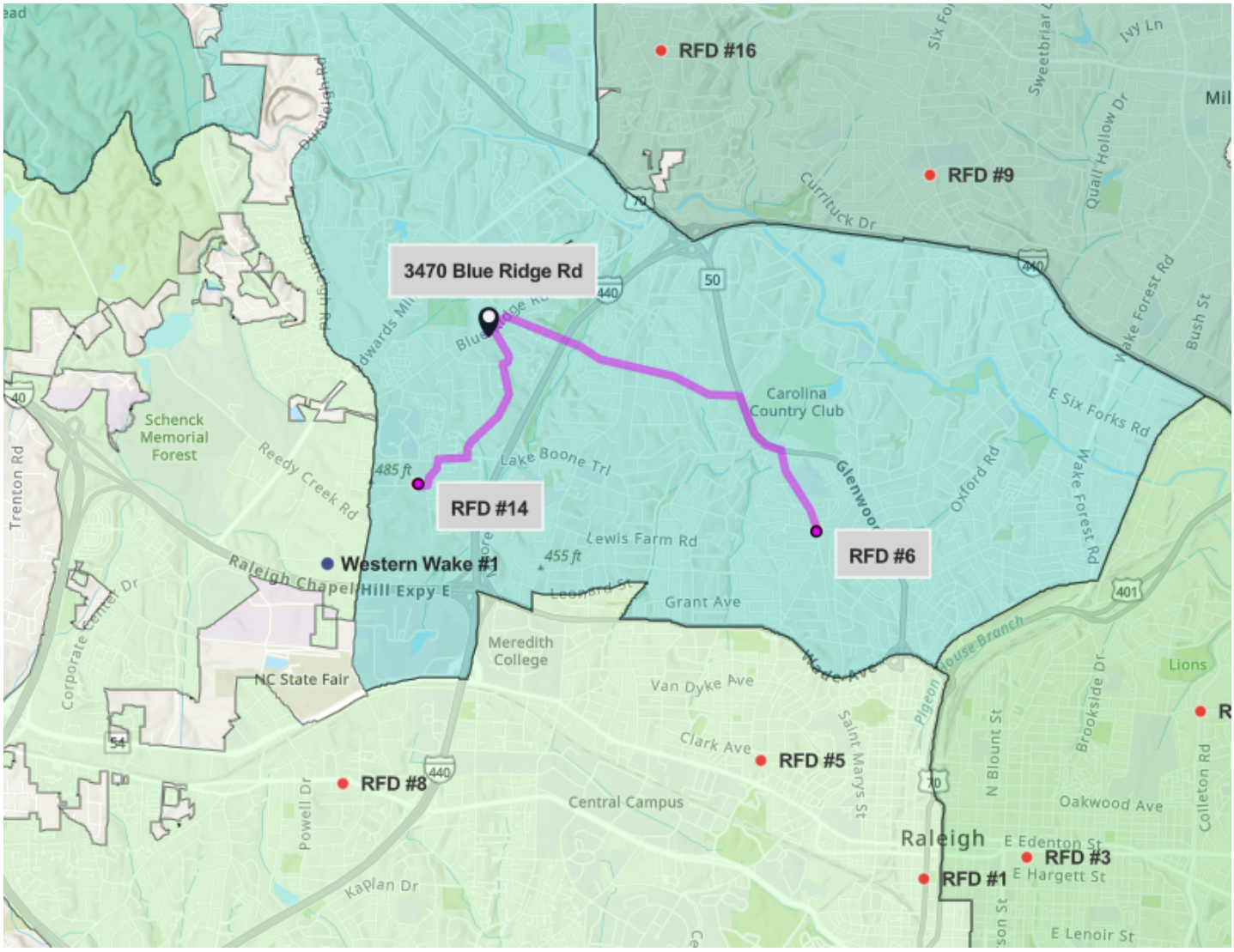
Map by Raleigh Department of Planning and Development (francist): 2/27/2026

RFD Service Review

Case Number: Z-52-25
Box Response: 3470 Blue Ridge Rd
Council District: District E
Date: 12/17/2025

1st Alarm Fire Response Units	Time (min)	Distance (mi)
Squad 14 (3500 Harden Rd)	4	1.4
Ladder 14 (3500 Harden Rd)	4	1.4
Engine 16 (5225 Leadmine Rd)	6	2.4
Engine 6 (2601 Fairview Rd)	6	2.7
Ladder 6 (2601 Fairview Rd)	6	2.7
Engine 8 (5001 Western Blvd)	7	3.9
Mutual Aid Unit		
Western Wake (4021 District Dr)	5	2.2
NFPA Standard Impact		
Hydrant Distance		
Nearest hydrant approximately 300 ft away on Morningside Dr.		
Additional Comments		

Ladder Travel Distance



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Rezoning Application and Checklist

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

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

Rezoning Request				
Rezoning Type	☐ General use	☑ Conditional use	☐ Master plan	**OFFICE USE ONLY** Rezoning case #
	☐ Text change to zoning conditions			
Existing zoning base district: R-4	Height:	Frontage:	Overlay(s):	
Proposed zoning base district: RX	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:				

General Information		
Date: November 25, 2025	Date amended (1):	Date amended (2):
Property address: 3470 Blue Ridge Road		
Property PIN: 0795152818		
Deed reference (book/page): Book 19279, Page 2024		
Nearest intersection: Blue Ridge Road and Morningside Drive	Property size (acres): 1.61	
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: The Forge at Blue Ridge, LLC 2821 Plaza Place, Suite 210 Raleigh, NC 27612		
Property owner email: [redacted]		
Property owner phone: [redacted]		
Applicant name and address: Isabel Mattox 3700 Glenwood Avenue, Suite 500 Raleigh, NC 27612		
Applicant email: [redacted]		
Applicant phone: [redacted]		
Applicant signature(s):		
Additional email(s):		

The Forge at Blue Ridge, LLC

By: Homes by Dickerson Inc., its Managing Member

By: Signed by: Jonathan Showalter F40C8AED1458436...

Name: Jonathan Showalter

Title:Vice President

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By Metra Sheshbaradaran at 3:20 pm, Dec 03, 2025

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Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted: November 25, 2025	**OFFICE USE ONLY** Rezoning case #
Existing zoning: R-4	Proposed zoning: RX-3-CU	

Narrative of Zoning Conditions Offered

1. Residential density shall not exceed 20 dwelling units.

2. No retail uses shall be permitted on the property.

3. The apartment building type shall not be permitted on the property.

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

The Forge at Blue Ridge, LLC

By: Homes by Dickerson Inc., its Managing Member

By: Jonathan Showalter
Signed by:
F40C8AED1458436...

Name: Jonathan Showalter

Title:Vice President

RECEIVED
By Metra Sheshbaradaran at 3:20 pm, Dec 03, 2025

Docusign Envelope ID: A49C5A11-2F4E-45A0-B21C-5AE071630006

Rezoning Application Addendum #1	
Comprehensive Plan Analysis	**OFFICE USE ONLY** Rezoning case # _____
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	

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.

Although the FLUM designates the property as Low Scale Residential, this parcel is located on a Transit Emphasis Corridor and is within a Frequent Transit Area, where greater density is encouraged. Based on the foregoing, the proposed rezoning is consistent with the City of Raleigh's Comprehensive Plan. The requested RX-3-CU zoning allows for townhouse development at a moderate density, which aligns with the Future Land Use Map's designation for residential infill and compatible neighborhood growth. The conditional use provisions ensure the development will be compatible with surrounding properties and the character of the existing neighborhood.

Public Benefits

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

The proposed townhouse development provides additional housing options in a walkable, established neighborhood, supporting the city's goals for compatible infill and moderate-density residential growth. The development will be designed to respect the character of surrounding properties, enhance the streetscape, and contribute to the stability and vitality of the community.

Docusign Envelope ID: A49C5A11-2F4E-45A0-B21C-5AE071630006

Rezoning Application Addendum #2	
Impact on Historic Resources	**OFFICE USE ONLY** Rezoning case # _____
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	

Inventory of Historic Resources
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.
No historic resources located on the property.

Proposed Mitigation
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.
No historic resources located on the property.

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: Transit Emphasis Corridor	Click here to view the Urban Form Map.

1	All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form. **Response:** The site plan has not been fully engineered at present. The UDG responses are what is anticipated. While the proposed development is exclusively residential townhouses, the project still aligns with the intent of the guideline by promoting compact, pedestrian-friendly design along a Transit Emphasis Corridor.
2	Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing. **Response:** The height will be similar to the surrounding residential areas. Heights are limited to 45 feet or three stories (compared to 40 feet allowed in R-4) and neighborhood transition buffers will be provided.
3	A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major thoroughfare or arterial. **Response:** While the site has a single access point on Blue Ridge Road, the internal street and pedestrian network will be designed to maximize connectivity within the development and provide safe, walkable routes for residents.
4	Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan. **Response:** The development will include an internal street network fully interconnected within the site, and while no opportunities exist for future connections to adjacent properties due to surrounding lot configurations and the adjacencies of purely single family properties, the design will maximize internal connectivity.
5	New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets. **Response:** The development will be organized with interconnected private drives and sidewalks, and all block faces will be kept well under 660 feet to ensure pedestrian accessibility and a walkable site.
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:** Buildings will be oriented toward streets and pedestrian paths to define the public realm, with front-facing architectural elements providing visual interest, while garages and service areas are located at the rear to minimize their impact on the streetscape.

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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:** The townhouses will be sited close to the street to promote a pedestrian-friendly frontage, with all parking located to the rear or sides of buildings.
8	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. **Response:** The site is not located at a street intersection.
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:** The primary amenity area will be located at the rear of the development, providing a central, accessible space for residents while taking advantage of sunlight and sightlines within the site.
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:** The amenity and open spaces will be designed to be directly accessible from internal pathways and sidewalks, with multiple entry points and visual permeability that allows clear views into the space from pedestrian areas within the site.
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:** While the development is residential, the townhouses surrounding the amenity area are oriented with active areas to generate pedestrian activity and engagement within the open space.
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:** The amenity area, located at the rear of the townhouses, will be visually defined through landscaping and site layout to create a comfortable and usable outdoor space for residents.
13	New public spaces should provide seating opportunities. **Response:** The amenity area will be designed to be a usable outdoor space, and seating opportunities will be incorporated where feasible to enhance resident comfort and usability.

14	Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments. **Response:** All parking will be located to the rear or side of the townhouses, ensuring that street frontages remain pedestrian-oriented and uninterrupted, with minimal impact on surrounding properties.
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:** Parking will be located behind or to the side of the townhouses, ensuring that it does not dominate the frontage or exceed one-third of the building frontage.
16	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 cane make a significant improvement. **Response:** While no structured parking is proposed, all surface parking and garages will be designed with quality materials and careful placement to minimize visual impact and complement the overall architectural character.
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:** The proposed townhouses will be located along Blue Ridge Road within walking distance of frequent transit stops, supporting transit use as a convenient alternative to driving.
18	Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network. **Response:** Sidewalks will be located along some, but not all, of Blue Ridge Road. The proposed development will include sidewalks and will contribute to pedestrian infrastructure in the area.
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:** The development will preserve natural features to the greatest extent possible, using natural grades as possible, and incorporate sensitive areas into the site design as open space amenities where feasible.
20	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:** The internal streets and driveways will be designed to prioritize pedestrians, providing safe, human-scaled pathways that connect townhouse entrances and function as integral public spaces within the development.

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21	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. **Response:** Sidewalks will be provided within the development and along Blue Ridge Road to ensure pedestrian access to and within the development, with widths designed to meet City standards for safe and comfortable circulation.
22	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. **Response:** Street trees will be provided along Blue Ridge Road, offering shade, visual buffering, and pedestrian comfort, with spacing and size designed to meet City standards.
23	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:** The townhouses will be oriented close to Blue Ridge Road, providing a consistent street edge and spatial definition that creates a pedestrian-friendly scale and rhythm along the roadway.
24	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. **Response:** Some townhouses will front Blue Ridge Road with primary entrances conveying prominence from the street, while the others will be oriented internally, with design features ensuring functional and visually accessible entries.
25	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:** The townhouse frontages will be designed to provide pedestrian interest through windows, entrances, and architectural detailing, with additional features such as signage, awnings, and ornamentation incorporated where feasible.
26	The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function. **Response:** The public sidewalks will serve as the primary pedestrian path, providing safe, accessible, and comfortable spaces for residents to walk and interact within the development and the neighborhood.

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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 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 guidelines	☑	☐	☐	☐	☐
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.	☑	☐	☐	☐	☐
9. Trip generation study	☐	☑	☐	☐	☐
10. Traffic impact analysis	☐	☑	☐	☐	☐
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	☑	☐	☐	☐	☐
If applicable, see page 11:					
12. Proof of Power of Attorney	☐	☑	☐	☐	☐
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	☐	☑	☐	☐	☐
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	☐	☑	☐	☐	☐
15. Proposed conditions signed by property owner(s).	☐	☑	☐	☐	☐

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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 & 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 2 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	☐	☐	☐	☐	☐

Docusign Envelope ID: A49C5A11-2F4E-45A0-B21C-5AE071630006

SUMMARY OF ISSUES

A neighborhood meeting was held on November 17, 2025 (date) to discuss a potential rezoning located at 3470 Blue Ridge Road (property address). The neighborhood meeting was held at Laurel Hills Community Center (location). There were approximately 25 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

For Sale Townhouses- Price points
Number of Units
Amenities of Project
Retail Uses
Timing of Construction
Stormwater Issues
Trash and location of dumpster
Extension of Sewer line along Blue Ridge Road

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ATTENDANCE AT NEIGHBORS MEETING
3470 Blue Ridge Road
Monday, November 17, 2025

NAME	ADDRESS	PHONE #
SAM + DEA BOYD	[redacted]	
Nancy Harris		
margaret Dill		
Judy Hervell		
George & Pam Hedrick		
Mia + Christopher LaBossiere		
John Gotthall		
Jen Rotherford		
CHRIS + SYBILLE WARD		
Barry & Debbie Seipp		
Elizabeth Voltz		
Ann Gilbert		
STEWART Wilson		

Docusign Envelope ID: A49C5A11-2F4E-45A0-B21C-5AE071630006

ATTENDANCE AT NEIGHBORS MEETING
3470 Blue Ridge Road
Monday, November 17, 2025

NAME	ADDRESS	PHONE #
Angela Whitt	[redacted]	
Ronald Smith		
Dorothy Chavis		
Clementine Hodges		
Ken Boranch		
Katie Reynolds		
Matt McGregor		
Shirley B. Dulaney	Street: Email:	
	Street: Email:	
	Street: Email:	
	Street: Email:	
	Street: Email:	
	Street: Email:	

Item R.2

3470 Blue Ridge Rd (Z-52-25)

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
61	2	0	2

What is your full name?

I support this, but I would also support adding light retail to improve amenities to the neighborhood

1/7/2026

Do you have any questions about this rezoning case? If so, ask in the comment box below. We will be sure to respond to your question here. Please note that your question is public and can be seen by others.

If Rezoning is approved how many dwellings will be built in 1.61 acres. Any retail is so planned?

3/3/2026

Motion to Approve

(*Approving zoning amendment*)

"I move to adopt the proposed Consistency Statement dated May 5, 2026, contained in the agenda materials and to approve the zoning amendment with the adoption and effective dates described in the agenda item under Recommended Action. This approval is also deemed an amendment to the Future Land Use Map, to the extent described in the adopted Consistency Statement."

Comprehensive Plan Consistency Statement

May 5, 2026

Zoning case no. *Z-52-25*
Address: *3470 Blue Ridge Road*
Applicant: *Isabel Mattox, Nichols & Crampton, on behalf of The Forge at Blue Ridge LLC*

After considering the policies, maps, and other materials included as a part of the Comprehensive Plan, the Council determines that the proposed zoning amendment is CONSISTENT with the Comprehensive Plan and other adopted plans, INCONSISTENT with the Future Land Use Map, and should be APPROVED.

This approval is also deemed an amendment to the Future Land Use Map as to the subject property only, from Low Scale Residential to Moderate Scale Residential.

The action taken is reasonable and in the public interest because:

- The request will increase possible residential density and variety on the site. This would add additional units to the City's overall housing supply and permit housing types that are generally more affordable, which would contribute to overall affordability.

- The request will provide additional housing in an area that is served by existing transit and intended for frequent service in the future.
- Future residents will benefit from living near existing commercial and employment centers, services, and open space along Blue Ridge Road and nearby Lake Boone Trail.

The request has been found to be consistent with the following Comprehensive Plan policies:

- LU 1.3 Conditional Use District Consistency
- LU 2.2 Compact Development
- LU 4.7 Capitalizing on Transit Access
- LU 8.1 Housing Variety
- LU 8.5 Neighborhood-Scale Housing
- LU 8.17 Zoning for Housing Opportunity and Choice
- EP 1.1 Greenhouse Gas Reduction
- H 1.8 Zoning for Housing

The change in conditions taken into account in amending the zoning ordinance to meet the development needs of the community are:

- The request would support the development of additional housing supply in an area served by transit and near existing commercial and employment centers.

Motion to Deny

(*Denying zoning amendment*)

"I move to adopt the proposed Consistency Statement dated May 5, 2026, contained in the agenda materials and to deny the zoning amendment."

Comprehensive Plan Consistency Statement

May 5, 2026

Zoning case no. *Z-52-25*
Address: *3470 Blue Ridge Road*
Applicant: *Isabel Mattox, Nichols & Crampton, on behalf of The Forge at Blue Ridge LLC*

After considering the policies, maps, and other materials included as a part of the comprehensive plan, the Council determines that the proposed zoning amendment is CONSISTENT with the Comprehensive Plan and other adopted plans, and INCONSISTENT with the Future Land Use Map, and the request should be DENIED.

The action taken is reasonable and in the public interest because:

- The requested zoning district would permit development that is incompatible with the surrounding area.
- The request would result in greater density than is intended for this area based on the existing Future Land Use Map guidance.

The request has been found to be consistent with the following Comprehensive Plan policies:

- LU 1.3 Conditional Use District Consistency

- LU 2.2 Compact Development
- LU 4.7 Capitalizing on Transit Access
- LU 8.1 Housing Variety
- LU 8.5 Neighborhood-Scale Housing
- LU 8.17 Zoning for Housing Opportunity and Choice
- EP 1.1 Greenhouse Gas Reduction
- H 1.8 Zoning for Housing

Raleigh

City Council
Agenda Item

Agenda Title:	Rezoning Z-01-26: 307 W Martin Street, 311 Commerce Place, & 322 W Davie Street (District C)
Meeting Date:	May 5, 2026
Meeting Type:	City Council Meeting - First Tuesday - Afternoon & Evening Sessions
Department:	Planning and Development - Long Range
Sponsor:	Matthew Klem, Bynum Walter

Agenda Item Description:

Bynum Walter, Planning & Development

The request would increase height on the W Davie Street parcel, remove the Shopfront Frontage, and apply the same conditions across the three sites. Minor adjustments to existing conditions have been made under the new request.

Planning Commission recommends approval (7-1).

RHDC recommends approval (11-0), contingent on the applicant including conditions to retain the existing masonry openings and window fenestration patterns within the first 85’-0” feet of the contributing buildings.

Recommended Action: Conduct the public hearing. At the conclusion of the public hearing, City Council may choose to act on the case or defer for further review. Alternatively, the City Council may choose to continue the public hearing to a future date. The appropriate consistency statements are included in the agenda materials. If Council acts on the case, any ordinance approved shall be adopted this day and shall become effective five days following a favorable vote.

Agenda Item Details:

Rezoning Z-01-26 307 W Martin Street, 311 Commerce Place, & 322 W Davie Street, being Wake County PINs 170357845, 1703575770, & 1703574577

.

Current Zoning: Downtown Mixed Use-5 Stories-Shopfront Frontage (DX-5-SH) & Downtown Mixed Use-20 Stories-Conditional Use (DX-20-CU)

Proposed Zoning: Downtown Mixed Use-20 Stories-Conditional Use (DX-20-CU)

.

The request would rezone approximately 1.28 acres of land from Downtown Mixed Use 5 Stories-Shopfront (DX-5-SH) and Downtown Mixed Use-20 Stories-Conditional Use (DX-20-CU) to Downtown Mixed Use-20 Stories-Conditional Use (DX-20-CU). Proposed conditions prohibit certain uses, include historic preservation conditions for the W Martin Street structure, require one dog waste station and a public plaza be provided in future development, and apply the Main Street streetscape standards to the S Dawson Street frontage.

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The request is consistent with the 2030 Comprehensive Plan.

The request is consistent with the Future Land Use Map.

The request is consistent with the Urban Form Map.

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Planning Commission recommends approval (7-1).

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Raleigh Historic Development Commission recommends approval (11-0), contingent on the applicant including conditions to retain the existing masonry openings and window fenestration patterns within the first 85’-0” feet of the contributing buildings.

RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#13455

CASE INFORMATION: Z-01-26 307 W MARTIN STREET, 311 COMMERCE PLACE, & 322 W DAVIE STREET

Location	At the intersection of W Martin Street and Commerce Place Address: 307 W Martin Street, 311 Commerce Place, & 322 W Davie Street PIN: 1703575845, 1703575770, 1703574577 Link to iMaps
Current Zoning	Downtown Mixed Use-20 Stories-Shopfront Frontage (DX-20-SH) and Downtown Mixed-20 Stories-Conditional Use (DX-20-CU)
Requested Zoning	Downtown Mixed Use-20 Stories-Conditional Use (DX-20-CU)
Area of Request	1.28 acres
Corporate Limits	The site is within Raleigh's corporate limits.
Property Owner	Martin-Dawson Property LLC
Applicant	Jamie Schwedler, Parker Poe, on behalf of Martin-Dawson Property LLC
Council District	C
PC Recommendation Deadline	May 9, 2026

SUMMARY OF PROPOSED CONDITIONS

1. The existing buildings identified as contributing structures to the Depot National Register Historic District located on property with Wake County Parcel Identification Numbers 1703575845 and 1703575770 (Deed Book 19416, Page 2693 of the Wake County Registry) (the "Contributing Structures") shall be subject to the following standards:
    a. The portion of the Contributing Structures within 85 feet of the right-of-way of West Martin Street shall be preserved, subject to condition 2. The remainder of the Contributing Structures may be removed.
    b. Preservation of the first 85 feet of the Contributing Structures shall maintain the overall building massing, subject to condition 1.c. The construction of additional floors above the Contributing Structures shall be prohibited within the 85 foot zone.
    c. All exterior improvements to the Contributing Structures within 85 feet of the right-of-way of West Martin Street and visible from any right of way, shall be comprised of similar materials to those found as part of other contributing structures of the Depot National Register Historic District.

2. In the event that a Contributing Structure is partially damaged or destroyed, by exercise of eminent domain, fire, accident explosion, flood, lightning, wind, other calamity or natural cause, or any other unintentional cause to the extent of more than 50% of the replacement cost of the structure immediately prior to such damage, the following standards shall apply:
   a. The entirety of the Contributing Structure may be removed from the property.
   b. Structures replacing any Contributing Structure shall be constructed with similar materials as those found as part of other contributing structures of the Depot National Register Historic District.
   c. The maximum height for replacement structures within 85 feet of the right-of-way of West Martin Street shall be five (5) stories.
3. In addition to those otherwise prohibited by the UDO, the following uses are prohibited: adult establishment, pawnshop, self-service storage, vehicle repair, vehicle fuel sales, cemetery, detention center, and dormitory, fraternity, sorority.
4. One (1) Dog Waste Station shall be provided on the site.
5. A plaza shall be provided on the site. A minimum of 50% of this plaza shall be open to the public.
6. The Main Street streetscape standards in UDO Section 8.5.9.A shall apply to the site frontage on South Dawson Street.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Community Mixed Use	
Urban Form	Frequent Transit Area & Downtown	
Consistent Policies *Key policies are marked with a dot (●)* *Area Specific Guidance policies are marked with a square (☐)*	●	LU 1.2 Future Land Use Map and Zoning Consistency
	●	LU 1.3 Conditional Use District Consistency
		LU 4.4 Reducing Vehicle Miles Traveled Through Mixed Use
	●	LU 4.7 Capitalizing on Transit Access
	●	LU 5.1 Reinforcing the Urban Pattern
	●	LU 6.1 Composition of Mixed-Use Centers
	●	LU 6.2 Complimentary Land Uses and Urban Vitality
	●	LU 8.1 Housing Variety
	●	LU 10.6 Retail Nodes
	●	EP 1.1 Greenhouse Gas Reduction
	●	H 1.8 Zoning for Housing
	●	UD 1.10 Frontage
	●	UD 6.1 Encouraging Pedestrian-Oriented Uses
	●	UD 8.1 Transit-Oriented Development
	●	HP 2.7 Mitigating Impacts on Historic Sites
		DT 1.2 Vertical Mixed Use
		DT 1.4 Redevelopment around Raleigh Union Station
	●	DT 1.16 High Density Development
	●	DT 1.17 High Density Public Realm Amenities
		DT 4.1 Encouraging Downtown Housing
	●	DT 7.2 Maintaining Consistent Setbacks

	☐	AP-DW 2 Mixed-Use Development
	☐	AP-DW 4 Historic Preservation
	☐	AP-DW 11 Development Character and Design
	☐	AP-DW 12 Streetscape Design
	☐	AP-SA 1 Grow Around Transit
Inconsistent Policies ● *Key Policy* ☐ *Area Specific Guidance*	●	DT 3.1 Ground-floor Uses on Primary Retail Streets
	☐	AP-DW 1 Zoning Consistency

FUTURE LAND USE MAP CONSISTENCY

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

COMPREHENSIVE PLAN CONSISTENCY

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

PUBLIC MEETINGS

First Neighborhood Meeting	Second Neighborhood Meeting	Planning Commission	City Council
1/7/2026 11 attendees	2/24/2026 1 attendee	3/10/2026	4/07/26 5/05/26

REZONING ENGAGEMENT PORTAL RESULTS

Views	Participants	Responses	Comments
9	0	0	0
Summary of Comments: None			

PLANNING COMMISSION RECOMMENDATION

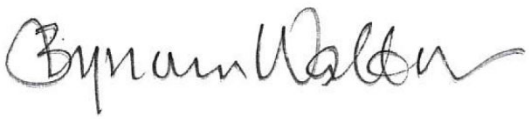
The rezoning case is **Consistent** with the Future Land Use Map and **Consistent** with the relevant policies in the Comprehensive Plan, furthermore **Approval** is reasonable and in the public interest because:

Reasonableness and Public Interest	The request would support a new mixed-use development near frequent transit and Raleigh Union Station.
Change(s) in Circumstances	
Amendments to the Comprehensive Plan	N/A
Recommendation	Approval
Motion and Vote	Motion – Fox; Second – Neptune; Bennett, Burnett, Fox, Neptune, O'Haver, Omokaiye, and Walters
Reason for Opposed Vote(s)	Opposed – Otwell. The request does not include sufficient frontages based on the site's location and policy guidance.

ATTACHMENTS

1. Staff report
2. Comprehensive Plan amendment analysis
3. Zoning conditions
4. Rezoning application

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.



Bynum Walter Date: 3/10/2026
Planning and Development Assistant Director

Staff Coordinator: Metra Sheshbaradaran: (919) 996-2638;
metra.sheshbaradaran@raleighnc.gov

REZONING STAFF REPORT – Z-01-26

Conditional Use District

OVERVIEW

The subject 1.28-acre property is in west Downtown Raleigh, approximately 0.1 miles west of Nash Square and 0.3 miles east of Raleigh Union Station. The site is comprised of three lots fronting W Martin Street, W Davie Street, Commerce Place, and S Dawson Street. The site is within city limits and within the Depot National Register Historic District. The area is served by various GoRaleigh routes, is within future Southern and Western Bus Rapid Transit (BRT) corridors and is surrounded by a variety of higher density mixed-use developments.

There are three structures and a surface parking lot currently on the site. The existing buildings are contributing structures to the Depot National Historic District (Warehouse District) and were built in 1925. Surrounding parcels are also contributing structures to the historic district. Nearby parcels are primarily zoned Downtown Mixed Use (DX) with heights ranging between 5 and 40 stories and most include a Shopfront Frontage. Development in this area is primarily mixed-use with ground-floor retail and upper-story apartments. Surrounding properties have either maintained or replicated the facades of the historic district in their designs. Future development of the site will complement the surrounding area and introduce additional residential and commercial activity in this redeveloping area of the Downtown Raleigh.

As it has been redeveloped, the Warehouse District features a variety of commercial uses. Surrounding the site are a variety of retail stories like Father & Sons Vintage, Raleigh Denim Workshop, and Urban Outfitters. This area is also home to several restaurants and coffee shops like Barcelona Wine Bar, Heirloom Coffee, La Terrezza, Parkside Restaurant, Morgan Street Foodhall, and Videri Chocolate Factory. Weaver Street Market is also north of the site on W Hargett Street. The area also has several office spaces occupied by local and regional businesses. Additionally, there are a variety of other amenities in this area including Contemporary Art Museum of Raleigh (CAM), Nash Square, and Raleigh Union Station.

The rezoning request will not change the existing base district of the site, DX. The request is seeking to increase height on the 322 W Davie Street from 5 stories to 20 stories, remove the Shopfront Frontage from this parcel, and apply the same set of zoning conditions across all three sites. Proposed conditions are similar to existing conditions (Z-78-21). Specifically, proposed conditions would carry over the requirements of preservation of the first 85’ of the structure on W Martin Street, limit development on this portion of the site to 5 stories and require similar building materials be used in the event this structure is damaged in future development. Other conditions carried over from the previous rezoning would require the inclusion of one dog waste station, require the inclusion of a plaza with 50% open to the public, and apply the Main Street streetscape standards to the S Dawson Street frontage. Existing conditions not maintained are related to screening future parking structures and

lighting along S Dawson Street. The current UDO has language that reflects existing conditions.

Compared to existing zoning, the request would allow a similar number of residential units to be built. The projected retail square footage decreased slightly under the proposed zoning district, but estimated office square footage increased. Overall, the request does not significantly alter development potential of the site. It will maintain the ability to create a mixed-use development that compliments the surrounding area.

The site is located within a Frequent Transit Area (FTA) and is designated Downtown on the Urban Form Map. Policy supports high density, multi-modal investments, and commercial opportunities in these areas. An urban frontage, particularly the Shopfront Frontage, would be recommended for these areas. The site is not eligible for development under the Frequent Transit Development Option (FTDO) because height will be greater than the 5-story bonus maximum. The site has frontages along several downtown streets. The request does not include a frontage type and removes the Shopfront Frontage from the W Davie Street parcel. However, conditions propose developing the S Dawson Street frontage under the Main Street streetscape and maintaining the first 85 ft of the W Martin Street parcel. Currently, the 307 W Martin Street facade is similar to what would be required with a Shopfront Frontage. Preserving this will ensure the W Martin Street frontage reflects Urban Form Map guidance. Additionally, the applicant has submitted plans for a custom streetscape to be applied to Commerce Place which will result in a pedestrian-oriented space. Although no frontage will be applied to the W Davie Street parcel, this represents a small portion of the overall request and future development of Commerce Place is likely to enhance this intersection.

The site is included in the Downtown West Gateway Area Plan and Transit Station Area Plans. These area plans support additional density, commercial opportunities, and the preservation of the area’s unique history. Relevant policies have been cited as consistent for the request.

The requested zoning district is inconsistent with the Future Land Use Map designation of Community Mixed Use. The inconsistency is primarily due to the increased height request. This FLUM designation recommends height up to 12 stories for sites within the core of mixed-use centers. The request for 20 stories will result in greater density than might be imagined by FLUM guidance. However, because the site is currently zoned DX-20, amending the FLUM to Central Business District is supported by Urban Form Map and Comprehensive Plan guidance, and will create consistency in this area of the city.

The request is consistent with several policies and visions in the 2030 Comprehensive Plan and related area plan guidance for the site. Future development will allow residents the opportunity to live in an area with existing infrastructure, diverse commercial amenities, access to open space, proximity to employment, and with a variety of multi-modal options.

CURRENT VS. PROPOSED ZONING ENTITLEMENT*

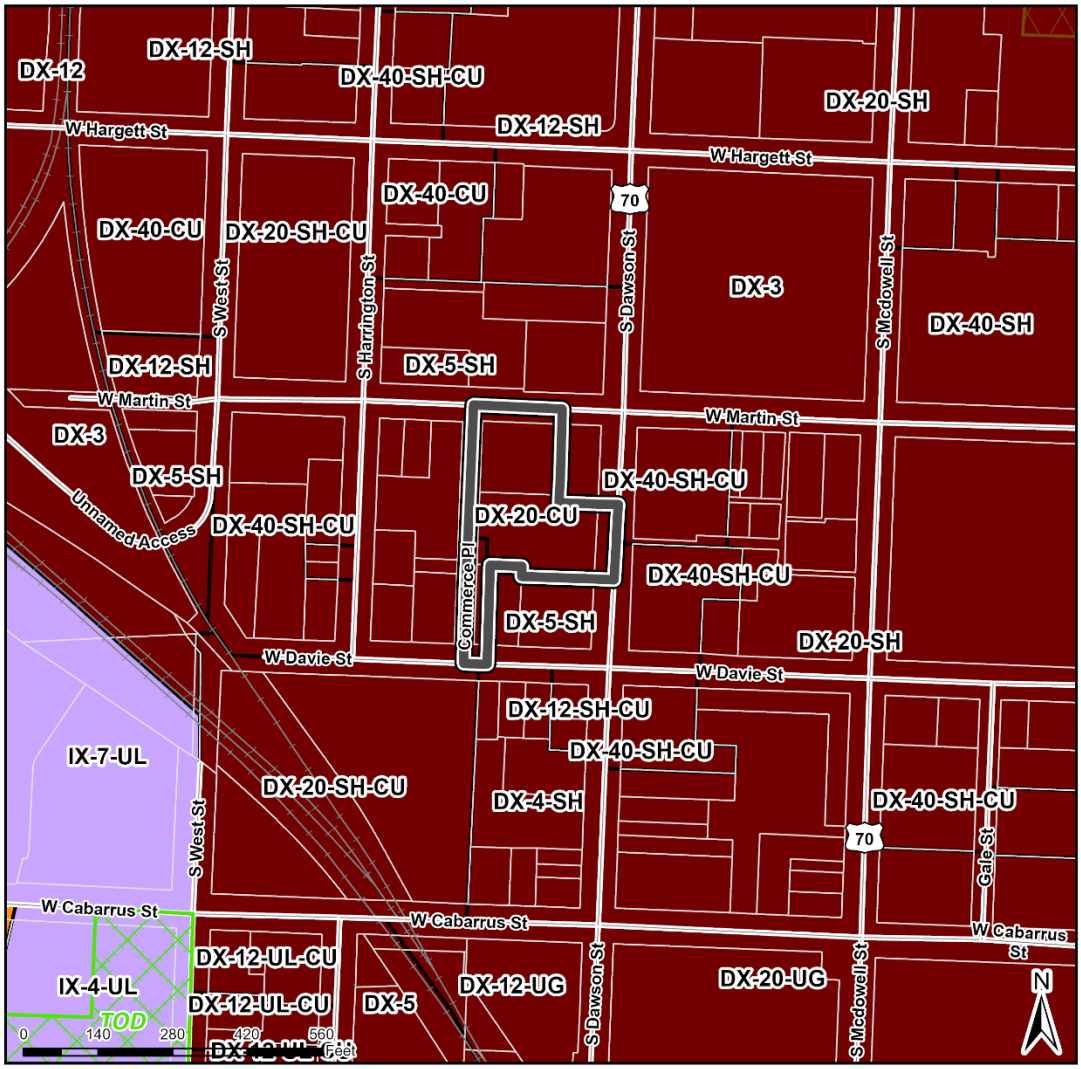
	EXISTING ZONING		PROPOSED ZONING
Zoning	DX-5-SH	DX-20-CU	DX-20-CU
Total Acreage	1.28		
Maximum Height	5 Stories	20 Stories	20 Stories
Setbacks **Primary street** **Side street** **Side lot line (min)** **Rear lot line (min)**	--	Mixed-Use Building 5’ 5’ 0’ or 6’ 0’ or 6	Mixed-Use Building 5’ 5’ 0’ or 6’ 0’ or 6
Build-to’s: **Primary street** **Side street build-to**	Mixed-Use Building 0’/15’ 0’/15’	--	---
Max. # of Residential Units	442		434
Max. Gross Office SF	413,922		417,982
Max. Gross Retail SF	33,256		30,613
Max. Gross Industrial SF	--		--

**These are estimates presented to provide context for analysis.*

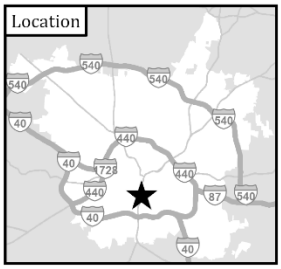
OUTSTANDING ISSUES

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

Existing Zoning Z-1-2026

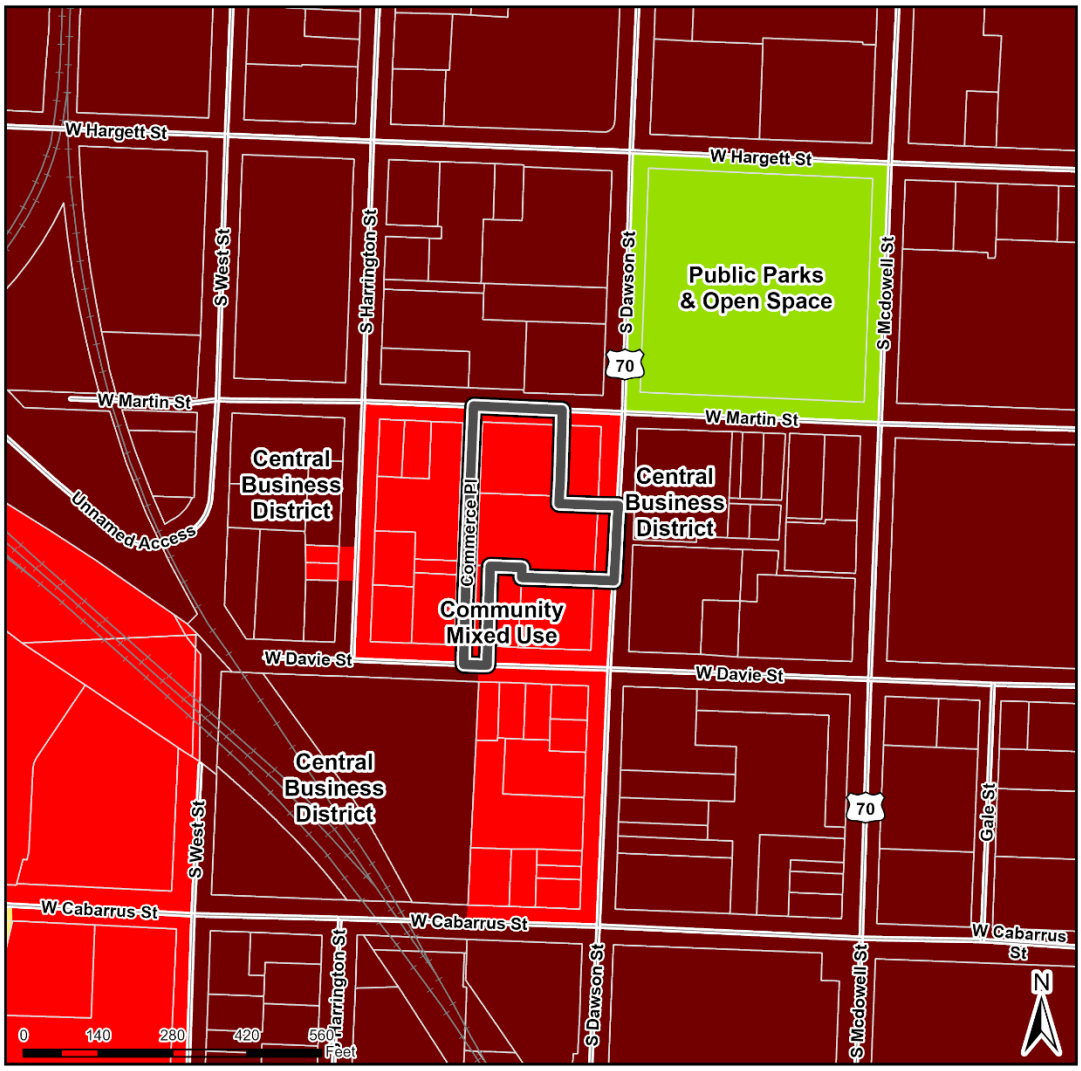


Property	307 W Martin St; 311 Commerce Pl; 322 W Davie St
Size	1.28 acres
Existing Zoning	DX-5-SH & DX-20-CU
Requested Zoning	DX-20-CU

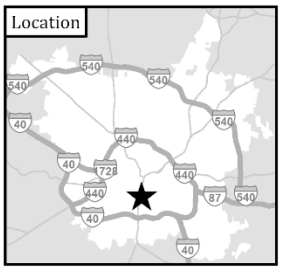


Map by Raleigh Department of Planning and Development (mcgregorm): 1/28/2026

Future Land Use Z-1-2026

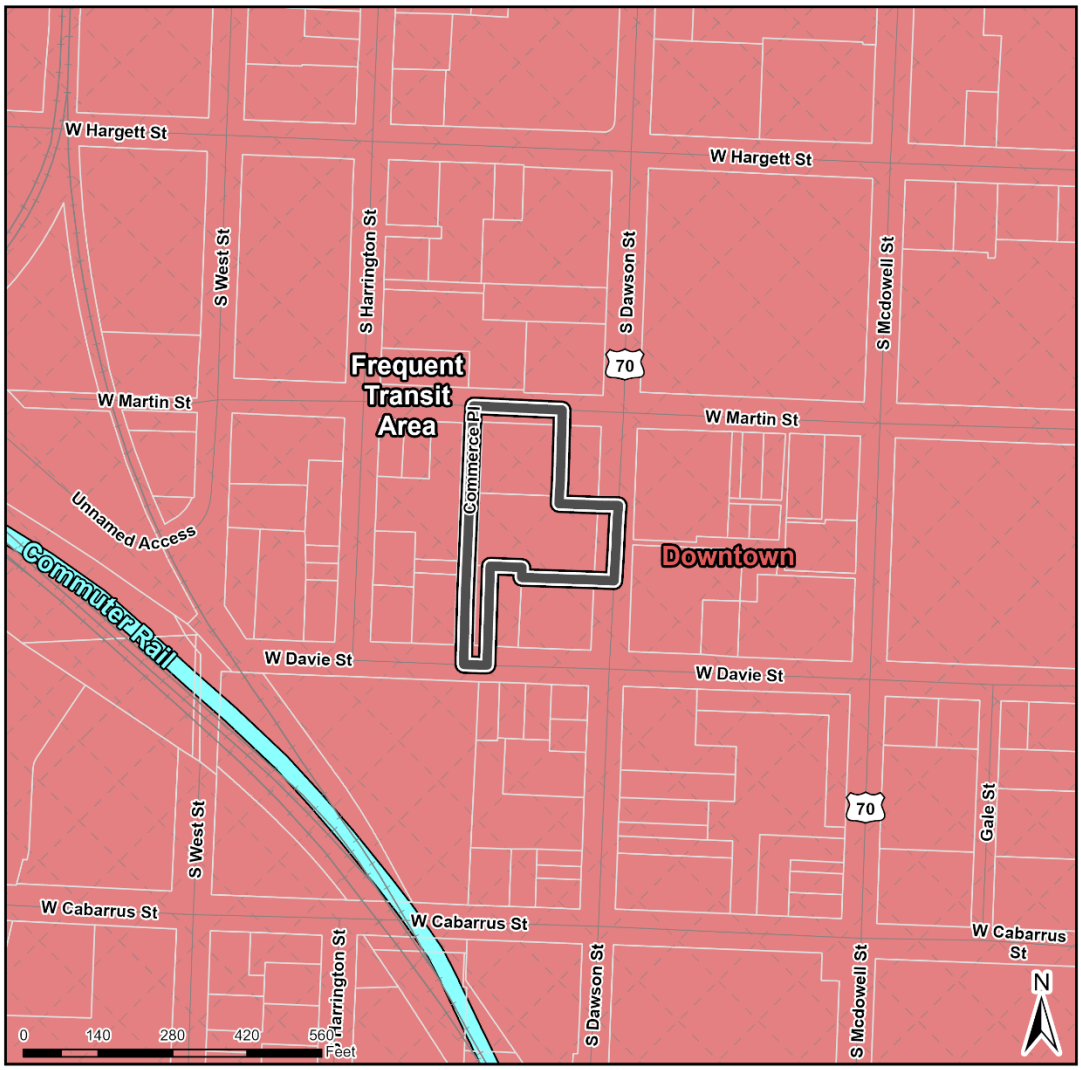


Property	307 W Martin St; 311 Commerce Pl; 322 W Davie St
Size	1.28 acres
Existing Zoning	DX-5-SH & DX-20-CU
Requested Zoning	DX-20-CU



Map by Raleigh Department of Planning and Development (mcgregorm): 1/28/2026

Urban Form Z-1-2026



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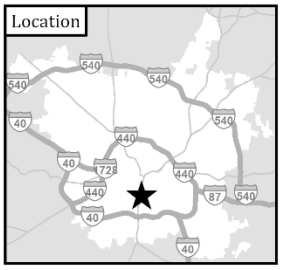


Map by Raleigh Department of Planning and Development (mcgregorm): 1/28/2026

COMPREHENSIVE PLAN ANALYSIS

Section 3: Land Use in the Comprehensive Plan describes how zoning proposals should be evaluated. Determination of the consistency with the Comprehensive Plan includes consideration of the following topics.

Comprehensive Plan Consistency

The request is: ☒ **Consistent** ☐ **Inconsistent** with the 2030 Comprehensive Plan.

The request will add additional density in Downtown Raleigh while maintaining compatibility with the surrounding Warehouse District. The request will permit a mixed-use development featuring higher intensity residential and commercial uses near future Bus Rapid Transit routes and Raleigh Union Station.

Vision Themes

The request is:

Consistency	Vision Theme	Analysis
Consistent	Growing Successful Neighborhoods and Communities	This Vision Theme has three main components including affordable housing, housing variety, and housing supply. This request does not directly include dedicated subsidized affordable housing. However, the request will add to the overall housing supply in this area and the city broadly. The existing and requested district of DX permits a variety of housing types. Future development will likely result in an apartment building type, similar to the surrounding area. The request will allow a high-density mixed-use development on the site that increases the potential for residential density in Downtown Raleigh.

Consistency	Vision Theme	Analysis
Consistent	Coordinating Land Use and Transportation	This Vision Theme is focused on encouraging growth and accessibility near public transit and multi-modal improvements. The site is included in several transit focused plans and areas. Specifically, the site is located within the future Southern and Western Bus Rapid Transit Area corridors, is within a Frequent Transit Area, and is within walking distance (0.3-mile) of Raleigh Union Station. The site's location in Downtown Raleigh located in one of the city's main employment, commercial, and service hubs. Future development will support transit ridership while also providing additional commercial and residential options in a developing area.
Consistent	Expanding Housing Choices	This Vision Theme has several components that encourage new development to support walkable neighborhoods with convenient access to open space, community services, retail, and employment. This request will allow for additional housing density in an area within walking distance of existing and frequent transit, commercial and employment services, and open spaces. As Downtown Raleigh continues to develop, this site will add to and benefit from its location within one of the city's commercial and employment centers.

Future Land Use

Future Land Use designation: Community Mixed Use

The request is: ☒ **Consistent** ☐ **Inconsistent** with the Future Land Use Map.

If inconsistent, would the benefits of the proposed use outweigh the detriments, and would the new zoning adversely alter the recommended land use and character of the area?

The request for DX-20-CU is consistent with the Future Land Use Map (FLUM) designation of Community Mixed Use. This designation is given to sites within medium-sized shopping centers and larger pedestrian-oriented retail districts. Height recommendation for this area is generally 3-5 stories, with support up to 12 stories for sites in the core of mixed-use centers. The requested district of DX reflects the uses intended for this FLUM designation and the pedestrian-friendly environment downtown. Though the requested height is greater than recommended by the FLUM

category and Table LU-2, it is supported by Urban Form Map guidance and the development pattern of the surrounding area. Most of the site is currently zoned DX-20 with a condition prohibiting height on the W Martin Street frontage to 5 stories to preserve the historical character of the lot. The request maintains existing height and entitlement. Height on the W Davie Street parcel will increase but this accounts for a small portion of the overall area being rezoned. Approval of the request will reflect Urban Form Map and Station Area guidance, maintaining the ability to develop the site with a variety of uses in support of future transit improvements.

Infrastructure

Will community facilities and streets be available at City standards to serve the use proposed for the property? ☒ **Yes** ☐ **No**

The site is situated within city limits. It is connected to public utilities and served by three 6” water mains on W Martin Street, Commerce Place, and W Davie Street. There are also several 6” and 8” sewer mains available on Commerce Place and W Davie Street. The nearest fire hydrant is located on Commerce Place.

Urban Form

Urban Form designation: Urban Form category

The request is: ☒ **Consistent** ☐ **Inconsistent** with the Urban Form Map.

Overview: The site is located within a Frequent Transit Area and is in Downtown on the Urban Form Map. An Urban or Shopfront Frontage is recommended for sites within these areas to support a multi-modal environment near frequent transit. These frontage types encourage a pedestrian-friendly environment by locating buildings closer to the street, creating a continuous street wall, and including ground-floor retail for street activation. Being within Downtown Raleigh, future development will support the pedestrian-oriented environment while including activated uses on Commerce Place and S Dawson Street.

Impact: The request will remove the existing Shopfront Frontage on the W Davie Street site and does not include any frontage type. However, conditions require a Main Street streetscape type along the S Dawson Street frontage. This will result in greater pedestrian area through wider sidewalks and tree plantings (10’ – 35’ streetscape width). This supports the Urban Form Map guidance for the area. In addition to the rezoning request, the applicant team has submitted a new streetscape type for Commerce Place. This will result in a pedestrian-oriented streetscape with a car-free portion, public spaces, tree plantings, and other amenities to encourage activation of the area. The lack of frontage type applied to the W Martin Street lot does not reflect guidance for the area. Specifically, the 2030 Comprehensive Plan designates Martin Street as a Retail Street (Map DT-5) where ground-floor retail should be highly encouraged. Although no frontage type is included, proposed

conditions maintain the first 85 ft of the existing W Martin Street building. The structure is currently designed for ground-floor retail with large windows and a primary street-facing entrance. This reflects similar standards required by a Shopfront Frontage related to creating a pedestrian-oriented environment with buildings located to and fronting the street. This will result in development similar to a Shopfront Frontage type (build-to for primary and side streets are 0'-15') and what is recommended by Urban Form Map guidance.

Compatibility: Nearby buildings along this portion of W Martin Street and W Davie Street have Shopfront Frontage type applied. Though the request does not include this frontage type, proposed conditions promote development under Shopfront Frontage standards for the W Martin Street parcel. The W Davie Street parcel does not have frontage guidance but its intersection with Commerce Place will likely promote activation of this frontage. Future development will still be compatible with the surrounding area because of primary, side street, and alleyway setback requirements for the DX district. Additionally, the inclusion of a condition requiring a Main Street streetscape on S Dawson Street and future plans for Commerce Place help ensure the area contributes to the pedestrian-friendly environment of Downtown Raleigh.

Public Benefits of the Proposed Rezoning

- The request will continue to allow for a high density, mixed-use development in Downtown Raleigh. Additional residential development on the site will contribute to the city's overall housing supply, which could improve citywide affordability.
- The request will permit additional commercial opportunities on the site. This will support development and activation of this area of Downtown Raleigh. Additionally, future residents will benefit from living near existing commercial and employment centers, services, open spaces, and public amenities in Downtown Raleigh.
- The request will provide additional housing in an area served by existing and future transit via the future Southern and Western Bus Rapid Transit routes, and Raleigh Union Station. Future residents will benefit from the site's proximity to a variety of transit options and future multi-modal improvements.
- The request will permit redevelopment of an underutilized building while maintaining the character of the historically significant area.

Detriments of the Proposed Rezoning

- None identified.

Policy Guidance

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

Consistent Policies *Key policies are marked with a dot (●)* *Area Specific Guidance policies are marked with a square (☐)*		
	●	LU 1.2 Future Land Use Map and Zoning Consistency
	●	LU 1.3 Conditional Use District Consistency
		LU 4.4 Reducing Vehicle Miles Traveled Through Mixed Use
	●	LU 4.7 Capitalizing on Transit Access
	●	LU 5.1 Reinforcing the Urban Pattern
	●	LU 6.1 Composition of Mixed-Use Centers
	●	LU 6.2 Complimentary Land Uses and Urban Vitality
	●	LU 8.1 Housing Variety
	●	LU 10.6 Retail Nodes
	●	EP 1.1 Greenhouse Gas Reduction
	●	H 1.8 Zoning for Housing
	●	UD 1.10 Frontage
	●	UD 6.1 Encouraging Pedestrian-Oriented Uses
	●	UD 8.1 Transit-Oriented Development
	●	HP 2.7 Mitigating Impacts on Historic Sites
		DT 1.2 Vertical Mixed Use
		DT 1.4 Redevelopment around Raleigh Union Station
	●	DT 1.16 High Density Development
	●	DT 1.17 High Density Public Realm Amenities
		DT 4.1 Encouraging Downtown Housing
	●	DT 7.2 Maintaining Consistent Setbacks
	☐	AP-DW 2 Mixed-Use Development
	☐	AP-DW 4 Historic Preservation
	☐	AP-DW 11 Development Character and Design
	☐	AP-DW 12 Streetscape Design
	☐	AP-SA 1 Grow Around Transit

● **Policy AP-DW 12 Streetscape Design**

Streetscape improvements should be sensitive to the context of the Historic District and make use of existing materials and design standards including granite curbing, sidewalk relationships, alleyways, street trees, and pedestrian lighting.

- Proposed conditions preserve the existing historic facade of the W Martin Street parcel and require any new development on this parcel to use similar building materials. Conditions also include a Main Street streetscape design for the S Dawson Street frontage which will require a wider sidewalk and planting area. The applicant has also submitted a custom streetscape plan for Commerce Place which will include a car-free portion of the street, public gathering spaces, and other pedestrian-oriented features.

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

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

● **Policy DT 3.1 Ground-floor Uses on Primary Retail Streets**

New development along Retail Streets identified on Map DT-5 should provide continuous retail use along the ground floor. Zoning for parcels and sites along Retail Streets should be mapped with Shopfront Frontage or other zoning mandating a retail-ready ground floor.

- The site fronts W Martin Street, a designated Retail Street on Map DT-5. This policy recommends including a Shopfront Frontage or similarly worded condition to ensure ground-floor retail in the future development. While the request does not include a frontage type or conditions of this nature, it is likely future development will include ground-floor retail options on its W Martin Street frontage, similar to what exists today.

□ **Policy AP-DW 1 Zoning Consistency**

Map AP-DW 1 shall be used alongside the Future Land Use Map to evaluate the consistency of all proposed zoning map amendments within the Downtown West Gateway plan boundaries. Where there is a conflict regarding preferred densities, the guidance in this Area Plan shall control.

- Map AP-DW 1 limits height in this area to 4 stories and envisions medium density mixed-use development. The request will result in similar uses as described in this area plan. However, the requested 20 story height is greater density than the plan intended for this area. The Downtown West Gateway Plan was drafted and adopted in 2004. This predates many of the city's plans related to transit oriented development and promoting density in frequent transit areas. Since the adoption of Transit Area Plans in 2021 and the opening of Raleigh Union Station in 2018, the city has supported higher density development in areas near future BRT routes, including in this area. Future development of the site under the requested height is reflective of current development in the area while proposed conditions preserve the facade of the historic district.

EQUITY AND CLIMATE CHANGE ANALYSIS

Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	31	97	This area is highly walkable. Residents in this are benefit from a pedestrian-friendly environment to access services and perform most daily trips.
Transit Score	30	77	This area has better transit service than the citywide average. Residents in this area are served by various transit routes. GoRaleigh Routes 9 Hillsborough, 7 S Sanders, RLine Downtown Circulator, 11 Avent Ferry, and 8 Six Forks are within walking distance of the site. The site is also near Raleigh Union Station and will be served by future Southern and Western BRT routes.
Bike Score	41	87	This area is very bikeable. Residents in this area benefit from existing bicycle infrastructure that allows daily trips and commutes to be completed by biking.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	88	A high HUD Low Transportation Cost Index score indicates residents in this area have lower transportation costs. A score in the 88th percentile means residents are less likely to be burdened by transportation costs. This is due to the existing multi-modal infrastructure, transit service, and nearby commercial and employment centers near the site.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	97	A high HUD Proximity Jobs Index score indicates residents in this area live near employment centers. A score in the 97th percentile means residents are in close proximity

			to employment opportunities throughout Downtown Raleigh.

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 requested district?
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?	No Change	The request decreases the number of units that can be developed by 8. Generally, residential development under the current and proposed zoning is unchanged.
Is naturally occurring affordable housing present on the site?	Unlikely	The site does not include residential uses currently.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	The request allows for a variety of housing types to be built on the site. Future development will most likely result in a mixed-use development with upper-story apartments.
If not a mixed-use district, does it permit smaller lots than the average? *	--	--

Is it within walking distance of transit?	Yes	The site is within walking distance of several GoRaleigh transit routes. Additionally, it is within walking distance of Raleigh Union Station and future Southern and Western BRT routes.

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

Demographic Indicators from EJSCREEN*

Indicator	Site Area	Raleigh
Demographic Index (%)**	31	37
People of Color Population (%)	51	46
Low Income Population (%)	11	29
Linguistically Isolated Population (%)	0	3
Population with Less Than High School Education (%)	12	8
Population under Age 5 (%)	1	6
Population over Age 64 (%)	3	11
% change in median gross rent since 2016	38.48	25.5
% change in median gross rent since 2019	19.56	42.82

**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*?	81.8	Residents in this area have a slightly higher life expectancy rate than the citywide average of 79.9 years old.
Are there known industrial uses or industrial zoning districts within 1,000 feet?	Yes	There are industrial zoned areas southwest of the site along W Cabarrus Street and Dupont Circle. These areas are primarily commercial uses with upper-story apartments today.
Are there hazardous waste facilities are located within one kilometer?	No	There are documented hazardous sites within 1,000 feet of the site. Specifically, there was a printing service for News & Observer and a CVS pharmacy that may have had hazardous waste. These facilities are no longer in operation.
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	The existing building on 307 W Martin Street was built in 1925. This area was annexed into the city in 1792. This predates federal anti-discrimination legislation. However, the site may not have been used for residential purposes during this time.
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	
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires?*	No	

**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?

   Yes, the request will result in a mixed-use development with residential and commercial options in a redeveloping area of Downtown Raleigh. The area will benefit from an increased number of residential units and commercial opportunities. Though the base zoning district for the sites will not change, additional height in this area will support efforts to increase housing accessibility and options downtown. The site will also include commercial space that will serve future residents of the development and the greater Raleigh population. Future development will reduce carbon emissions by increasing the number of residents that can live, work, and spend leisure time in an area that has various and expending multi-modal options. In combination, the mixed-use development is likely to reduce vehicle miles traveled by future residents.

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?

   Yes, existing residents will likely benefit from future development of the site. Though residents in this area are less likely to be low-income, they have experienced a 38% increase in median rents and are more likely to be younger. As a result, existing residents can benefit from expanded housing variety and affordability that can result from increasing development potential on the site. The request will maintain the opportunity to develop higher density residential units and commercial opportunities near frequent transit service, commercial and employment centers, and within walking distance of open space (Nash Square and Little Rock Greenway Trail). Allowing additional density in this area will support future ridership of the BRT routes and provide direct customers for surrounding commercial areas that are accessible by various multi-modal options. In combination, existing residents can benefit from having increased housing options and affordability in the city's downtown core.

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

   Yes, housing costs in this area have increased. The median gross rent for the area has increased by 38%. This is higher than the citywide average increase of 25.5% during the same period.

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?

The site's location in Downtown Raleigh makes it part of original plans for the city. It was annexed in 1792. The existing structure on 307 W Martin Street was built in 1925. The site's location and occupation predate anti-discrimination and restrictive racial covenants. Housing segregation most likely did not occur on the site as it may have never been used for residential purposes.

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?

   No, residents in this area have a slightly higher life expectancy (81.8 years old) than the citywide average (79.9 years old). The area is an area that may have been historically exposed to industrial uses and hazardous waste since it is within the Historic Warehouse District. Today, industrial zoned sites are primarily used for retail and residential purposes.

TRADE REVIEWS

Staff from various departments review every rezoning case when it is submitted. If a reviewer has identified a potential negative impact that might result from the proposed rezoning, it is noted here.

Review Summary

The following reviewers identified potential impacts specific to this request:

☒ Current Planning ☒ Raleigh Fire ☐ Raleigh Water ☒ Transportation
☒ Historic Resources ☐ Raleigh Parks ☒ Stormwater ☐ Urban Forestry

The following reviewers did identify potential impacts specific to this request:

Reviewer	Comments	
Historic Resources	Impact:	This property is within and contributes to the historic significance of the Depot National Register Historic District.
	Mitigation:	A review and recommendation of the rezoning request by the Raleigh Historic Development Commission (RHDC) is required prior to being placed on a City Council agenda.

Reviewer	Comments	
Current Planning	Impact:	For Condition 5, staff recommend clarifying language around the size, design, and/or location of the public plaza.
	Mitigation:	N/A

Stormwater Information

Z-01-26 307 W Martin Street, 311 Commerce Place, & 322 W Davie Street	YES/NO	NOTES
Floodzone	No	
Structural Flooding Downstream	No	
Other Drainage Complaints Downstream	No	
Stormwater Conditions	No	
Neuse Buffers Onsite	No	
Existing Impervious	Yes	Buildings and parking lot
Subject to Impervious Limits in UDO 9.2.2.A	No	
Changes to UDO Max Impervious Area (9.2.2.A)	N/A	

Subject to 9.2.2.B to H	Yes	
Watershed Overlay	No	
Drainage Basin	Rocky	

Transportation & Transit Review

Site and Location Context

Location

The site is located in downtown Raleigh, just southeast of Nash Square.

Area Plans

The site lies within the Downtown West Gateway Small Area Plan.

Other Projects in the Area

There are no planned City of Raleigh or NCDOT projects near the site.

Existing and Planned Infrastructure

Streets

Dawson Street is a state-maintained facility that is designated as a 6-lane divided avenue in the Raleigh Street Plan (**UDO 8.5.6.C**). With three southbound lanes, Dawson Street operates as a one-way pair with McDowell Street. Martin Street and Davie Street are both city-maintained streets designated as a Main Street, Parallel Parking in the Raleigh Street Plan (**UDO 8.5.5.D**).

Commerce Place is a city-maintained facility that is not designated in the Raleigh Street Plan. The **Commerce Place** Streetscape Project aims to convert Commerce Place from an underutilized alley into a shared street that prioritizes pedestrians and allows for community events. The applicant should continue to coordinate with the Urban Projects Group on potential improvements.

Pedestrian Facilities

There is currently sidewalk along the site's Martin Street, Dawson Street, and Davie Street frontage. While there is no dedicated sidewalk along the site's Commerce Place frontage, efforts to make the shared facility safer and more welcoming to pedestrians are ongoing.

While a frontage designation is not included in the request, Condition #6 reflects the streetscape requirements that would be included within an urban frontage. The main street streetscape standards require a 10' wide sidewalk, which is wider than what would otherwise be required by the UDO.

Bicycle Facilities

There are currently no bicycle facilities near the site. Development of the site through a subdivision or tier three site plan would require the installation of a 5' bicycle lane, behind the

curb, along the site's S Dawson Street frontage (**UDO 8.5.6.C**). While bicycle facilities are not included in the Main Street, Parallel Parking UDO cross-section (**UDO 8.5.5.D**), the Raleigh Active Mobility Plan designates Martin Street as a part of the city's priority bikeway network.

Transit

This site is directly served by GoRaleigh Route 9 Hillsborough, with a bus stop on Martin Street on the opposite side of Dawson Street. GoRaleigh Route 9 Hillsborough runs every 15 minutes from 7 AM to 8 PM, connecting the Plaza West Shopping Center and Jones Franklin Road in west Raleigh to the GoRaleigh station in downtown. The R-Line Downtown Circulator, GoRaleigh Route 7 S Saunders, and Route 8 Six Forks are all also within a short walking distance from the site.

The site is also within a quarter of a mile of the Raleigh Union Station Bus Facility, which is served by GoTriangle.

Access

S Dawson Street is a state-maintained facility. Any access onto S Dawson Street will be subject to NCDOT permitting and approval.

Traffic Impact Analysis (TIA)

Determination

Based on the Envision results, approval of case Z-01-26 would increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from DX-5-SH & DX-20-CU to DX-20-CU is projected to generate 4 new trips in the AM peak hour and 3 new trips in the PM peak hour. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual.

Z-01-26 Existing Land Use	Daily	AM	PM
Commercial Building and Parking Lot	333	40	39
Z-01-26 Current Zoning Entitlements	Daily	AM	PM
Downtown Mixed Use	4,222	395	445
Z-01-26 Proposed Zoning Maximums	Daily	AM	PM
Downtown Mixed Use	4,252	398	448
Z-01-26 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	30	**4**	**3**

RFD Service Review

Case Number: Z-01-26

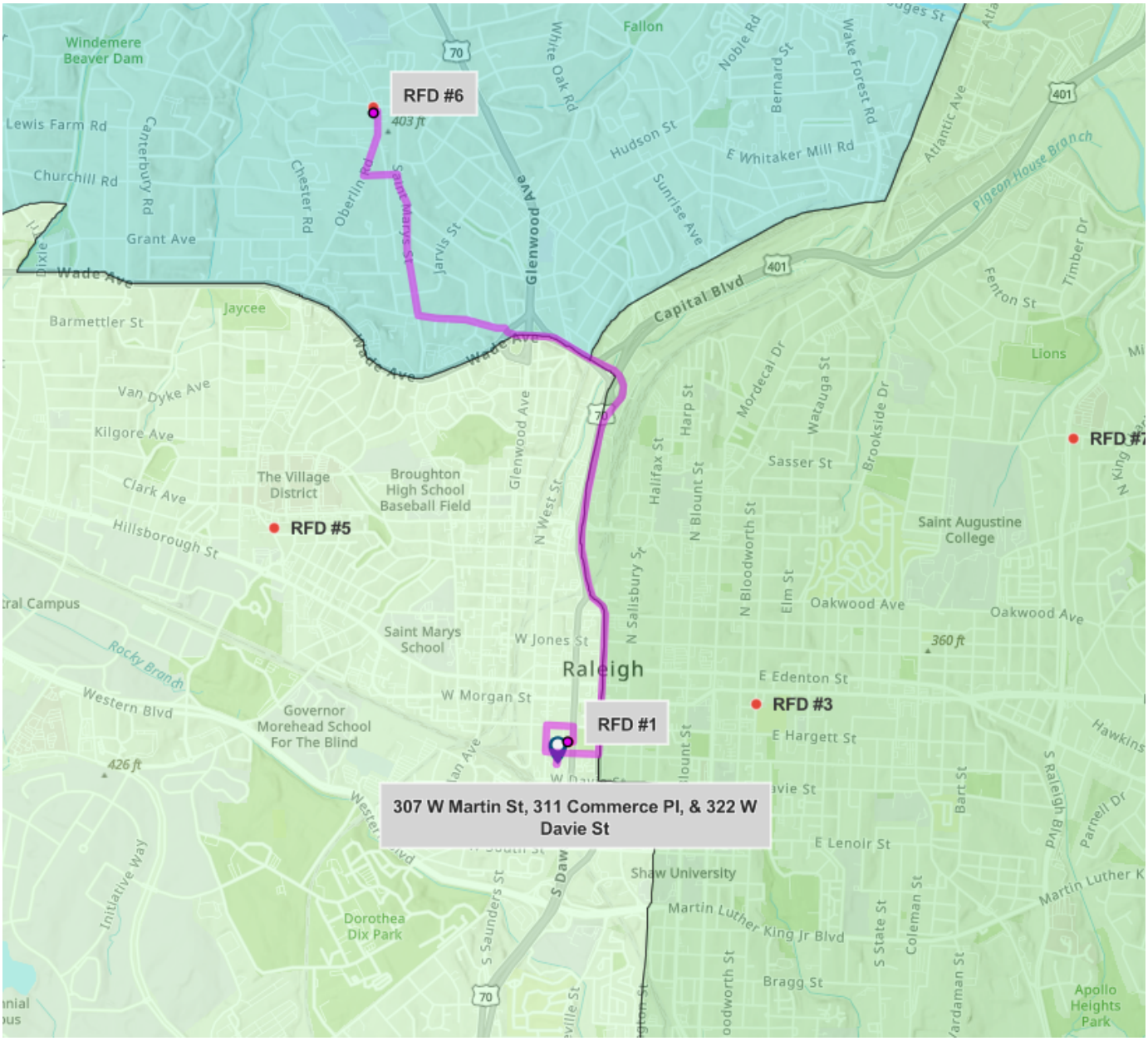
Box Response: 307 W Martin St, 311 Commerce Pl, & 322 W Davie St

Council District: District D

Date: 01/21/2026

1st Alarm Fire Response Units	Time (min)	Distance (mi)
Engine 1 (220 S Dawson St)	2	0.3
Engine 13 (220 S Dawson St)	2	0.3
Ladder 1 (220 S Dawson St)	2	0.3
Engine 3 (13 S East St)	3	0.9
Engine 2 (263 Pecan St)	5	2.1
Ladder 6 (2601 Fairview Rd)	8	3.1
Mutual Aid Unit		
Garner Station 3 (1695 Timber Dr)	12	6.3
NFPA Standard Impact		
Hydrant Distance		
Nearest hydrant on Commerce Pl side of the property.		
Additional Comments		

Ladder Travel Distance



RHDC
RALEIGH HISTORIC
DEVELOPMENT COMMISSION

TO: City Council

FROM: Rob Allen, Chair

CC: Metra Sheshbaradaran, Senior Planner
Erin Morton Pugh, Senior Preservation Planner

SUBJECT: Rezoning case Z-01-26 (307 W Martin St, 311 Commerce Place, 322 W Davie St)

DATE: March 11, 2026

The Raleigh Historic Development Commission (RHDC) reviewed rezoning case Z-01-26 at its March 11, 2026 meeting. The proposed rezoning includes the properties at 307 W Martin St., 311 Commerce Place, and 322 W Davie St. The current zoning is DX-20-CU and DX-5-SH. The application requests a change to DX-20-CU for all parcels with revised conditions.

Recommendation

The RHDC, by a vote of 11-0, recommends approval of the rezoning application contingent on the applicant including conditions to retain the existing masonry openings and window fenestration patterns within the first 85'-0" of the contributing buildings.

The RHDC finds that the rezoning request may be considered consistent with preservation-related Comprehensive Plan policies for this area and in the public interest should the applicant continue to provide conditions that protect not just the massing but also the general historic appearance of the portion of the buildings being retained. The buildings' historic appearance helps to tell the story of this neighborhood's industrial and railroad past. It provides a better understanding of our shared history and makes visually evident even to newer residents and visitors that this area of the city played an important role in Raleigh's growth and development. By protecting the design details that together form the public's sense of this old place, the buildings will continue to contribute to the neighborhood's cultural identity and the unique pedestrian experience of the area today.

The commission appreciates that the overall rezoning proposal will still retain the first 85'-0" of the historic commercial storefront buildings on site. The conditional request also commits to prohibiting additional stories on top of this portion of the site, encouraging redevelopment of the adjacent vacant parcels. However, with the removal of at least 1/3 of each of the contributing buildings in its entirety and the complete interior demolition of those structures already allowed, the exterior character-defining features of the building facades are the only components that remain to be preserved. Proposed changes to the adopted conditions erode the effect of one of the city's most

creative rezoning decisions thus far at blending old and new in downtown redevelopment.

The RHDC has previously supported taller rezoning proposals adjacent to historic properties when steps are taken to avoid overwhelming or removing the adjacent historic resources. The proposed zoning's maximum allowable height matches that of the current base zoning approved in 2021, with the addition of a small .62-acre vacant parcel at the southwest corner of the site along Commerce Place currently zoned DX-5-SH. The RHDC supports this portion of the rezoning request to align with the remaining DX-20-CU zoned parcels.

Commission Discussion
The RHDC reviewed the case and made the following comments:

- Martin Street buildings are recognizable and a draw for people to the area for the purpose of their historic character, including the use of 'Photographer's Alley'
- Recent LGBTQIA+ Historic Context Study documents the importance of the buildings to Raleigh's cultural history, once occupied by The White Rabbit bookstore and Front Page newspaper
- Acknowledged the applicant's spoken intent to work with the existing openings if possible but not wanting to be forced to do so long-term
- Other redevelopment nearby that retains only an embellished version of the historic building façade is an unsuccessful preservation outcome
- How will the buildings be re-enclosed in the rear following their partial demolition
- The buildings are likely eligible for local historic landmarking and also to use historic rehabilitation tax credits

Specific commissioner concerns included:

- Removal of the currently adopted condition to protect the historic masonry walls, their rough openings, and window patterns
- Proposed conditions could be interpreted to preserve only the mass and none of the historic character of the buildings
- Brick openings and fenestration patterns are as much a part of the language of the historic building as the mass
- Requests to consider a partial preservation condition offering more flexibility, such as retaining at least the existing masonry walls and rough openings or protecting original upper-level window patterns while allowing ground floor storefront changes

- Understood the desire to make the building more customizable for a specific tenant use but emphasized responsible historic building occupancy often requires flexibility and creativity to incorporate the building's history into new programming rather than demand the building bend to the latest leaseholder's expectations in potentially irreversible ways

Site History

Previous rezonings include Z-36-18 to DX-12-SH-CU (RHDC recommended approval 8/2) and Z-78-21 to DX-20-CU (RHDC recommended approval 10/0).

The site is within the Depot National Register Historic District which contains the city's only significant collection of buildings related to the heyday of railroad transportation and shipping in Raleigh. The buildings include freight and passenger depots, warehouses, factories, hotels, cafes, and shops dating from the 1880s through the 1950s. The 2002 National Register nomination states that "buildings, ranging from one to three stories in height, are generally of load-bearing brick construction, with flat roofs, and utilitarian industrial or commercial design, with loading doors, small windows (the earliest with segmental-arch openings), and modest decorative brick details."

The extant buildings on the site are contributing resources to the historic district and representative of the industrial and commercial development associated with the former transportation and distribution hub of Raleigh. The historic district nomination form describes the building as follows:

> **307/309 W Martin St** – ca. 1925; "Intact Craftsman style 2-story brick building built for sales and storage for McRae notions company and the U.S. Tire Co. Retains two original storefronts with an original garage bay in the #307 and continuous 1/1 sash windows with transoms on upper façade." According to iMaps imagery this building is approximately 120 feet deep.
>
> **309/313 W Martin St** – ca. 1916; "Intact 2-story brick flat-roofed building with 1st floor sales offices, storage on second floor. Retains 2 original storefronts, continuous 1/1 wood sash windows, decorative brick parapet roof cornices and granite trim. The side elevation on Commerce St. contains segmental-arched windows with original wooden sash downstairs and replacement sash upstairs. Built for Dunn Bros. wholesale grocery, which operated here until at least 1927. Steve Schuster and Tom Sayre remodeled the upper floor of 313 as residential space in the 1980s, and have their office,

Clearscapes, PA, in 311." *(Clearscapes is no longer located at 311 W. Martin St.)* According to iMaps imagery this building is approximately 142 feet deep.

311 Commerce Pl & 322 W Davie St – These properties do not have a physical description in the Depot Historic District nomination form. At the time of district designation, the sites were vacant and currently serve as surface parking lots. They do not contain any historic resources.

Signed Conditions Offered (as of 01/09/2026)

1. The existing buildings identified as contributing structures to the Depot National Register Historic District located on property with Wake County Parcel Identification Numbers 1703575845 and 1703575770 (Deed Book 19416, Page 2693 of the Wake County Registry) (the "Contributing Structures") shall be subject to the following standards:
    a. The portion of the Contributing Structures within 85 feet of the right-of-way of West Martin Street shall be preserved, subject to condition 2. The remainder of the Contributing Structures may be removed.
    b. Preservation of the first 85 feet of the Contributing Structures shall maintain the overall building massing, subject to condition 1.c. The construction of additional floors above the Contributing Structures shall be prohibited within the 85 foot zone.
    c. All exterior improvements to the Contributing Structures within 85 feet of the right-of-way of West Martin Street and visible from any right of way, shall be comprised of similar materials to those found as part of other contributing structures of the Depot National Register Historic District.
2. In the event that a Contributing Structure is partially damaged or destroyed, by exercise of eminent domain, fire, accident explosion, flood, lightning, wind, other calamity or natural cause, or any other unintentional cause to the extent of more than 50% of the replacement cost of the structure immediately prior to such damage, the following standards shall apply:
    a. The entirety of the Contributing Structure may be removed from the property.
    b. Structures replacing any Contributing Structure shall be constructed with similar material as those found as part of other contributing structures of the Depot National Register Historic District.
    c. The maximum height for replacement structures within 85 feet of the right-of-way of West Martin Street shall be five (5) stories.
3. In addition to those otherwise prohibited by the UDO, the following uses are prohibited: adult establishment, pawnshop, self-service storage, vehicle repair, vehicle fuel sales, cemetery, detention center, and dormitory,

fraternity, sorority.
4. One (1) Dog Waste Station shall be provided on the site.
5. A plaza shall be provided on the site. A minimum of 50% of this plaza shall be open to the public.
6. The Main Street streetscape standards in UDO Section 8.5.9.A shall apply to the site frontage on South Dawson Street.

Currently Adopted Condition 1 Blacklined with Proposed Revisions

1. The existing buildings identified as contributing structures to the Depot National Register Historic District located on property ~~PIN 1703575747~~ with Wake County Parcel Identification Numbers 1703575845 and 1703575770 (Deed Book ~~010524~~ 19416, Page ~~00475~~ 2693 of the Wake County Registry) (the "Contributing Structures") shall be subject to the following standards:
    a. The portion of the Contributing Structures within 85 feet of the right-of-way of West Martin Street shall be preserved, subject to condition 2. The remainder of the Contributing Structures may be removed.
    b. Preservation of the first 85 feet of the ~~existing buildings~~ Contributing Structures shall maintain the overall building ~~form and~~ massing, ~~including preservation of exterior brick walls and associated masonry openings and repair and/or replacement of existing fenestration to maintain the existing appearance and window pattern~~ subject to condition 1.c. The construction of additional floors above the Contributing Structures shall be prohibited within the 85 foot zone.
    c. All exterior improvements to the Contributing Structures within 85 feet of the right-of-way of West Martin Street and visible from any right of way shall be comprised of similar materials to those found as part of other contributing structures of the Depot National Register Historic District.

Relevant Preservation-Related Comprehensive Plan Policies

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.

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.

UD 1.4 Maintaining Façade Lines – Maintain the established building edge of neighborhood streets by aligning the front façade of new construction with the prevailing facades of adjacent buildings, unless doing so results in substandard sidewalks. Avoid violating this pattern by placing new construction in front of the historic façade line unless the streetscape is already characterized by such variations. Where existing facades are characterized by recurring placement of windows and doors, new construction should complement the established rhythm.

UD 2.4 Transitions in Building Identity – Establish gradual transitions between large scale and small-scale development. The relationship can be improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the adjacent properties planned for lower density.

UD 5.1 Contextual Design – Proposed development within established neighborhoods should create or enhance a distinctive character that relates well to the surrounding area.

UD 5.5 Areas of Strong Architectural Character – Preserve the architectural continuity and design integrity of historic districts and other areas of strong architectural character. New development within such areas does not need to replicate prevailing architectural styles exactly but should be complementary in form, height, and bulk.

HP 1.1 Stewardship of Place – Foster stewardship of neighborhood, place, and landscape as the City grows and develops.

HP 1.2 Cultural and Historic Resource Preservation – Identify, preserve, and protect cultural and historic resources including buildings, neighborhoods, designed and natural landscapes, cemeteries, streetscapes, view corridors, and archaeological resources.

HP 2.7 Mitigating Impacts on Historic Sites – Development proposals adjacent to or including historic sites should identify and minimize or mitigate any negative development impacts on those sites.

HP 3.1 Adaptive Use – Encourage adaptive use of historic properties to preserve cultural resources and conserve natural resources.

HP 3.2 Retention Over Replacement – Encourage the preservation and rehabilitation of significant or contributing existing structures, favoring retention over replacement, especially in areas where other historic resources are present.

HP 3.4 Context Sensitive Design – Use the existing architectural and historical character within an area as a guide for new construction.

DT 1.4 Redevelopment around Raleigh Union Station – Support the redevelopment of underutilized land adjacent to Raleigh Union Station with

uses that will contribute to the success of the station and downtown while honoring the historic and warehouse character of the area.

AP-DW 1 Zoning Consistency – Map AP-DW1 shall be used alongside the Future Land Use Map to evaluate the consistency of all proposed zoning maps amendments within the Downtown West Gateway plan boundaries. Where there is a conflict regarding preferred densities, the guidance in this Area Plan shall control.

AP-DW 4 Historic Preservation – Historically significant and contributing structures should be preserved and renovated wherever feasible and not in conflict with other major plan goals. New construction should use the existing architectural and historic character within the area as a guide.

AP-DW 11 Development Character and Design – New development and redevelopment should reflect the existing scale, character, design, and building to street setbacks found in this historic industrial warehouse area with increased development intensities along Dawson Street. Existing vacant lots and parking lots should be in-filled with appropriate new construction that complements this historic industrial character. Modern buildings that incorporate the flavor of the existing design character of the district are encouraged.

Rezoning Application and Checklist

Raleigh

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

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

Rezoning Request				
Rezoning Type	☐ General use	☑ Conditional use	☐ Master plan	**OFFICE USE ONLY** Rezoning case #
	☐ Text change to zoning conditions			
Existing zoning base district: DX	Height: 5; 20	Frontage: SH	Overlay(s): N/A	
Proposed zoning base district: DX	Height: 20	Frontage: N/A	Overlay(s): N/A	
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-36-18; Z-78-21; Z-27B-14				

General Information		
Date: 1/9/26	Date amended (1):	Date amended (2):
Property address: 307 W Martin Street; 311 Commerce Place; 322 W Davie Street		
Property PIN: 1703575845; 1703575770; 1703574577		
Deed reference (book/page): 19416/2693		
Nearest intersection: W Martin Street/Commerce Place	Property size (acres): 1.28 acres	
For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A
Property owner name and address: Martin-Dawson Property LLC		
Property owner email: [redacted]		
Property owner phone: [redacted]		
Applicant name and address: Jamie Schwedler; 301 Fayetteville Street, Suite 1400, Raleigh, NC 27601		
Applicant email: [redacted]		
Applicant phone: [redacted]		
Applicant signature(s):		
Additional email(s):		

Martin-Dawson Property LLC,
a Delaware limited liability company

By: Martin Street JV LLC
Its sole member

By: Signed by: Jason Davis C732D65962D6489...
Jason Davis, Authorized Signatory

REVIEWED
By Metra Sheshbaradaran at 11:51 am, Jan 16, 2026

REVISION 11.08.24

raleighnc.gov

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted: 1/9/26	**OFFICE USE ONLY** Rezoning case #
Existing zoning: DX-5-SH; DX-20-CU	Proposed zoning: DX-20-CU	

Narrative of Zoning Conditions Offered

1. The existing buildings identified as contributing structures to the Depot National Register Historic District located on property with Wake County Parcel Identification Numbers 1703575845 and 1703575770 (Deed Book 19416, Page 2693 of the Wake County Registry) (the "Contributing Structures") shall be subject to the following standards:

a. The portion of the Contributing Structures within 85 feet of the right-of-way of West Martin Street shall be preserved, subject to condition 2. The remainder of the Contributing Structures may be removed.

b. Preservation of the first 85 feet of the Contributing Structures shall maintain the overall building massing, subject to condition 1.c. The construction of additional floors above the Contributing Structures shall be prohibited within the 85 foot zone.

c. All exterior improvements to the Contributing Structures within 85 feet of the right-of-way of West Martin Street and visible from any right of way, shall be comprised of similar materials to those found as part of other contributing structures of the Depot National Register Historic District.

2. In the event that a Contributing Structure is partially damaged or destroyed, by exercise of eminent domain, fire, accident explosion, flood, lightning, wind, other calamity or natural cause, or any other unintentional cause to the extent of more than 50% of the replacement cost of the structure immediately prior to such damage, the following standards shall apply:

a. The entirety of the Contributing Structure may be removed from the property.

b. Structures replacing any Contributing Structure shall be constructed with similar materials as those found as part of other contributing structures of the Depot National Register Historic District.

c. The maximum height for replacement structures within 85 feet of the right-of-way of West Martin Street shall be five (5) stories.

3. In addition to those otherwise prohibited by the UDO, the following uses are prohibited: adult establishment, pawnshop, self-service storage, vehicle repair, vehicle fuel sales, cemetery, detention center, and dormitory, fraternity, sorority.

4. One (1) Dog Waste Station shall be provided on the site.

5. A plaza shall be provided on the site. A minimum of 50% of this plaza shall be open to the public.

6. The Main Street streetscape standards in UDO Section 8.5.9.A shall apply to the site frontage on South Dawson Street.

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.

Martin-Dawson Property LLC,
a Delaware limited liability company

By: Martin Street JV LLC
Its sole member

Signed by:
By: Jason Davis
C732D65962D6489...
Jason Davis, Authorized Signatory

REVIEWED
By Metra Sheshbaradaran at 11:51 am, Jan 16, 2026

REVISION 11.08.24

raleighnc.gov

Docusign Envelope ID: B11CAAC1-311F-4925-9F87-CCFF9195412B

Rezoning Application Addendum #1

Comprehensive Plan Analysis	**OFFICE USE ONLY** Rezoning case # _____
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	

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.

See attached Addendum #1.

Public Benefits

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

See attached Addendum #1.

Docusign Envelope ID: B11CAAC1-311F-4925-9F87-CCFF9195412B

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.

See attached Addendum #2.

Proposed Mitigation

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

See attached Addendum #2.

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: Downtown	Click here to view the Urban Form Map.
1	All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form. **Response:** N/A
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:** N/A
3	A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major thoroughfare or arterial. **Response:** N/A
4	Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan. **Response:** N/A
5	New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets. **Response:** N/A
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:** N/A

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:** N/A
8	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. **Response:** N/A
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:** N/A
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:** N/A
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:** N/A
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:** N/A
13	New public spaces should provide seating opportunities. **Response:** N/A

14	Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments. **Response:** N/A
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:** N/A
16	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 cane make a significant improvement. **Response:** N/A
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:** N/A
18	Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network. **Response:** N/A
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:** N/A
20	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:** N/A

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21	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. **Response:** N/A
22	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. **Response:** N/A
23	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:** N/A
24	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. **Response:** N/A
25	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:** N/A
26	The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function. **Response:** N/A

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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 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 guidelines	☐	☑	☐	☐	☐
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.	☑	☐	☐	☐	☐
9. Trip generation study	☐	☑	☐	☐	☐
10. Traffic impact analysis	☐	☑	☐	☐	☐
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	☑	☐	☐	☐	☐
If applicable, see page 11:					
12. Proof of Power of Attorney	☐	☑	☐	☐	☐
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	☐	☑	☐	☐	☐
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	☐	☑	☐	☐	☐
15. Proposed conditions signed by property owner(s).	☐	☑	☐	☐	☐

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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 & 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 2 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	☐	☑	☐	☐	☐

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December 19, 2025

Re: Notice of Neighborhood Meeting

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on January 7, 2026, from 6:00-7:00pm at **307 West Martin Street, Raleigh, NC 27601**. The purpose of the meeting is to discuss an upcoming application to rezone three parcels of land located at 307 West Martin Street (PIN: 1703575845), 322 West Davie Street (PIN: 1703574577), and 311 Commerce Place (PIN: 1703575770) (the "Site"). The Site is currently zoned Downtown Mixed Use- 20 stories- w/ Conditions (DX-20-CU) and Downtown Mixed Use- 5 stories- w/ Shopfront Frontage (DX-5-SH). This proposal would rezone the Site to Downtown Mixed Use- 20 stories-w/ Conditions (DX-20-CU). During the meeting, the applicant will describe the nature of the proposed rezoning request and field any questions from the public. Enclosed are: (1) a vicinity map outlining the location of the parcel; and (2) a current zoning map of the subject area.

Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 500 feet of the area requested for rezoning. Any landowner or tenant who is interested in learning more about this project is invited to attend. Information about the rezoning process is available online; visit www.raleighnc.gov and search for "Rezoning Process." If you have further questions about the rezoning process, please contact:

Metra Sheshbaradaran
Raleigh Planning & Development
(919) 996-2638
metra.sheshbaradaran@raleighnc.gov

If you have any questions about this rezoning, please contact me at (919) 835-4529 or via email at jamieschwedler@parkerpoe.com.

Thank you,

Jamie S. Schwedler

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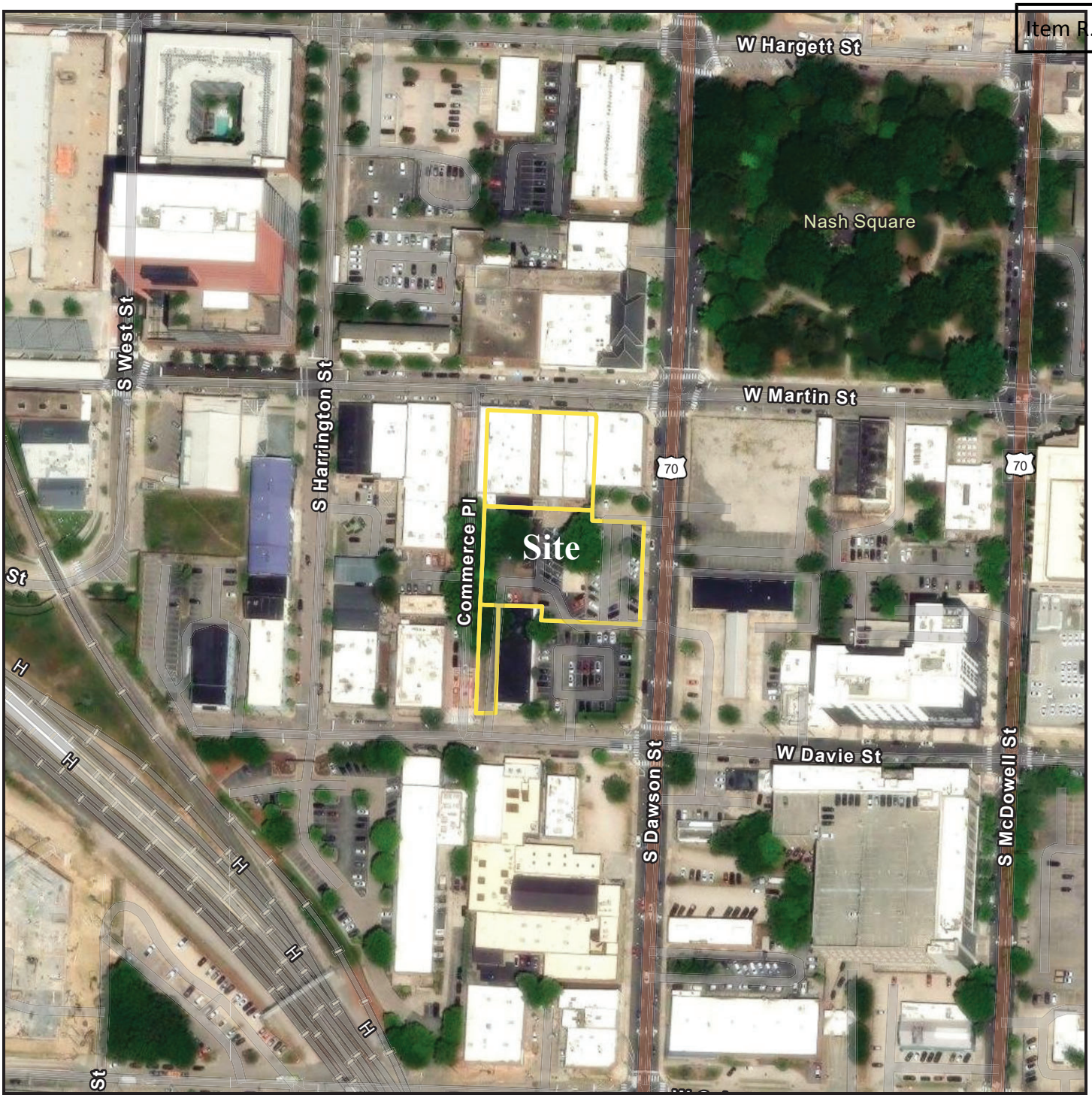

307 West Martin Street; 322 West Davie Street; & 311 Commerce Place

Vicinity Map

N

0 100 200 400 ft

1 inch equals 200 feet

Disclaimer

*iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied ,are provided for the data therein, its use,or its interpretation.*

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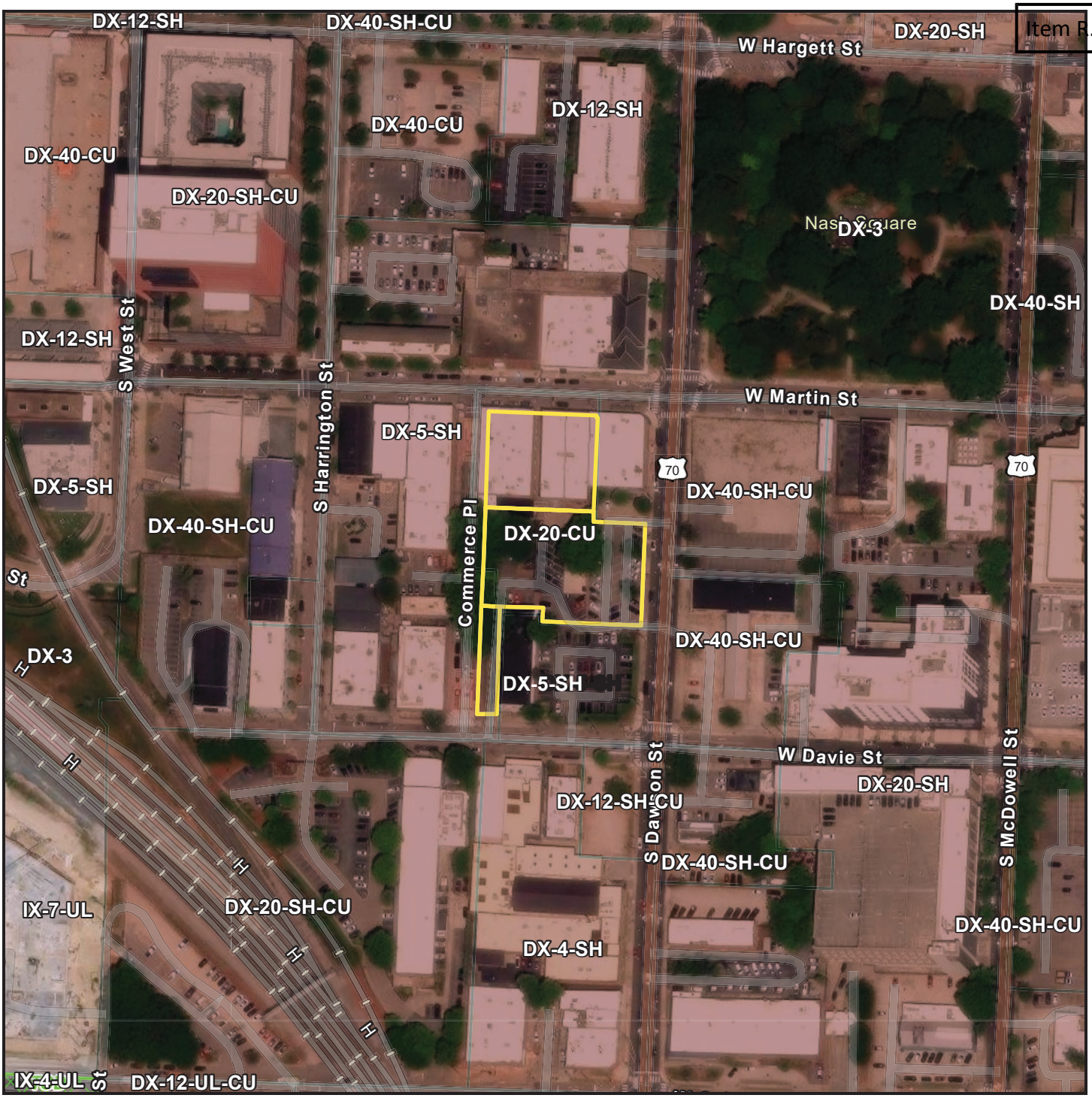

307 West Martin Street; 322 West Davie Street; & 311 Commerce Place

N

0 100 200 400 ft

1 inch equals 200 feet

Zoning Map

Current Zoning: DX-20-CU & DX-5-SH

Disclaimer

*iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied ,are provided for the data therein, its use,or its interpretation.*

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SUMMARY OF ISSUES

A neighborhood meeting was held on January 7, 2026 (date) to discuss a potential rezoning located at 307 W Martin Street, 311 Commerce Place, and 322 W Davie Street (property address). The neighborhood meeting was held at 307 W Martin Street (location). There were approximately 11 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Discussion of property boundaries compared to current zoning district boundaries
Discussion of rezoning process
Discussion of changes to current zoning conditions
Discussion of preservation of historic structures

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ATTENDANCE ROSTER

NAME	ADDRESS
Suzanne Prince	523 S. West St #408 Raleigh
Scott IDOL	300 S. DAWSON St. Raleigh
Michael Holmes	323 W. Davie Raleigh
David Ross	4504 Yadkin Dr
Marcus Jackson	
Mike Sonnino	109 Sycamore St Cary NC 27513
Brian Purdy	621 Hillsborough St. Suite 500 Raleigh
Barden Culbreth	201 S Dawson St Unit 201. Rcl
Mike Miller	"
Kelly Phoenix (Highstreet)	309 W. Martin Street
Jacob Irving	721 Halifax St, Apt. 405, Raleigh

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W MARTIN STREET – REZONING APPLICATION ADDENDUM #1

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.

This application requests the rezoning of three parcels located at 307 W Martin Street, 311 Commerce Place, and 322 W Davie Street (the "Property") to the DX-20-CU district. A large portion of the Property was rezoned to DX-20-CU in May 2022 (Z-78-21), while a small portion of the Property along Commerce Place is zoned DX-5-SH. The purpose of this rezoning request is to apply the same DX-20-CU zoning across the entire Property and to update the zoning conditions approved in May 2022 to align with the current City development standards.

FUTURE LAND USE MAP

The Property is designated as "Community Mixed Use" on the Future Land Use Map ("FLUM"), which applies to "medium sized-shopping centers and larger pedestrian-oriented retail districts." This category envisions development intensities 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. Height up to 12 stories is appropriate in TOD areas and at the core of mixed-use centers. CX is the primary corresponding zoning district. 2030 Comprehensive Plan, p. 3-11. The city blocks surrounding the Property are zoned Downtown Mixed Use (DX) and designated Central Business District on the FLUM, which is intended for the most intense development in the City, supporting heights up to 40 stories.

The requested DX designation generally conforms with the FLUM by restricting uses to those allowed in the CX district. The 20 story designation is consistent with the rapidly growing warehouse district and the heights associated with the downtown and Central Business District designations surrounding the Property. In addition, the conditions limit height to 5 stories within 85 feet of Martin Street, which is far below the height guidance supported by either the Community Mixed Use or Central Business District designations. In addition, the CX-20-CU zoning approved in the Z-78-21 rezoning case was found to be consistent with the FLUM and Comprehensive Plan.

URBAN FORM MAP

The Property has two designations on the Urban Form Map. The Downtown designation, which defines the downtown area, recommends an urban approach to frontage. 2030 Comprehensive Plan, p. 11-4. The Frequent Transit Area designation, which refers to areas within a half mile of corridors proposed for bus rapid transit or within a quarter-mile of other frequent transit routes, also recommends an urban frontage. 2030 Comprehensive Plan, p. 11-4. A frontage designation is not proposed with this request due to the existing historic structures located along the Commerce Place right of way. Preservation of these historic structures will require unique design considerations, which may not be possible if the development standards of an urban frontage are applied to the Property. However, a zoning condition requires the Main Street streetscape standards along South Dawson Street, which is a component of the urban frontage designations, and will ensure a consistent streetscape along South Dawson Street. Where it is not possible to commit to

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an urban frontage, the character of the Depot National Register Historic District is to be preserved, creating a unique pedestrian experience in this area of downtown.

DOWNTOWN WEST GATEWAY AREA PLAN

The Property is also located within the Downtown West Gateway Area Plan ("AP-DW"), which encompasses an area between the Raleigh Convention Center and the Boylan Heights residential neighborhood. This area is expected to experience significant redevelopment and is situated to serve as a connection between existing downtown entertainment and employment centers, residential areas and future park and open space opportunities. The area includes a unique built character contributed to by the Depot National Register Historic District. The area plan was originally adopted in 2004. Comprehensive Plan, p. DW-1. The proposed zoning and accompanying conditions are consistent with the goals and objectives of the Downtown West Gateway, including specific policies related to mixed use development, historic preservation, and development character and design.

a. **Policy AP-DW 2 – Mixed Use Development**. *Mixed-use development should be the primary form of development in the area with an emphasis on significant new residential growth and a vertical mix of uses in multi-story buildings.* The proposed zoning allows for significant new residential growth and a mix of vertically integrated uses.

b. **Policy AP-DW 4 – Historic Preservation**. *Historically significant and contributing structures should be preserved and renovated wherever feasible and not in conflict with other major plan goals. New construction should use the existing architectural and historic character within the area as a guide.* The request includes commitments to preserve the majority of buildings named as contributing structures to the Depot National Historic District, and commitments for new development to complement and enhance the character of the Depot Historic District.

c. **Policy AP-DW 11 – Development Character and Design**. *New development and redevelopment should reflect the existing scale, character, design, and building to street setbacks found in this historic industrial warehouse area with increased development intensities along Dawson Street. Existing vacant lots and parking lots should be in-filled with appropriate new construction that complements this historic industrial character. Modern buildings that incorporate the flavor of the existing design character of the district are encouraged.* The request includes commitments on height and materials of development on the Property that incorporate the identified character of the Depot Historic District. The proposed zoning will facilitate in-fill development of surface parking lots with appropriate new construction.

COMPREHENSIVE PLAN

The proposed rezoning is consistent with the following policies of the Land Use Element ("LU") of the 2030 Comprehensive Plan:

d. **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 proposed zoning is consistent with the Community Mixed Use designation

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of the Future Land Use Map by generally restricting uses to those permitted in the CX district. The requested 20 stories is consistent with the growing warehouse district and the heights associated with the downtown and Central Business District designations. In addition, a condition limits height to 5 stories within 85 feet of Martin Street.

e. **Policy LU 1.3 – Conditional Use District Consistency**. *All conditions proposed as part of a conditional use district should be consistent with the Comprehensive Plan.* The proposed conditions are consistent with the Property's FLUM designation by limiting uses to those considered appropriate for property designated Community Mixed Use. The proposed conditions are also consistent with Comprehensive Plan policies addressing historic preservation, urban design, and public open space, as discussed below.

f. **Policy LU 2.2 – Compact Development**. *New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and noncontiguous development.* The request will allow for redevelopment of a portion of a downtown block mostly utilized for surface parking. The proposed zoning will reduce the negative impacts of low intensity development by allowing greater height and intensity, and to provide a mix of residential and retail uses in a compact land use pattern.

g. **Policy LU 4.4 – Reducing Vehicle Miles Traveled Through Mixed-use Compact Development**. *Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).* The request will allow for mixed-use development on the Property, and increase the amount of residences that are located within the downtown boundary and the employment opportunities the downtown area provides.

h. **Policy LU 4.7 – Capitalizing on Transit Access**. *Sites within walking distance of existing and proposed rail and bus rapid transit stations should be developed with intense residential and mixed uses to take full advantage of and support investment in transit infrastructure.* The Property is located three blocks east of Raleigh Union Station and the RUS Bus facility. The proposed zoning will allow higher intensity mixed-use development to take full advantage of its proximity to the significant transit infrastructure in the downtown area.

i. **Policy LU 4.8 – Station Area Land Uses**. *A complementary mix of uses, including multifamily residential, offices, retail, civic, and entertainment uses, should be located within transit station areas.* The proposed higher intensity mixed-use development is located three blocks east of Raleigh Union Station and the RUS Bus facility. This will provide significant opportunities for office, living, and commercial uses in a walkable pattern.

j. **Policy LU 5.1 – Reinforcing the Urban Pattern**. *New development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.* The proposed zoning contains conditions to enable the preservation of two contributing structures to the Depot National Register Historic District,

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while also reinforcing the character of the rapidly growing warehouse district. The proposed conditions will allow new development on the Property to be visually integrated with the existing historic buildings, preserving the local character and appearance.

k. **Policy LU 6.2 – Complementary Land Uses and Urban Vitality**. *A complementary integration and mixture of land uses should be provided.* The proposed zoning will enable the preservation of two contributing structures to the Depot National Register Historic District, while also reinforcing the character of the rapidly growing warehouse district. The proposed conditions will allow new development to be visually integrated with the existing historic buildings, which will preserve the local character and appearance.

l. **Policy LU 7.6 – Pedestrian-friendly Development**. *New and redeveloped commercial and mixed-use developments should be pedestrian-friendly.* The proposed streetscape requirements along South Dawson Street will activate the street and create a pedestrian friendly-space. The request also commits to outdoor amenity area that is open to the public.

The proposed rezoning is consistent with the following policies of the Urban Design Element ("UD") of the 2030 Comprehensive Plan:

a. **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 form.* The Property's existing features and historic structures require a unique approach to frontage in certain locations. Where possible, the zoning conditions propose frontage consistent with the Shopfront frontage, and consistent with the Downtown Urban Form designation, and the applicant will continue to work with staff to address this aspect of any new development.

b. **Policy UD 2.7 – Public Open Space**. *Usable and well-oriented urban public space should be provided within mixed-use centers to serve as focal points and community gathering spots.* The request includes a commitment to outdoor amenity area that is open to the public, is located between the historic structures and the new development, and is intended to create a unique urban space.

c. **Policy UD 4.1 – Public Gathering Spaces**. *Encourage the development of public gathering spaces within all developments. Such spaces should be designed to attract people by using common and usable open space, an enhance pedestrian realm, streetscape activation, and retail uses.* The request includes a commitment to outdoor amenity area that is open to the public, is located between the historic structures and the new development, and is intended to create a unique urban space.

d. **Policy UD 4.6 – Activated Public Space**. *Provide urban squares, public plazas, and similar areas that stimulate vibrant pedestrian street life and provide a focus for community activities. Encourage the "activation" of such spaces through the design of adjacent structures; for example, through the location of shop entrances, window displays, awnings, and outdoor dining areas.* The request includes a commitment to outdoor amenity

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area that is open to the public, and creates a sense of human scale and activity between the new construction and existing buildings.

e. **Policy UD 5.1 – Contextual Design**. *Proposed development within established neighborhoods should create or enhance a distinctive character that relates well to the surrounding area.* The request includes commitments to preserve buildings named as contributing structures to the Depot National Historic District, and commitments for new development to complement and enhance the character of the Depot Historic District.

The proposed rezoning is consistent with the following policies of the Historic Preservation Element ("HP") of the 2030 Comprehensive Plan:

a. **Policy HP 1.2 – Cultural and Historic Resource Preservation**. *Identify, preserve, and protect cultural and historic resources, including buildings, neighborhoods, designed and natural landscapes, cemeteries, streetscapes, view corridors, and archaeological resources.* The request includes commitments to preserve buildings named as contributing structures to the Depot National Historic District, and to use similar materials with newly-constructed buildings.

b. **Policy HP 2.4 – Protecting Historic Neighborhoods**. *Protect the scale and character of the city's historic neighborhoods while still allowing compatible and context-sensitive infill development to occur.* The request includes commitments to preserve buildings named as contributing structures to the Depot National Historic District, and commitments for new development to complement and enhance the character of the Depot Historic District. The request involves increased height an infill site interior to an existing city block, and allows for the existing buildings to become a human-scale gateway to the historic Warehouse District.

c. **Policy HP 2.7 – Mitigating Historic Neighborhoods**. *Development proposals adjacent to or including historic sites should identify and minimize or mitigate any negative development impacts on those sites.* The proposed zoning includes commitments to preserve buildings named as contributing structures to the Depot National Historic District. The zoning conditions also restrict the location of new development to minimize adverse impacts to the historic district.

d. **Policy HP 3.1 – Adaptive Use**. *Encourage adaptive use of historic properties to preserve cultural resources and conserve natural resources.* The proposed rezoning allows for the preservation of historic structures while adapting the remainder of the Property for a vertical mix of retail, office, and residential uses. The request includes conditions regarding the materials used in any new construction close to Martin Street to promote consistency with the existing historic structures.

e. **Policy HP 3.2 – Retention Over Replacement**. *Encourage the preservation and rehabilitation of significant or contributing existing structures, favoring retention over replacement, especially in areas where other historic resources are present*. The proposed zoning will enable the preservation of the majority of two buildings named as contributing structures to the Depot National Register Historic District. This commitment to meaningfully preserve the historic buildings and the associated setbacks it creates is consistent with this policy.

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f. **Policy HP 3.4 – Context Sensitive Design**. *Use the existing architectural and historical character within an area as a guide for new construction*. The proposed zoning includes conditions requiring materials used in new construction to draw on the historic character of the Depot Historic District.

The proposed rezoning is consistent with the following policies of the Downtown Raleigh Element ("DT") of the 2030 Comprehensive Plan:

a. **Policy DT 1.2 – Vertical Mixed Use**. *Encourage vertical mixed-use development throughout downtown, unless otherwise indicated on the Future Land Use Map.* The proposed zoning would allow for vertical mixed use development on the Property, in that the heights sought would encourage ground-floor commercial use with office and/or residential above. The requested height designation will allow a significant amount of mixed use development with activated ground floor use in close proximity to planned transit.

b. **Policy DT 1.3 – Underutilized Sites in Downtown**. *Encourage the redevelopment of underutilized sites in downtown, included but not limited to vacant sites, surface parking lots, and brownfield sites.* The proposed zoning will allow for redevelopment of surface parking lots occupying a large portion of a downtown block. This will create a more efficient use of land in the downtown core and in close proximity to planned transit.

c. **Policy DT 1.6 – Supporting Retail Growth**. *Encourage the scale and intensity of development needed to strengthen downtown's capacity to support a vibrant retail environment.* The proposed zoning will allow for vertical mixed use development on the Property. The requested height and intensity will encourage ground-floor retail use with office and/or residential above. The development goals envision preservation of the existing retail uses within historic structures, and the addition of new street-level retail within new development.

d. **Policy DT 1.16 – High Density Development**. *Highest density development should occur along the axial streets (Hillsborough Street, Fayetteville Street, and New Bern Avenue), major streets (as identified by the Street Plan), surrounding the squares, and within close proximity to planned transit stations.* The Proeprty is located three blocks east of Raleigh Union Station and the future RUS Bus facility, adjacent to S. Dawson Street, and caddy-corner to Nash Square. The proposed zoning will allow higher intensity mixed-use development to take full advantage of its proximity to the significant transit infrastructure, parks, and major streets in the downtown area.

e. **Policy DT 3.2 – Ground Floor Uses on Primary Retail Streets**. *New development along Retail Streets identified on Map DT-5 should provide continuous retail use along the ground floor. Zoning for parcels and sites along Retail Streets should be mapped with Shopfront frontage or other zoning mandating a retail-ready ground floor.* W Martin St is a Retail Street, and the proposed zoning allows the intensity of ground floor uses recommended. Preservation of the buildings along W. Martin Street will contribute to the character of the retail buildings.

f. **Policy DT 4.1 – Encouraging Downtown Housing**. *Encourage high-density residential development in downtown, consistent with the target of accommodating another*

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25,000 residents by 2030. The proposed rezoning will allow for up to 20 stories of mixed use development including the ability to accommodate a meaningful supply of multifamily residential units.

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PUBLIC BENEFITS

Provide brief statements regarding the public benefits derived as a result of the rezoning request.

This zoning request seeks to preserve two contributing structures to the Depot National Register Historic District and adapt the remainder of the Property into a taller, mixed use development. The proposed development will provide a public benefit by bringing needed residential and retail uses to support the warehouse district area and support a vibrant downtown with ground-floor retail. The development will also provide a public benefit by preserving the historic buildings, not merely portions of facades or materials. Public benefits will also be realized through public outdoor amenity areas located adjacent to historic buildings.

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W MARTIN STREET – REZONING APPLICATION ADDENDUM #2

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.

The rezoning site is located within the Depot Historic District, a National Register Historic District. The two existing buildings at 307-313 W Martin St (PIN 1703575747), built in 1916 and 1925, are both contributing structures to the Depot Historic District.

The Depot National Register Historic District contains the city's only significant collection of buildings related to the heyday of railroad transportation and shipping in Raleigh. These include freight and passenger depots, warehouses, factories, hotels, cafes, and shops dating from the 1880s through the 1950s. As described in the 2002 National Register nomination, the "buildings, ranging from one to three stories in height, are generally of load-bearing brick construction, with flat roofs, and utilitarian industrial or commercial design, with loading doors, small windows (the earliest with segmental-arch openings), and modest decorative brick details."

The nomination form described the buildings on the rezoning site as follows:

> 307/309; ca. 1926; Intact Craftsman style 2-story brick building built for sales and storage for McRae notions company and the U.S. Tire Co. Retains two original storefronts with an original garage bay in #307 and continuous 1/1 sash windows with transoms on upper facade. [1915-1927 CDs; 1925 Raleigh Tax List]
>
> 311/313; ca. 1916; Intact 2-story brick flat-roofed building with 1st floor sales offices, storage on second floor. Retains 2 original storefronts, continuous 1/1 wood sash windows, decorative brick parapet roof cornices and granite trim. The side elevation on Commerce St. contains segmental-arched windows with original wooden sash downstairs and replacement sash upstairs. Built for Dunn Bros. wholesale grocery, which operated here until at least 1927. Steve Schuster and Tom Sayre remodeled the upper floor of 313 as residential space in the 1980s, and have their office, Clearscapes, PA, in 311. [1915-1927 CDs]

Docusign Envelope ID: B11CAAC1-311F-4925-9F87-CCFF9195412B

PROPOSED MITIGATION

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

The proposed zoning will require the preservation of the majority of two contributing structures in the Depot National Register Historic District while allowing the remainder of the Property, which is primarily surface parking lots, to be developed with taller mixed use buildings. Zoning conditions require the preservation of the portions of the historic structures within 85 feet of the W Martin Street right of way. These standards also require any exterior improvements to the contributing structures to utilize similar materials as the contributing structures. The 85 foot historic preservation boundary was determined based on the structural beam lines and exterior windows of both contributing structures on the Property, such that any future construction has room to be integrated with the existing buildings and at a point that bears significance for the buildings. In the event a portion of the structures need to be removed, the zoning conditions ensure the majority of the historic structures are preserved and are structurally sound.

Item R.3

307 W Martin St, 311 Commerce Pl, 322 W Davie St (Z-1-26)

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
9	0	0	0

Motion to Approve

(*Approving zoning amendment*)

"I move to adopt the proposed Consistency Statement dated May 5, 2026, contained in the agenda materials and to approve the zoning amendment with the adoption and effective dates described in the agenda item under Recommended Action."

Comprehensive Plan Consistency Statement

May 5, 2026

Zoning case no. *Z-01-26*
Address: *307 W Martin Street, 311 Commerce Place, & 322 W Davie Street*
Applicant: *Jamie Schwedler, Parker Poe, on behalf of Martin-Dawson Property LLC*

After considering the policies, maps, and other materials included as a part of the comprehensive plan, the Council determines that the proposed zoning amendment is for a zoning district that closely corresponds with the development envisioned in the Future Land Use Map designation and is therefore CONSISTENT with the Future Land Use Map and CONSISTENT with the Comprehensive Plan and other adopted plans, and the request should be APPROVED.

The action taken is reasonable and in the public interest because:

- The request will continue to allow for a high density, mixed-use development in Downtown Raleigh. Additional residential development on the site will contribute to the city's overall housing supply, which could improve citywide affordability.
- The request will permit additional commercial opportunities on the site. This will support development and activation of this area of Downtown Raleigh. Additionally, future residents will benefit from living near

existing commercial and employment centers, services, open spaces, and public amenities.

- The request will provide additional housing in an area served by existing and future transit via the future Southern and Western Bus Rapid Transit routes, and Raleigh Union Station. Future residents will benefit from the site's proximity to a variety of transit options and future multi-modal improvements.
- The request will permit the redevelopment of an underutilized building while maintaining the character of the historically significant area.

Motion to Deny

(*Denying zoning amendment*)

"I move to adopt the proposed Consistency Statement dated May 5, 2026, contained in the agenda materials and to deny the zoning amendment."

Comprehensive Plan Consistency Statement

May 5, 2026

Zoning case no. *Z-01-26*
Address: *307 W Martin Street, 311 Commerce Place, & 322 W Davie Street*
Applicant: *Jamie Schwedler, Parker Poe, on behalf of Martin-Dawson Property LLC*

After considering the policies, maps, and other materials included as a part of the comprehensive plan, the Council determines that the proposed zoning amendment is CONSISTENT with the Comprehensive Plan and other adopted plans, and CONSISTENT with the Future Land Use Map, but the request should be DENIED.

The action taken is reasonable and in the public interest because:

- The request would result in development that is not in the public interest.