



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 <i>Key policies are marked with a dot (●)</i> <i>Area Specific Guidance policies are marked with a square (□)</i>	<ul style="list-style-type: none"> ● 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

Inconsistent Policies ● Key Policy □ Area Specific Guidance	● H 1.8 Zoning for Housing
	● 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
Planning and Development Assistant Director

Date: 3/10/2026

Staff Coordinator: Metra Sheshbaradaran: (919) 996-2638;
metra.sheshbaradaran@raleighnc.gov



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	20'	10'
Side Street	20'	10'
Side Lot Line	10'	5'
Rear	30'	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

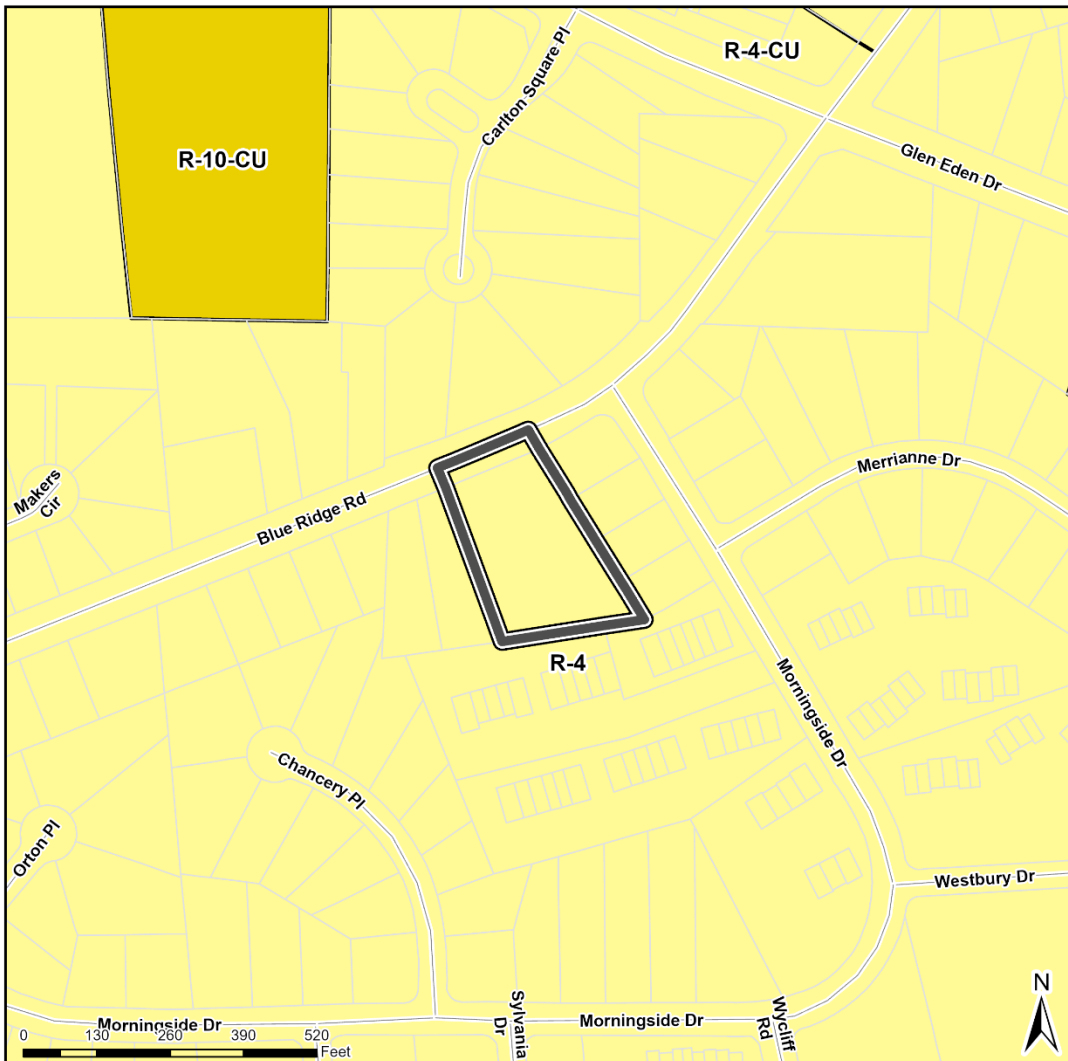
***Retail restricted by RX use standards and Condition #2

OUTSTANDING ISSUES

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

Z-52-2025



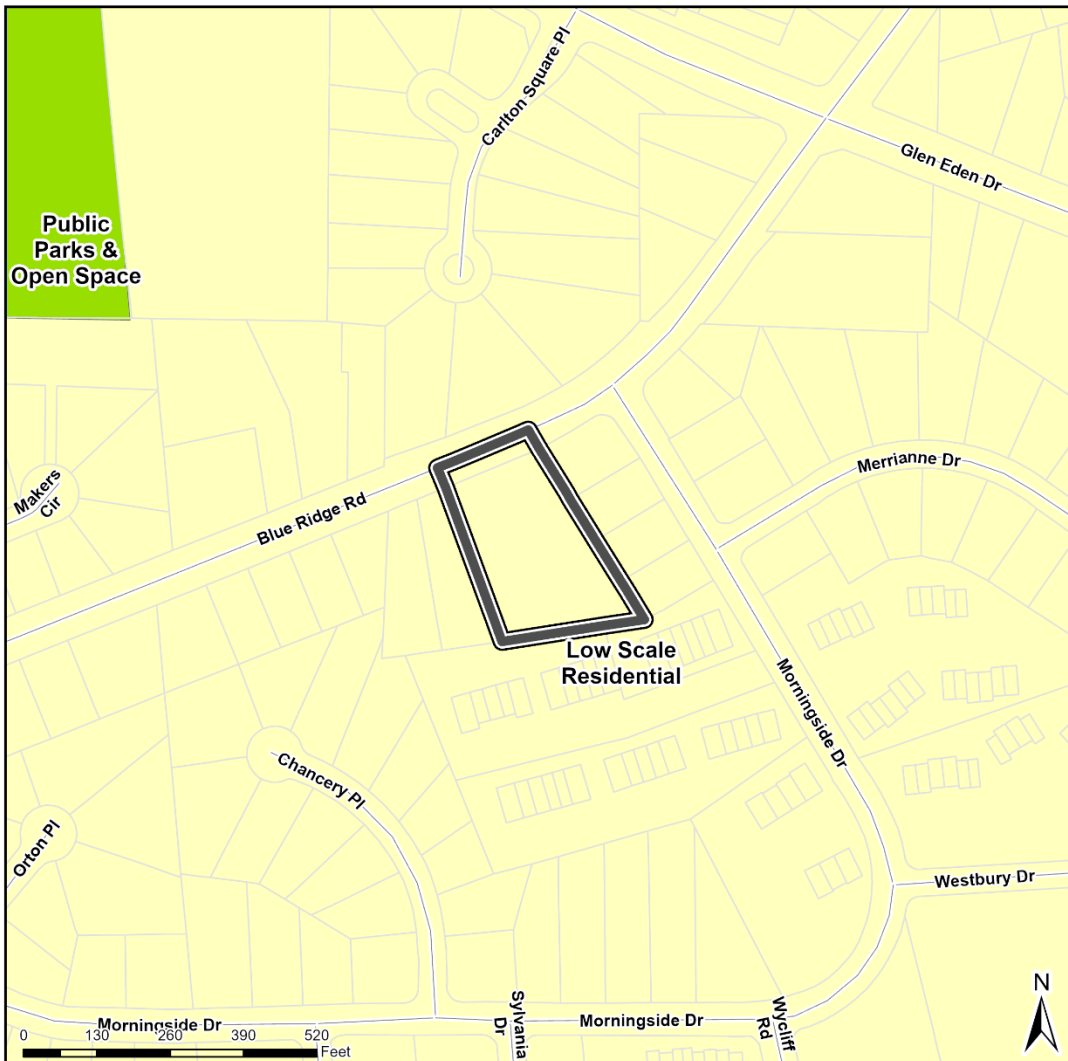
Property	3470 Blue Ridge Rd
Size	1.61 acres
Existing Zoning	R-4
Requested Zoning	RX-3-CU



Map by Raleigh Department of Planning and Development (mcgrogom); 12/16/2025

Future Land Use

Z-52-2025



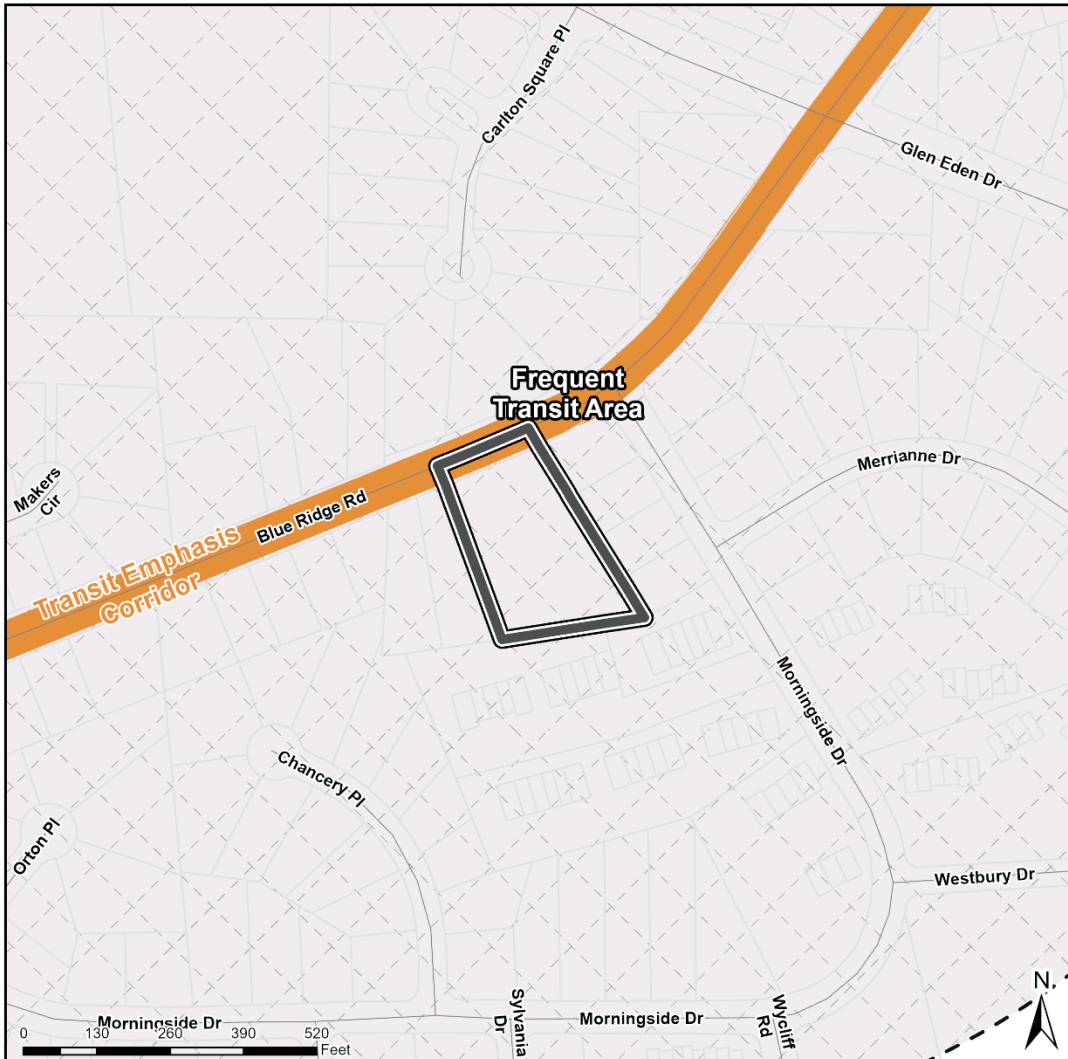
Property	3470 Blue Ridge Rd
Size	1.61 acres
Existing Zoning	R-4
Requested Zoning	RX-3-CU



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 <i>Key policies are marked with a dot (●)</i> <i>Area Specific Guidance policies are marked with a square (□)</i>	●	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 80 th 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 94 th 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.
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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

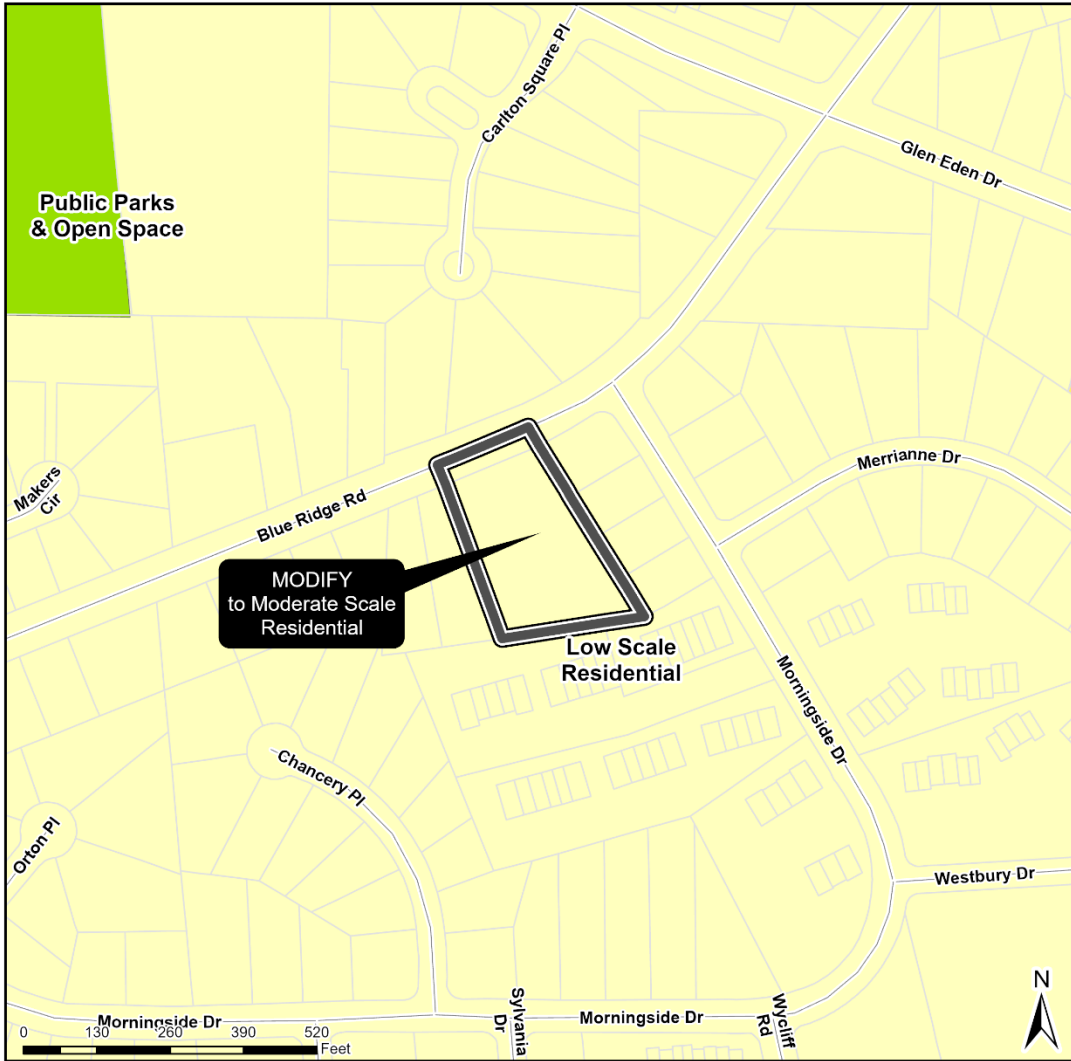
1. Amend the Future Land Use Map in this area to Moderate Scale Residential.

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

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 (francist); 2/27/2026

RFD Service Review

Case Number: Z-52-25

Box Response: 3470 Blue Ridge Rd

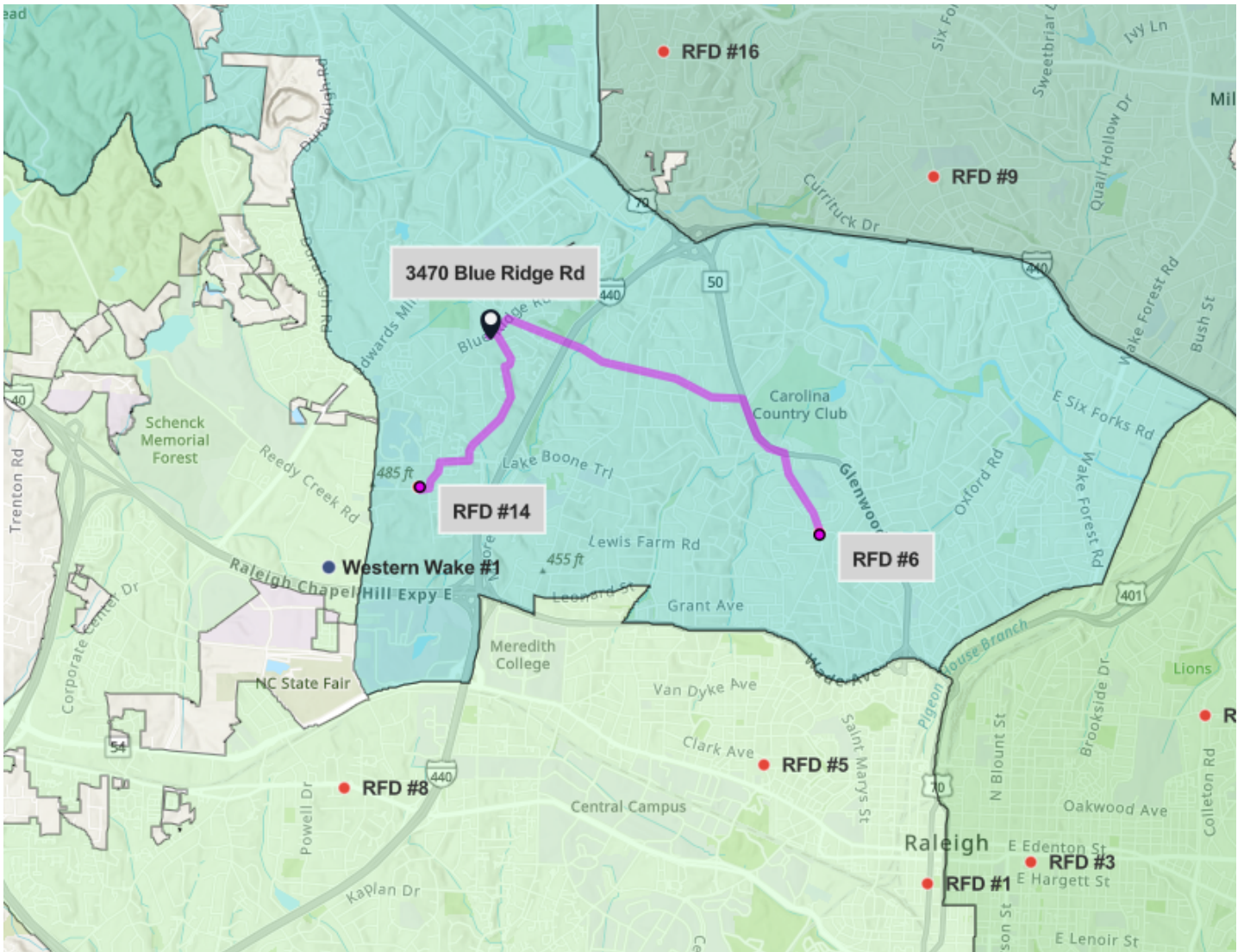
Council District: District E

Date: 12/17/2025



1 st 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





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.

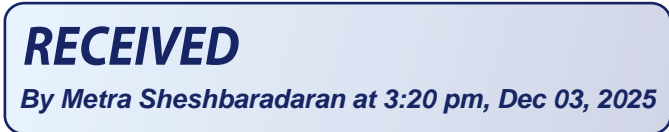
Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
Existing zoning base district: R-4			Height:
Proposed zoning base district: RX			Height: 3
Frontage:		Overlay(s):	
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: Jonathan Showalter
F40C8AED145843B
 Name: Jonathan Showalter
 Title: Vice President



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
<ol style="list-style-type: none"> 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

Name: Jonathan Showalter

Title: Vice President



Rezoning Application Addendum #1	
Comprehensive Plan Analysis	OFFICE USE ONLY Rezoning case # <hr style="width: 20%; margin: 10px auto;"/>
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.	
<p>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.</p>	
Public Benefits	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	
<p>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.</p>	

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	
<p>The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:</p> <p>a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", OR;</p> <p>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.</p>	
Urban form designation: Transit Emphasis Corridor	Click here to view the Urban Form Map.
1	<p>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.</p> <p>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.</p>
2	<p>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.</p> <p>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.</p>
3	<p>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.</p> <p>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.</p>
4	<p>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.</p> <p>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.</p>
5	<p>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.</p> <p>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.</p>
6	<p>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.</p> <p>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.</p>

<p>7</p>	<p>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.</p> <p>Response:</p> <p>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.</p>
<p>8</p>	<p>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.</p> <p>Response:</p> <p>The site is not located at a street intersection.</p>
<p>9</p>	<p>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.</p> <p>Response:</p> <p>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.</p>
<p>10</p>	<p>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.</p> <p>Response:</p> <p>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.</p>
<p>11</p>	<p>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.</p> <p>Response:</p> <p>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.</p>
<p>12</p>	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p>Response:</p> <p>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.</p>
<p>13</p>	<p>New public spaces should provide seating opportunities.</p> <p>Response:</p> <p>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.</p>

<p>14</p>	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p>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.</p>
<p>15</p>	<p>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.</p> <p>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.</p>
<p>16</p>	<p>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</p> <p>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.</p>
<p>17</p>	<p>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.</p> <p>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.</p>
<p>18</p>	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p>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.</p>
<p>19</p>	<p>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.</p> <p>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.</p>
<p>20</p>	<p>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.</p> <p>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.</p>

<p>21</p>	<p>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.</p> <p>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.</p>
<p>22</p>	<p>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.</p> <p>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.</p>
<p>23</p>	<p>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.</p> <p>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.</p>
<p>24</p>	<p>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.</p> <p>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.</p>
<p>25</p>	<p>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.</p> <p>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.</p>
<p>26</p>	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p>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.</p>

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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Pre-application conference.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Neighborhood meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Rezoning application review fee (see Fee Guide for rates).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Completed application submitted through Permit and Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Completed Comprehensive Plan consistency analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Completed response to the urban design guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Trip generation study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Traffic impact analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If applicable, see page 11:					
12. Proof of Power of Attorney	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Proposed conditions signed by property owner(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Total number of units and square feet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 12 sets of plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Completed application; submitted through Permit & Development Portal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Vicinity Map	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Existing Conditions Map	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Street and Block Layout Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Development Plan (location of building types)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Parking Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Open Space Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Phasing Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Common Signage Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

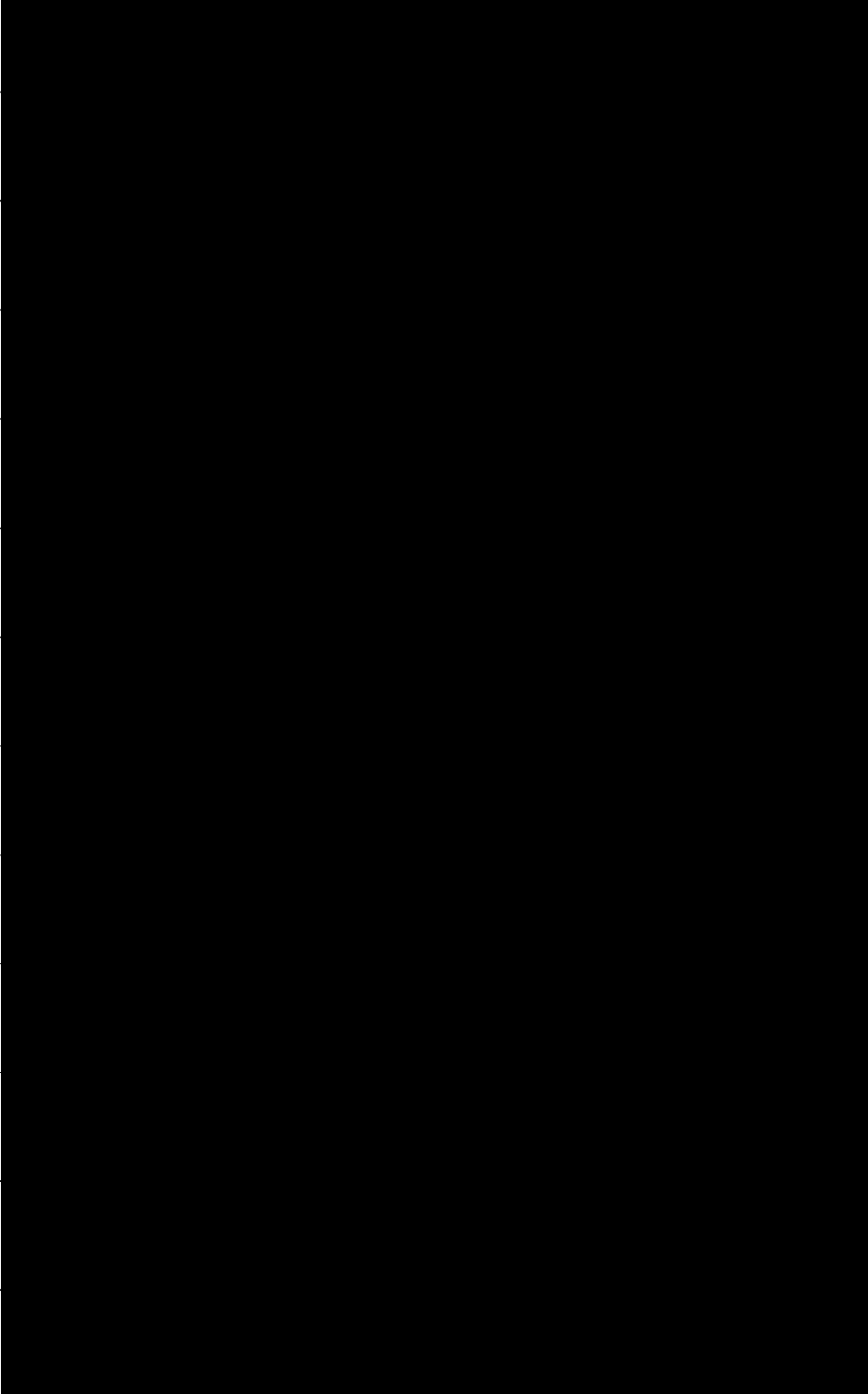
SUMMARY OF ISSUES

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:

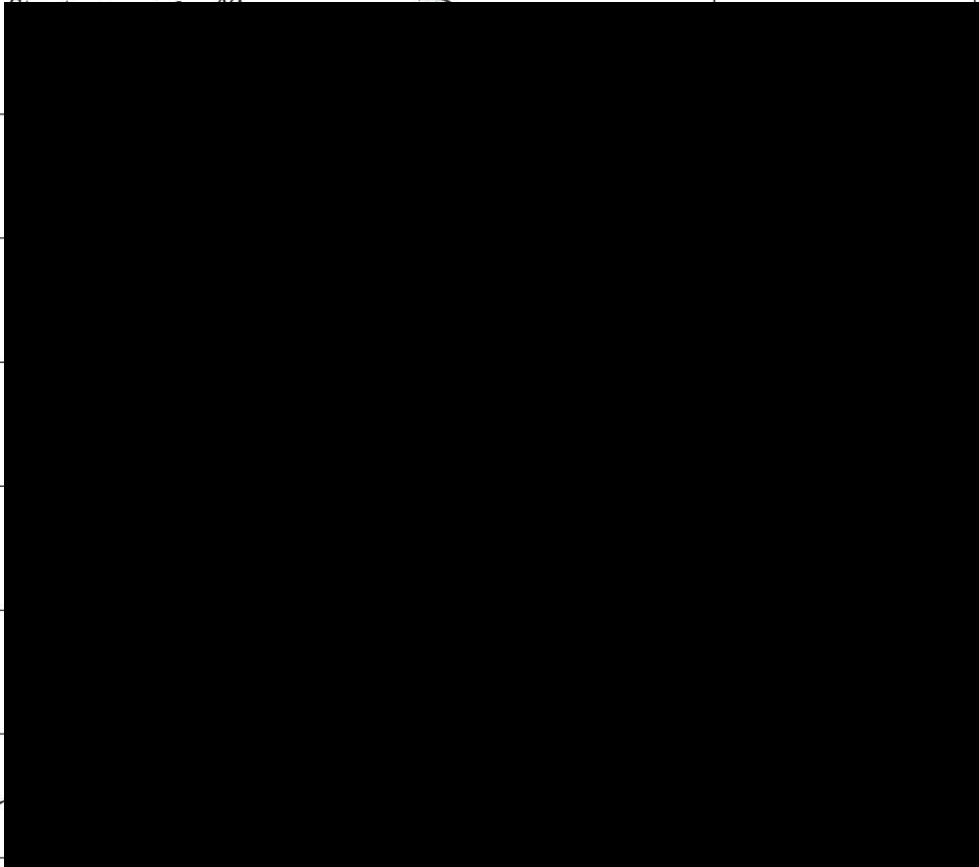
Summary of Issues:

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

ATTENDANCE AT NEIGHBORS MEETING
3470 Blue Ridge Road
Monday, November 17, 2025

NAME	ADDRESS	PHONE #
SAM + DEAN BOYD		
Nancy Harris		
margaret bill		
Judy Hervell		
George & Pam Hedrick		
Mia + Christopher LaBossierie		
John Gottshall		
Ien Rotherford		
CHRIS + SYBILLE WARD		
Kerry & Debbie Seiff		
Elizabeth Wiltz		
Ann Gilbert		
STEWART Wilson		

ATTENDANCE AT NEIGHBORS MEETING
3470 Blue Ridge Road
Monday, November 17, 2025

NAME	ADDRESS	PHONE #
Angela Whitt		
Ronald Smith		
Dorothy Ctavis		
Clementine Hody		
Ken Boranck		
Katie Reynolds		
Matt Mcgregor		
Shirley B. Dellhey		Street:
	Email: Street:	
	Email: Street:	
	Email: Street:	
	Email: Street:	
	Email: Street:	
	Email:	

3470 Blue Ridge Rd (Z-52-25)

Project Engagement

VIEWS

61

PARTICIPANTS

2

RESPONSES

0

COMMENTS

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
