



# RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#13422

## CASE INFORMATION: Z-22-25 (3101 WATKINS TOWN ROAD)

<b>Location</b>	<p>The site is located in northeast Raleigh near the intersection of Watkins Town Road and Watkins Road. The nearest major roadway is Mitchell Mill Road, and the closest highway access is via US 401/Louisburg Road.</p> <p>Address: 3101 Watkins Town Road</p> <p>PIN: 1747818131</p> <p><a href="#">Link to iMaps</a></p>
<b>Current Zoning</b>	Residential-30 (R-30) (Wake County)
<b>Requested Zoning</b>	Residential-6 (R-6)
<b>Area of Request</b>	0.99 acres
<b>Corporate Limits</b>	<ul style="list-style-type: none"> <li>Site is not located within Raleigh’s corporate limits.</li> <li>Site is not located within Raleigh’s ETJ.</li> <li>Annexation is required for Raleigh zoning to be applied.</li> </ul>
<b>Property Owner</b>	Linda Watkins Stell
<b>Applicant</b>	Tyler Wilson
<b>Council District</b>	B
<b>PC Recommendation Deadline</b>	October 25, 2025

## SUMMARY OF PROPOSED CONDITIONS

1. No conditions offered.
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## COMPREHENSIVE PLAN GUIDANCE

<b>Future Land Use</b>	Low Scale Residential
<b>Urban Form</b>	None
<b>Consistent Policies</b> <i>Key policies are marked with a dot (●)</i>	<ul style="list-style-type: none"> <li>LU 1.2 - Future Land Use Map and Zoning Consistency</li> <li>LU 3.1 - Zoning of Annexed Lands</li> <li>PU 2.4 - Water and Sanitary Sewer Installation</li> </ul>
<b>Area Specific Guidance</b> <i>policies are marked with a square (□)</i>	<ul style="list-style-type: none"> <li>LU 5.4 - Density Transitions</li> <li>LU 2.2 - Compact Development</li> <li>LU 8.1 - Housing Variety</li> </ul>
<b>Inconsistent Policies</b>	None Identified

- Key Policy
- Area Specific Guidance

**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
6/3/2025 No attendees	N/A	8/26/2025	

**REZONING ENGAGEMENT PORTAL RESULTS**

Views	Participants	Responses	Comments
7	0	0	0
Summary of Comments: N/A			

## 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 rezoning would add more diverse housing options, ease affordability pressures, and encourage context-sensitive infill near Willow Lake that supports efficient development and long-term neighborhood livability.
Change(s) in Circumstances	NA
Amendments to the Comprehensive Plan	NA
Recommendation	Approval
Motion and Vote	<ul style="list-style-type: none"><li>• Motion: Otwell</li><li>• Second: Cochran</li><li>• In Favor: Bennett, Cochran, Fox, Miller, Neptune, Omokaiye, Otwell and Shelburne</li></ul>
Reason for Opposed Vote(s)	NA

## ATTACHMENTS

1. Staff report
2. 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.



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Bynum Walter Date: 9/5/2025  
Planning and Development Assistant Director

Staff Coordinator: Arthur Cashwell: (919) 996-2183; arthur.cashwell@raleighnc.gov



# REZONING STAFF REPORT – Z-22-25

## General Use District

### OVERVIEW

The applicant requests to rezone a 0.99-acre site located at 3101 Watkins Town Road in northeast Raleigh from Wake County Residential-30 (R-30) to Residential-6 (R-6). The purpose of the rezoning is to establish zoning for the property following its annexation into the City. The current R-30 district permits only low-density residential uses on large lots. The proposed R-6 district allows a greater variety of housing types at higher densities, consistent with the site's Future Land Use Map designation. There are no zoning conditions associated with this request. The site is outside the extra-territorial jurisdiction and there is an associated annexation request AX-21-25 that would, if approved, provide city services to the one single family home currently located on the site.

The subject property measures approximately 236 feet by 175 feet and is developed with a single-unit dwelling constructed in 1940. It is not located within a named subdivision, but it is situated across from the Willow Lake subdivision to the west. The nearest intersection is Watkins Town Road and Watkins Road, with Mitchell Mill Road as the closest major road and US 401/Louisburg Road as the nearest highway.

The site is surrounded by a mix of residential zoning districts: R-6, R-30, and R-4, reflecting a gradual transition in density across the area. Land uses in the vicinity are primarily single-unit residential neighborhoods, with Willow Lake providing the most prominent nearby development context, and townhouse lots located to the south further contributing to the area's mix of housing types. The site is located directly across from the "Watkins Road Property," a 38.22-acre undeveloped parcel designated for park and open space. There are no supportive housing facilities or other special land uses in the immediate vicinity.

Environmentally, the site contains Wedowee-Saw complex soils with 2–6% slopes. It is not located in a designated watershed or flood hazard area, and stormwater staff have not identified any downstream drainage complaints associated with this property.

The rezoning from R-30 to R-6 would expand development options on the site by allowing detached houses, duplexes, townhouses, and multi-unit housing types, such as small apartments. The reduced minimum lot size of 6,000 square feet under R-6 increases subdivision potential compared to the existing R-30 district. Compact, conservation, or cottage court developments could further allow smaller lots in exchange for preserving open space.

Future Land Use Map (FLUM): The site is designated Low Scale Residential, which supports detached homes, duplexes, triplexes, fourplexes, townhouses, and other "missing middle" housing types on lots of roughly one-sixth of an acre or larger. R-6 zoning is consistent with this designation and the surrounding residential context.

Comprehensive Plan Consistency: The request is consistent with the Comprehensive Plan. It supports policies for expanding housing choices, aligning zoning with the FLUM, and encouraging moderate-density infill development in areas where infrastructure and services can support growth.

**CURRENT VS. PROPOSED ZONING ENTITLEMENT\***

	EXISTING ZONING	PROPOSED ZONING
Zoning	R-30 (Wake County)	R-6
Total Acreage	0.99	
Maximum Height	35'	40'/3 stories
Setbacks:		
Front	30'	10'
Side	10'	10'
Rear	30'	20'
Max. # of Residential Units	1	10

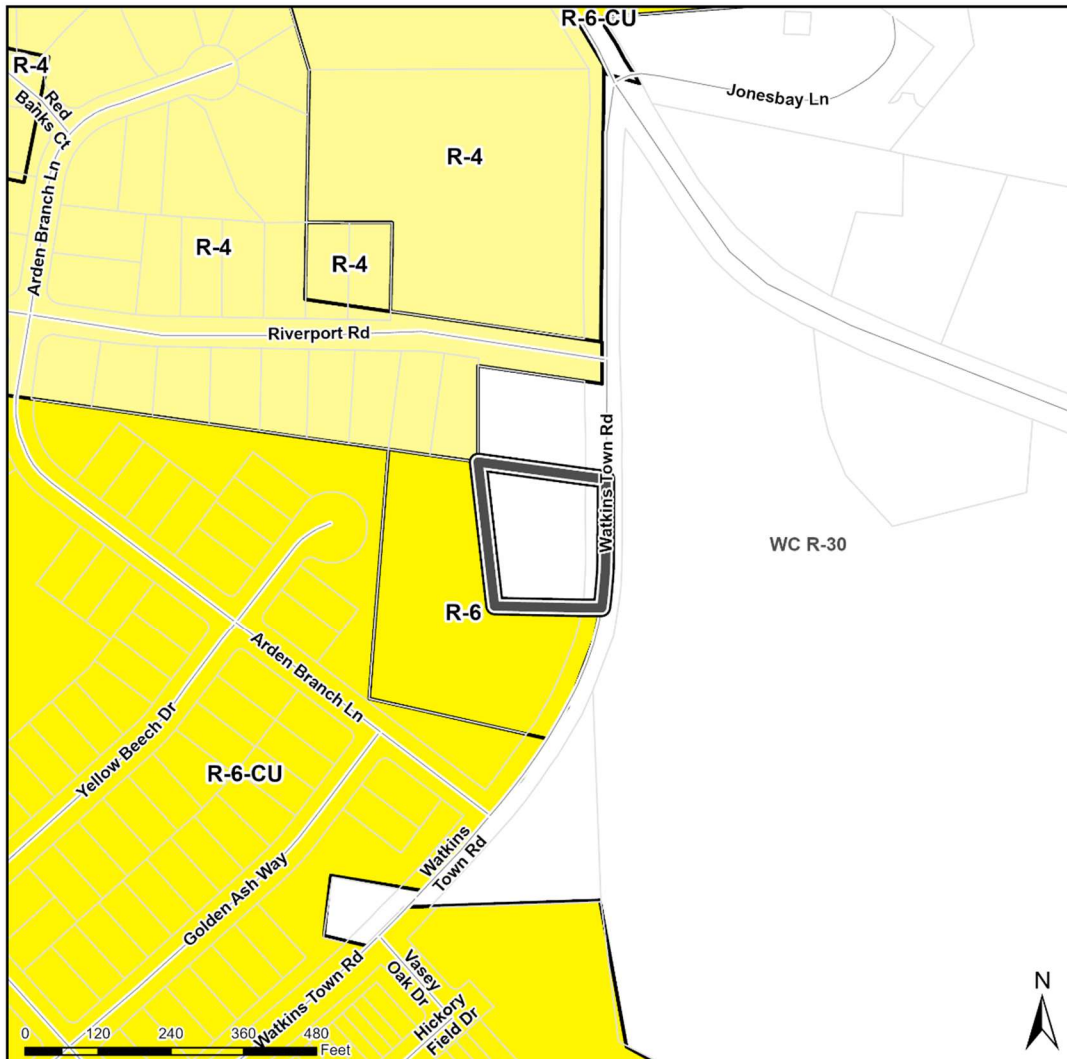
*\*These are estimates presented to provide context for analysis.*

**OUTSTANDING ISSUES**

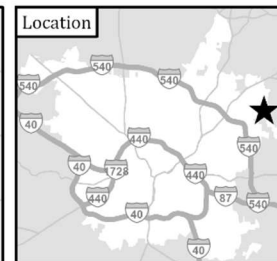
Outstanding Issues	1. None	Suggested Mitigation	1. None
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# Existing Zoning

Z-22-2025



<b>Property</b>	3101 Watkins Town Rd
<b>Size</b>	0.99 acres
<b>Existing Zoning</b>	R-30 (Wake County)
<b>Requested Zoning</b>	R-6



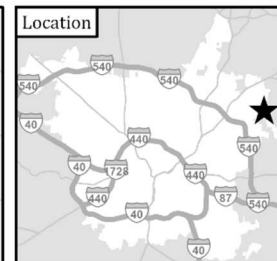
Map by Raleigh Department of Planning and Development (mcgregorm): 6/23/2025

# Future Land Use

Z-22-2025



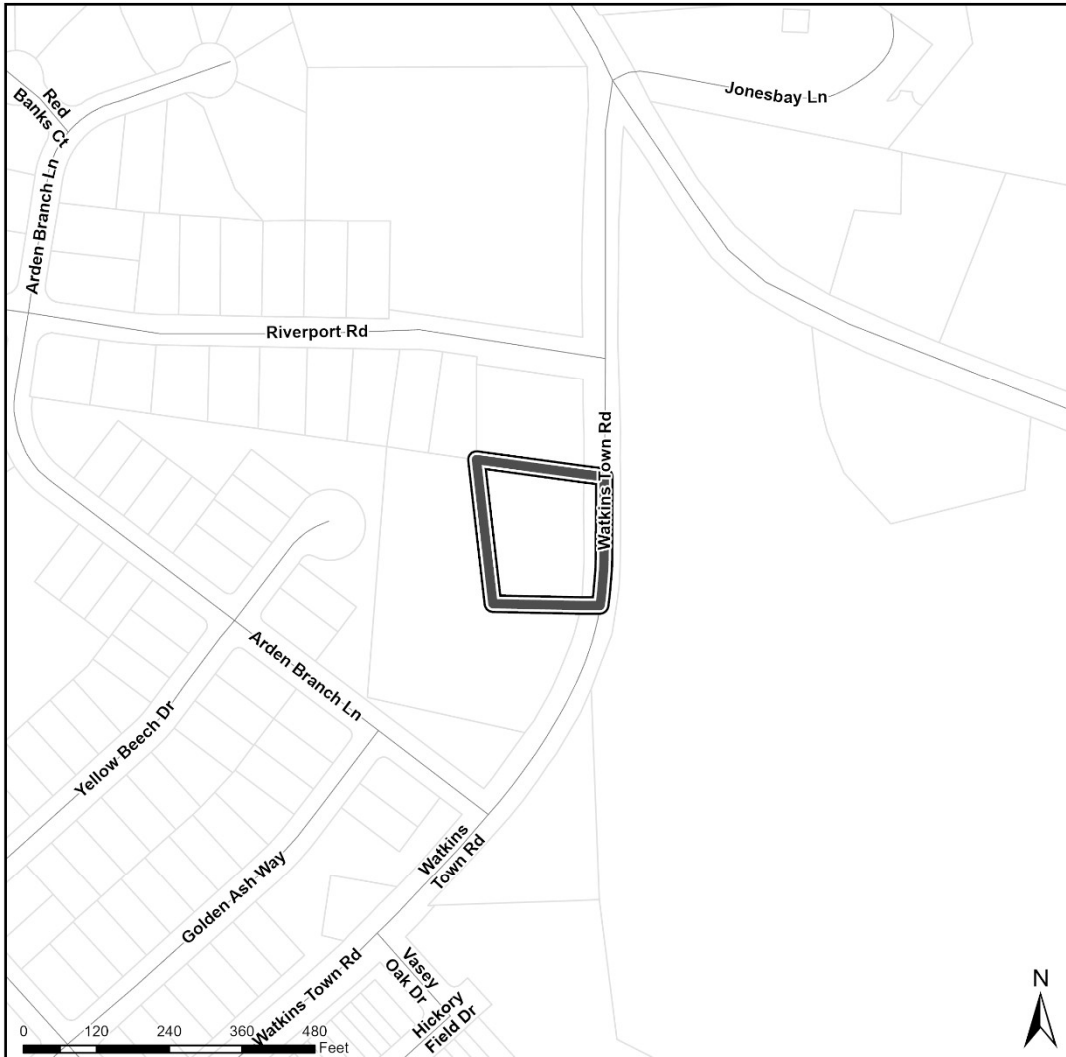
<b>Property</b>	3101 Watkins Town Rd
<b>Size</b>	0.99 acres
<b>Existing Zoning</b>	R-30 (Wake County)
<b>Requested Zoning</b>	R-6



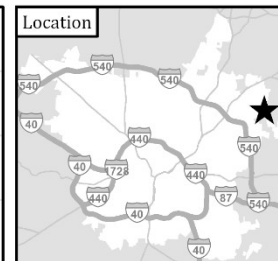
Map by Raleigh Department of Planning and Development (mcgregorm): 6/23/2025

# Urban Form

Z-22-2025



<b>Property</b>	3101 Watkins Town Rd
<b>Size</b>	0.99 acres
<b>Existing Zoning</b>	R-30 (Wake County)
<b>Requested Zoning</b>	R-6



Map by Raleigh Department of Planning and Development (mcgregorm); 6/23/2025

# 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 from R-30 (Wake County) to R-6 is consistent with the City of Raleigh Comprehensive Plan

In summary, Rezoning Case Z-22-25 is consistent with the Comprehensive Plan. It supports housing diversity, compact growth, and alignment of zoning with the Future Land Use Map, while posing no identified environmental or infrastructure concerns.

## Vision Themes

The request is:

Consistency	Vision Theme	Analysis
Consistent	Expanding Housing Choices	The rezoning has the potential to contribute to the city’s housing supply by allowing a greater number of units on a site currently limited to large-lot single-family housing. It also permits a wider variety of housing types—including duplexes, townhouses, and small multifamily buildings—that are not possible under R-30. While the request does not directly provide subsidized affordable units, it supports affordability indirectly by expanding the range of housing products and allowing moderate-density infill that can increase choice and relieve upward pressure on costs. Together, these elements advance all three components of this vision theme: affordability, housing variety, and housing supply.
Consistent	Growing Successful Neighborhoods and Communities	By permitting a wider range of housing types, the rezoning provides opportunities for neighborhood-scale infill that complements surrounding residential areas, including the adjacent Willow Lake subdivision.

## Future Land Use

**Future Land Use designation:** Low Scale Residential

The request is:  **Consistent**  **Inconsistent** with the Future Land Use Map.

The Future Land Use Map designates the site as Low Scale Residential. This category represents most of Raleigh’s neighborhoods characterized by detached houses on lots of roughly one-sixth of an acre or larger, while also supporting a range of “missing middle” housing types such as duplexes, triplexes, fourplexes, townhouses, and small apartment buildings. The intent of this category is to accommodate housing diversity at a scale and form compatible with existing neighborhood patterns.

The requested zoning of R-6 is directly consistent with this designation. R-6 permits detached houses, duplexes, townhouses, and multi-unit living in townhouse or apartment formats, while also allowing compact development and conservation/cottage court options that support smaller lots in exchange for preserved open space. These provisions align with the FLUM’s emphasis on broadening housing choice while maintaining a neighborhood-scale character.

By rezoning from R-30, which permits only low-density single-family housing, to R-6, the site gains the potential to introduce housing types envisioned in the FLUM, expanding variety and modestly increasing density in a way that is appropriate for the surrounding context. The proposed district therefore advances the goals of the Low Scale Residential category, supporting incremental infill that complements nearby neighborhoods such as Willow Lake.

Rezoning Case Z-22-25 is consistent with the Future Land Use Map, as the proposed R-6 district is listed as a corresponding zoning category for Low Scale Residential and allows the range of housing types envisioned for this area.

## 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.

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 requires 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. The nearest fire hydrant is located approximately 400 feet away on Riverport Road.

## Urban Form

**Urban Form designation:** None

The request is:  **Consistent**  **Inconsistent** with the Urban Form Map.

**Other** (no Urban Form designation OR no Urban Form designation, but zoning frontage requested)

**Overview:** The site is not located within any Urban Form categories.

## Public Benefits of the Proposed Rezoning

The rezoning would expand the housing supply and variety - introducing missing middle options like duplexes, townhouses, and small multifamily buildings - while modestly easing housing pressure, supporting affordability, and providing context-sensitive infill near Willow Lake that promotes efficient, cost-effective development, strengthens neighborhood fabric, and improves long-term livability for a wider range of residents..

## Detriments of the Proposed Rezoning

None Identified

## Policy Guidance

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

<b>Consistent Policies</b> <i>Key policies are marked with a dot (●)</i>  <i>Area Specific Guidance policies are marked with a square (□)</i>	●	LU 1.2 - Future Land Use Map and Zoning Consistency
	●	LU 3.1 - Zoning of Annexed Lands
	●	LU 5.4 - Density Transitions
	●	LU 2.2 - Compact Development
	●	LU 5.1 - Reinforcing the Urban Pattern
	●	LU 8.1 - Housing Variety
<b>Inconsistent Policies</b> <i>Key policies are marked with a dot (●)</i>  <i>Area Specific Guidance policies are marked with a square (□)</i>		None identified

# EQUITY AND CLIMATE CHANGE ANALYSIS

## Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	31	7	The site has a Walk Score of 7, which is higher than the city average of 31 but still indicates very limited pedestrian accessibility.
Transit Score	30	--	No Transit Score is available for the site, suggesting limited or no nearby public transit service compared to the citywide average of 30.
Bike Score	41	16	The site's Bike Score of 16 is well below the city average of 41, indicating poor bike infrastructure and limited bike-friendliness.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	50	With a percentile score of 50, transportation costs in this census tract are about average compared to tracts nationally.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	17	The site's score of 17 indicates relatively low access to nearby employment opportunities compared to other 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	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 rezoning would add to the city's overall housing supply by allowing more units than the existing zoning permits.
Is naturally occurring affordable housing present on the site?	Likely	The existing dwelling is likely a form of naturally occurring affordable housing due to its age and scale.
Does it include any subsidized units?	No	The proposal does not include any subsidized or income-restricted housing.
Does it permit a variety of housing types beyond detached houses?	Yes	Yes, the rezoning allows a wider range of housing types, including duplexes, townhouses, and small multifamily buildings.
If not a mixed-use district, does it permit smaller lots than the average? *	Yes	Yes, R-6 zoning permits smaller lots (6,000 square feet) than the citywide average detached residential lot size of 0.28 acres.
Is it within walking distance of transit?	No	No, the site is not located within walking distance of a transit stop.

\*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)	7	37
People of Color Population (%)	12	46
Low Income Population (%)	8	29
Limited English Speaking (%)	0	3
Population with Less Than High School Education (%)	4	8
Population under Age 5 (%)	4	6
Population over Age 64 (%)	53	11
% change in median gross rent since 2016	Data not available	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*?	Data not Available	Not Applicable
Are there known industrial uses or industrial zoning districts within 1,000 feet?	No	Not Applicable
Are there hazardous waste facilities are located within one kilometer?	No	Not Applicable
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	No	Not Applicable
Is this area considered a food desert by the USDA?	No	Not Applicable

*\*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	This is a developed property outside of Raleigh corporate limits.
Has the area around the site ever been the subject of an urban renewal program? *	No	Not Applicable
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups? *	No	Not Applicable
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires? *	No	Not Applicable

*\*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 by permitting a wider range of housing types than R-30, including duplexes, townhouses, and small multifamily dwellings. This expands supply and variety, both of which contribute to affordability. While the site is not within walking distance of a transit stop, it is near Mitchell Mill Road and US 401/Louisburg Road, providing access to employment centers. By allowing more compact residential forms, the rezoning supports more efficient land use patterns that can reduce vehicle miles traveled and associated 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?

*Response: Yes, the rezoning has potential benefits for nearby residents. Though the site itself does not currently house low-income residents, the introduction of additional housing choices can modestly help relieve pressure on the local housing market, where costs have been rising. Allowing smaller lots and denser development creates opportunities for moderately priced housing in an area that currently offers limited variety. While immediate benefits in terms of energy cost reductions are limited, compact growth near existing infrastructure can help reduce household transportation costs and carbon emissions 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 area have increased in recent years, and data indicate that rental rates and housing prices in northeast Raleigh have been rising faster than the citywide average. This reflects broader affordability pressures. The rezoning, while not providing subsidized housing, contributes to addressing this issue by increasing housing supply and allowing a wider range of housing products that can appeal to households at different income levels.*

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: Yes. The existing dwelling was built in 1940, a period when racially restrictive covenants, redlining, and exclusionary zoning practices were common, effectively barring Black families and other people of color from equitable access to*

*housing in many neighborhoods. These historic practices created long-term inequities in wealth and homeownership that persist today. While rezoning alone cannot reverse those effects, allowing R-6 zoning helps address those inequities by expanding access to diverse housing types and supporting opportunities for a wider range of households to live in the 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?

*Response: There is no evidence that residents of this area face disproportionately low life expectancy or unusually high environmental hazards. However, the site lies in a car-dependent area with limited access to transit and walkability, which can reduce access to healthy lifestyle choices. Rezoning to R-6 supports a more compact development pattern, which over time could improve connectivity and encourage more walkable neighborhood design. While indirect, these opportunities can contribute to healthier and more sustainable community outcomes in the future.*

# 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	
Raleigh Fire	Impact:	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 requires 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. (Please see the table below for additional detail.) The nearest fire hydrant is located approximately 400 feet away on Crown Crossing Lane.
	Mitigation:	N/A
Raleigh Water	Impact:	<ul style="list-style-type: none"> <li>• There is no water main directly available to the site.</li> <li>• There is no sewer main directly available to the site.</li> </ul>
	Mitigation:	<ul style="list-style-type: none"> <li>• Water is currently under construction on Watkins Town Drive but will not be available along the frontage.</li> <li>• A sewer main was proposed by the applicant to the adjacent property from the Yellow Beach Cul-de-sac that is currently under construction.</li> </ul>

## Stormwater Information

Z-22-25 (3101 Watkins Town 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 single-family dwelling, driveways, and accessory structures

Subject to Impervious Limits in UDO 9.2.2.A	Yes	
Changes to UDO Max Impervious Area (9.2.2.A)	NA	Currently outside city limits/ETJ. Would be R-6/51%
Subject to 9.2.2.B to H	Dependent on Total Development Size and Type	If redeveloped and not meeting use standards of UDO 9.2.2. A.1.b.i
Watershed Overlay	No	
Drainage Basin	Harris	

**Impact Identified:**

**Potential Mitigation:**

## Transportation & Transit Review

### Site and Location Context

#### *Location*

The site is located in northeast Raleigh, east of Forestville Road.

#### *Area Plans*

The site is not within an adopted Small Area Plan.

#### *Other Projects in the Area*

There are no City of Raleigh or NCDOT projects near the site.

### Existing and Planned Infrastructure

#### *Streets*

Watkins Town Road is a state-maintained facility and is designated as an undivided 2-lane avenue in the Raleigh Street Plan ([UDO 8.5.5.A](#)).

#### *Pedestrian Facilities*

There are currently no sidewalks near the site. Development of the site through a tier three site plan would require the provision of 6’ sidewalks along the site’s frontage ([UDO 8.5.5.A](#)).

Walk Score: 0 out of 10 – The lack of pedestrian infrastructure and nearby destinations make this area car-dependent.

#### *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 that are behind the curb on the site’s frontage ([UDO 8.5.5.A](#)).

Bike Score: 0 out of 10 – High vehicle speeds with no separated bicycle infrastructure create a dangerous and uncomfortable environment for cyclists.

#### *Transit*

There is no GoRaleigh transit service near the site.

Transit score: 0 out of 10.

**Traffic Impact Analysis (TIA)**

*Determination*

Based on the Envision results, approval of case Z-22-25 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-6 is projected to generate 4 new trips in the AM peak hour and 5 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.

<b>Z-22-25 Existing Land Use</b>	<b>Daily</b>	<b>AM</b>	<b>PM</b>
	9	1	1
<b>Z-22-25 Current Zoning Entitlements</b>	<b>Daily</b>	<b>AM</b>	<b>PM</b>
	11	1	1
<b>Z-22-25 Proposed Zoning Maximums</b>	<b>Daily</b>	<b>AM</b>	<b>PM</b>
	73	5	6
<b>Z-22-25 Trip Volume Change (Proposed Maximums minus Current Entitlements)</b>	<b>Daily</b>	<b>AM</b>	<b>PM</b>
	62	4	5

# 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](http://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](mailto:rezoning@raleighnc.gov).

Rezoning Request			
Rezoning Type	<input checked="" type="checkbox"/> General use	<input type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
Existing zoning base district: <small>R-30 (Wake Co)</small>	Height: N/A	Frontage: N/A	Overlay(s): N/A
Proposed zoning base district: R-6	Height: N/A	Frontage: N/A	Overlay(s): N/A
<b>Helpful Tip:</b> <a href="#">View the Zoning Map</a> 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: <u>6-9-25</u>	Date amended (1):	Date amended (2):
Property address: 3101 Watkins Town Road		
Property PIN: 1747818131		
Deed reference (book/page): 2332/239		
Nearest intersection: Watkins Town Rd & Riverport Rd		Property size (acres): 0.994 acres
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Linda Watkins Stell; 3033 Watkins Town Road, Raleigh, NC 27616-8584		
Property owner email: <u>BENANDCINDY@BELLSOUTH.NET</u>		
Property owner phone: <u>919-413-5254</u>		
Applicant name and address: Tyler Wilson; 1010 Sync Street, Suite 600, Morrisville, NC 27560		
Applicant email: <u>tyler.wilson@lennar.com</u>		
Applicant phone: (984) 202-9179		
Applicant signature(s): <u>Linda W. Stell</u>		
Additional email(s): <u>Benandcindy@bellsouth.net</u> <u>BENANDCINDY@BELL SOUTH.NET</u>		

**RECEIVED**  
JUN 11 2025  
BY: [Signature]

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning:	Proposed zoning:	

Narrative of Zoning Conditions Offered
N/A

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**

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.

**OFFICE USE ONLY**

Rezoning case #  
\_\_\_\_\_

**Statement of Consistency**

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

The subject property is designated as "Low Density Residential" in the Future Land Use Map ("FLUM"). Low Density Residential encompasses most of Raleigh's single-family detached residential neighborhoods. The FLUM recommends a density of one to six units per acre for this designation. The proposed rezoning to R-6 zoning directly conforms to the FLUM designation because the purpose of the zoning is to facilitate the annexation one single family home on a 0.994 acre parcel. This rezoning will allow the existing single family home on the property to connect to water and sewer and will fill in a gap in the city limits. The comprehensive plan encourages the filling of gaps in city limits, which will be accomplished with this rezoning.

**Public Benefits**

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

The purpose of this rezoning is to fill a gap in the city limits and to provide city services to one single family home. This rezoning benefits the public because it provides greater uniformity in the provision of municipal services.

**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 #

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**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: N/A

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

<b>1</b>	<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><b>Response:</b> N/A</p>
<b>2</b>	<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><b>Response:</b> N/A</p>
<b>3</b>	<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><b>Response:</b> N/A</p>
<b>4</b>	<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><b>Response:</b> N/A</p>
<b>5</b>	<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><b>Response:</b> N/A</p>
<b>6</b>	<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><b>Response:</b> N/A</p>

7	<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><b>Response:</b> N/A</p>
8	<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><b>Response:</b> N/A</p>
9	<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><b>Response:</b> N/A</p>
10	<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><b>Response:</b> N/A</p>
11	<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><b>Response:</b> N/A</p>
12	<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><b>Response:</b> N/A</p>
13	<p>New public spaces should provide seating opportunities.</p> <p><b>Response:</b> N/A</p>

14	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p><b>Response:</b> N/A</p>
15	<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><b>Response:</b> N/A</p>
16	<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><b>Response:</b> N/A</p>
17	<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><b>Response:</b> N/A</p>
18	<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><b>Response:</b> N/A</p>
19	<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><b>Response:</b> N/A</p>
20	<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><b>Response:</b> N/A</p>

21	<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><b>Response:</b> N/A</p>
22	<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><b>Response:</b> N/A</p>
23	<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><b>Response:</b> N/A</p>
24	<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><b>Response:</b> N/A</p>
25	<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><b>Response:</b> N/A</p>
26	<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><b>Response:</b> N/A</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 <b>Rezoning Checklist</b> 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 <a href="#">Fee Guide</a> 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 type="checkbox"/>	<input checked="" 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"/>
<b>For properties requesting a Conditional Use District:</b>					
11. Completed zoning conditions, signed by property owner(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>If applicable, see page 11:</b>					
12. Proof of Power of Attorney	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>For properties requesting a Planned Development or Campus District:</b>					
13. Master plan (see Master Plan submittal requirements).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>For properties requesting a text change to zoning conditions:</b>					
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 <b>Master Plan Checklist</b> 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Total number of units and square feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 12 sets of plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Completed application; submitted through Permit & Development Portal	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Vicinity Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Existing Conditions Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Street and Block Layout Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Development Plan (location of building types)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Parking Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Open Space Plan	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Phasing Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Common Signage Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**May 23, 2025**

**Re: Notice of Neighborhood Meeting**

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on June 3, 2025, from 6:00-7:00pm at the Wake Cross Roads Baptist Church, located at 3328 Forestville Road, Raleigh, NC 27616. The purpose of the meeting is to discuss an upcoming application to rezone an approximate 0.78 acre parcel of land located at 3101 Watkins Town Road (PIN: 1747818131) (the "Site"). The Site is currently zoned Residential-30 (R-30) (Wake County) and is proposed to be rezoned to Residential-6 (R-6). A corresponding petition to annex the Site into the City of Raleigh's corporate limits will be filed in conjunction with the rezoning application.

The purpose of this rezoning and annexation request is to provide a water/sewer connection to the existing home on the Site. There is no planned development associated with this request. During the meeting, the applicant will describe the nature of the 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](http://www.raleighnc.gov) and search for "Rezoning Process." If you have further questions about the rezoning process, please contact:

Matthew McGregor  
Raleigh Planning & Development  
(919) 996-4637  
[matthew.mcgregor@raleighnc.gov](mailto:matthew.mcgregor@raleighnc.gov)

If you have any questions about this request, please contact me at (984) 202-9179 or via email at [tyler.wilson@lennar.com](mailto:tyler.wilson@lennar.com).

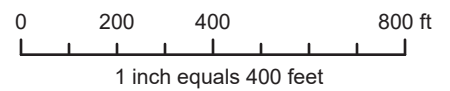
Thank you,

Tyler Wilson, PE



# 3101 Watkins Town Road

## Vicinity Map



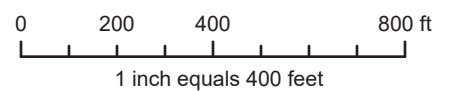
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**3101 Watkins Town Road**

**Zoning Map**

**Current Zoning: R-30 (Wake Co)**



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## SUMMARY OF ISSUES

A neighborhood meeting was held on June 3, 2025 (date) to discuss a potential rezoning located at 3328 Forestville Road, Raleigh, NC 27616 (property address). The neighborhood meeting was held at Wake Cross Roads Baptist Church (location). There were approximately 0 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

There were no neighbors in attendance of the meeting.

