

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Metra Sheshbaradaran, Planner
Department	Planning and Development
Date	September 16, 2025
Subject	City Council Special Item for September 16, 2025 – Z-10-25

On September 2, City Council received the Report of the Planning Commission for the following item. City Council deferred setting a public hearing date to allow the applicant to revise their request in response to the Planning Commission’s recommendations.

The applicant submitted signed, revised conditions on September 5, 2025, which add additional language restricting residential density on the site to 18 units and limiting the number of individual townhome units in a townhome development to 6 units. The other conditions remain unchanged.

Z10-25 Leesville Road, approximately 2.66 acres located at 8125 Leesville Road ([iMaps](#)).

Proposed conditions would prohibit certain uses otherwise permitted in R-10; prohibit the apartment building type; increase the minimum side and rear yard setbacks to 10ft and 40ft; require buffering along the southern boundary of the site; exempt the site from Block Perimeter, Dead End Street, and Stub Street Requirements; set a maximum roof pitch of 4:12; limit building height to 40ft; require the installation of a speed hump if the site takes access from Ghost Pony Trail; require certain building materials for residential facades; restrict residential density on the site to 18 units; and require no more than 6 townhomes units in a townhome development.

Current zoning: Residential-4 (R-4)

Requested zoning: Residential-10-Conditional Use (R-10-CU)

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

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

The Planning Commission recommends approval of the request (9-0) with the recommendation to allow the applicant to add conditions limiting residential development and requiring no more than 6 townhome units in a townhome development.

Attached are the Planning Commission Certified Recommendation (including Staff Report), the Zoning Conditions, the Petition for Rezoning, and the Neighborhood Meeting Report.

Conditional Use District Zoning Conditions		
Zoning case #: Z-10-25	Date submitted: September 5, 2025	OFFICE USE ONLY Rezoning case #
Existing zoning: R-4	Proposed zoning: R-10-CU	

Narrative of Zoning Conditions Offered

1. The following Principal Uses as listed in UDO Section 6.1.4. that are permitted, limited, or special uses in the R-10 district shall be prohibited: (i) Congregate Care; (ii) Continuing care retirement community; (iii) Rest home; (iv) School, public or private (K-12); (v) Day care center; (vi) Golf course; (vii) Outdoor sports or entertainment facility; and (viii) Parking Facility.
2. Maximum development shall not exceed eighteen (18) dwelling units.
3. No individual Townhouse building shall contain more than six (6) dwelling units.
4. The Apartment building type shall be prohibited.
5. The minimum side yard and rear yard setbacks shall be ten feet (10') and forty feet (40'), respectively, for those properties with Property Identification Numbers (PINs) 0787-58-3073 (Deed Book 17886, Page 1514, Wake County Registry) and 0787-57-1995 (Deed Book 17454, Page 1494, Wake County Registry).
6. Along the shared boundary lines of those properties with Property Identification Numbers (PINs) 0787-58-3073 (Deed Book 17886, Page 1514, Wake County Registry) and 0787-57-1995 (Deed Book 17454, Page 1494, Wake County Registry), the Development shall install: (i) a wall of at least six feet (6') in height; and (ii) four (4) understory trees per 100'. This Condition shall not be construed to prohibit the extension of Ghost Pony Trail.
7. The property shall be exempt from the Block Perimeter and Dead End Street requirements under UDO Section 8.3.2., and the Stub Street requirements under UDO Section 8.3.4.C.
8. All residential buildings shall have a minimum roof pitch of 4:12.
9. Maximum building height, as measured in UDO Section 1.5.7., shall not exceed 40 feet.

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

Property Owner(s) Signature: Signed by:
Pavan Narkulla
114252B96196450... _____

Printed Name: _____

Conditional Use District Zoning Conditions		
Zoning case #: Z-10-25	Date submitted: September 5, 2025	OFFICE USE ONLY Rezoning case #
Existing zoning: R-4	Proposed zoning: R-10-CU	

Narrative of Zoning Conditions Offered

10. If the Development stubs to and takes access from Ghost Pony Trail, then the Development shall provide one (1) speed hump within either the Ghost Pony Trail right-of-way or an internal private drive aisle. The location of the speed hump shall be determined during subdivision plan review and subject to City of Raleigh approval.

11. All dwelling units shall incorporate at least two (2) of the following building materials into the front facades:

- a) Cementitious lap siding (may also be referred to as “fiber cement”)
- b) Board and batten siding (made with cementitious materials or wood)
- c) Shake and shingle siding (made with cementitious materials or wood)
- d) Wood siding
- e) Stone or synthetic brick
- f) Brick
- g) Stucco
- h) Glass
- i) Metal
- j) Vinyl, only for windows, shutters, PVC solid trim boards (inside and outside corners), and decorative elements

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

Property Owner(s) Signature: Signed by:
Paran Markulla
114252B96196450... _____

Printed Name: _____



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#13418

CASE INFORMATION: Z-10-25 8125 LEESVILLE RD

Location	Approximately 900 ft north of Leesville Road & Country Trail intersection, and 470 ft east of Leesville Road High School Address: 8125 Leesville Road PIN: 0787582264 Link to iMaps
Current Zoning	Residential-4 (R-4)
Requested Zoning	Residential-10-Conditional Use (R-10-CU)
Area of Request	2.66 acres
Corporate Limits	The site is not within corporate limits but is within the Raleigh's ETJ. The site is contiguous to corporate limits along its southern boundary. Annexation would be required for water and sewer connection.
Property Owner	Vibes Fund LLC
Applicant	Worth Mills, Longleaf Law Partners on behalf of Vibes Fund LLC
Council District	E
PC Recommendation Deadline	August 23, 2025

SUMMARY OF PROPOSED CONDITIONS

1. The following Principal Uses as listed in UDO Section 6.1.4. that are permitted, limited, or special uses in the R-10 district shall be prohibited: (i) Congregate Care; (ii) Continuing care retirement community; (iii) Rest home; (iv) School, public or private (K-12); (v) Day care center; (vi) Golf course; (vii) Outdoor sports or entertainment facility; and (viii) Parking Facility.
2. The Apartment building type shall be prohibited.
3. The minimum side yard and rear yard setbacks shall be ten feet (10') and forty feet (40'), respectively, for those properties with Property Identification Numbers (PINs) 0787-58-3073 (Deed Book 17886, Page 1514, Wake County Registry) and 0787-57-1995 (Deed Book 17454, Page 1494, Wake County Registry).
4. Along the shared boundary lines of those properties with Property Identification Numbers (PINs) 0787-58-3073 (Deed Book 17886, Page 1514, Wake County Registry) and 0787-57-1995 (Deed Book 17454, Page 1494, Wake County Registry), the Development shall install: (i) a wall of at least six feet (6') in height; and (ii) four (4)

understory trees per 100'. This Condition shall not be construed to prohibit the extension of Ghost Pony Trail into the property.

5. The property shall be exempt from the Block Perimeter and Dead End Street requirements under UDO Section 8.3.2., and the Stub Street requirements under UDO Section 8.3.4.C. This Condition shall not be construed to prohibit the connection of a multi-use path described in Conditions 8 and 9 of this rezoning ordinance.
6. All residential buildings shall have a minimum roof pitch of 4:12.
7. Maximum building height, as measured in UDO Section 1.5.7., shall not exceed 40 feet.
8. If the Development stubs to and takes access from Ghost Pony Trail, then the Development shall provide one (1) speed hump within either the Ghost Pony Trail right-of-way or an internal private drive aisle. The location of the speed hump shall be determined during subdivision plan review and subject to City of Raleigh approval.
9. All dwelling units shall incorporate at least two (2) of the following building materials into the front facades:
 - a) Cementitious lap siding (may also be referred to as "fiber cement")
 - b) Board and batten siding (made with cementitious materials or wood)
 - c) Shake and shingle siding (made with cementitious materials or wood)
 - d) Wood siding
 - e) Stone or synthetic brick
 - f) Brick
 - g) Stucco
 - h) Glass
 - i) Metal
 - j) Vinyl, only for windows, shutters, PVC solid trim boards (inside and outside corners), and decorative elements

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Moderate Scale Residential
Urban Form	No Urban Form Guidance exists for this site.
Consistent Policies <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 1.3 Conditional Use District Consistency
	● LU 2.2 Compact Development
	● LU 5.6 Buffering Requirements
	□ LU 8.5 Neighborhood-Scale Housing
	● H 1.8 Zoning for Housing
	□ PR 2.2 Park Accessibility

Inconsistent Policies ● Key Policy □ Area Specific Guidance	● LU 2.6 Zoning and Infrastructure Impacts CS 4.4 Response Time Standards
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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
3/17/2025 11 attendees	N/A	7/24/2025 8/12/2025	

REZONING ENGAGEMENT PORTAL RESULTS

Views	Participants	Responses	Comments
536	98	159	161

Summary of Comments: Residents noted concerns with the rezoning request potentially adding traffic to Leesville Road and other nearby streets. Specifically, they highlighted existing concerns with speed, capacity, and access along Leesville making it unsafe for drivers and pedestrians traveling through the area. Other comments noted concerns about additional stormwater runoff from the new development, townhomes not fitting the existing character of the area, and loss of tree canopy on the site.

PLANNING COMMISSION RECOMMENDATION

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

Reasonableness and Public Interest	The request would increase the number of housing units and types that can be built on the site. Increased housing variety can support affordability in this area and across the city. The request would increase housing supply near existing public amenities and a commercial center.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	N/A
Recommendation	The Planning Commission recommends approval of the signed conditions dated August 7, 2025 with the recognition that the applicant will add additional conditions that would limit the number of units on the site to 22 and require that no more than 6 individual townhome units be in a townhome building.
Motion and Vote	Motion: Miller Second: O’Haver In Favor: Bennett, Burnett, Cochran, Fox, Miller, Neptune, Omokaiye, O’Haver, Otwell Opposed: None
Reason for Opposed Vote(s)	N/A

ATTACHMENTS

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

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report and Comprehensive Plan Amendment Analysis.



Bynum Walter
Planning and Development Assistant Director

Date: 8/12/2025

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



REZONING STAFF REPORT – Z-10-25

Conditional Use District

OVERVIEW

The subject 2.66-acre site is located in Northwest Raleigh, outside but adjacent to corporate limits and within the City's Extraterritorial Planning Jurisdiction (ETJ). The site approximately 900 feet north of the intersection of Leesville Road and Country Trail. I-540 is located 2 miles north of the property. The site is within walking distance of Leesville Road Public Schools campus serving elementary, middle, and high school students (.9-mile west of the site). South of the site are Leesville Community Library and Park (.6-mile from the site). There is a church less than .25-mile north of the site, and the Pinecrest Shopping Center is 1 mile north. The shopping center features a Food Lion, several restaurants, and other retail services. Access to these sites primarily requires a vehicle because existing sidewalks and bicycle facilities are limited and unprotected. The nearest transit stop is located more than 1.5-mile west of the site along Glenwood Avenue.

The site currently has one structure on it, a single-unit house built in 1947. Apart from the nearby public facilities, the surrounding area is primarily residential, north, east, and south of the site. Lots directly adjacent to the south and east of the site are zoned R-4 in neighborhoods with single-unit detached homes built between 1970-2000. Approximately 1,500 ft south of the site, is a neighborhood of single-unit detached homes and fee simple townhomes, zoned R-6-CU. Abutting the site to the west, 8215 Leesville Road has subdivision development currently under review for the Winters Hollow Subdivision. There are no significant environmental features noted by Stormwater Staff on the site, but there are flood prone soils on the northwestern and southwestern corners of the site.

The request is to rezone the site from Residential-4 (R-4) to Residential-10-Conditional Use (R-10-CU). Proposed conditions prohibit several land uses otherwise allowed in R-10, prohibit the apartment building type (otherwise permitted in R-10), increase the minimum side yard and rear yard setbacks to 10' and 30' for properties along the southern boundary of the site (PINs 0787-58-3073 and 0787-57-1995), and require the installation of a 6' wall and 4 understory trees along the same boundary. The conditions will permit additional residential density and variety on the site by permitting smaller lot sizes for all housing types. While the conditions prohibit the apartment building type, the rezoning request of R-10 will still allow for additional housing supply and options to be developed on the site. Additionally, the conditions provide additional buffering between future development and the existing single-family homes to the south of the site along Ghost Pony Trail.

The requested zoning district is consistent with the site's Future Land Use Map designation of Moderate Scale Residential. There is no Urban Form guidance for the area. The request is consistent with several Comprehensive Plan vision themes and key policies. Relevant consistent policies promote expanded housing variety in residential zoning districts, especially in established neighborhoods with access to public amenities and commercial

areas. However, the area of request does not meet the National Fire Protection Association (NFPA) standards for the deployment of an initial full alarm assignment (8 minutes or less travel time) during a fire suppression incident. Please refer to the Trade Reviews section below for the complete fire service table.

Conditions submitted on July 31 address resident concerns heard at the Planning Commission meeting held on June 24. Conditions 1-4 from the original application were maintained. In addition, five additional draft conditions were submitted by the applicant. Proposed conditions specify the property is exempt from Block Perimeter and Dead-End Street requirements in UDO Section 8.3.2. and the Stub Street requirements in UDO Section 8.3.4.C. which will not prohibit the connection of a multi-use path; require all residential structures to have a minimum roof pitch of 4:12; limit maximum height for residential structures to 40 ft; require the provision of one speed hump in the Ghost Pony Trail right-of-way or an internal private drive aisle if the development takes access from the Ghost Pony Trail stub; and require building materials for all residential structures to incorporate at least two of the following material in their front facade: cementitious lap siding (fiber cement), board and batten siding (made with cementitious materials or wood), shake and shingle siding (made with cementitious materials or wood), wood siding, stone or synthetic brick, brick, stucco, glass, metal, vinyl, only for windows, shutters, PVC, solid trim boards (inside and outside corners), and decorative elements. The request is still consistent with the Comprehensive Plan.

CURRENT VS. PROPOSED ZONING ENTITLEMENT*

	EXISTING ZONING	PROPOSED ZONING
Zoning	R-4	R-10-CU
Total Acreage	2.66	
Maximum Height	3 stories (40')	3 stories (40')***
Setbacks:	20'	10'
Front	20'	10'
Side	10'	10'**
Rear	30'	40'**
Max. # of Residential Units	16	40
Max. Gross Office SF	-	-
Max. Gross Retail SF	-	-
Max. Gross Industrial SF	-	-

*These are estimates presented to provide context for analysis.

**Increased setback requirements provided by applicant in Condition 3.

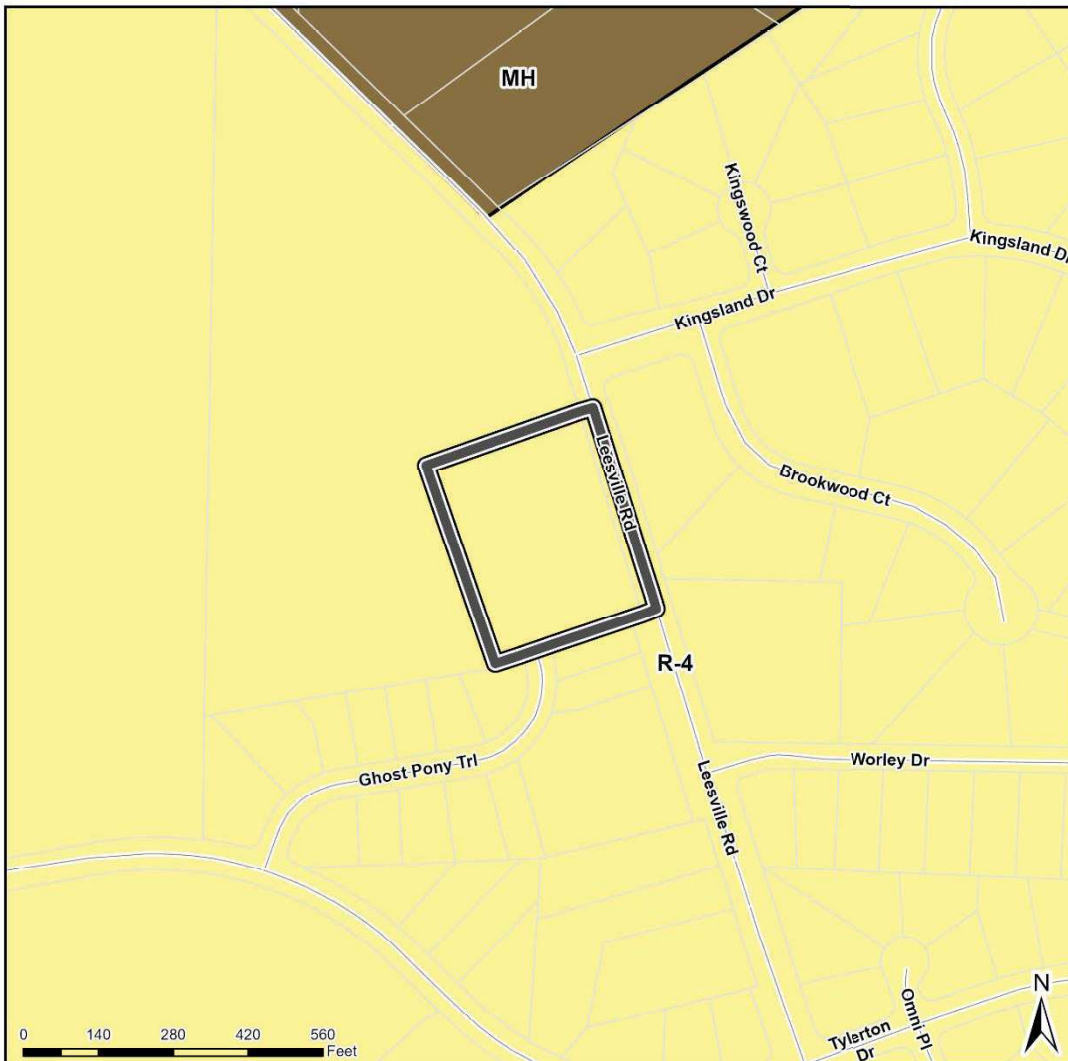
***Maximum height limited by Condition 7.

OUTSTANDING ISSUES

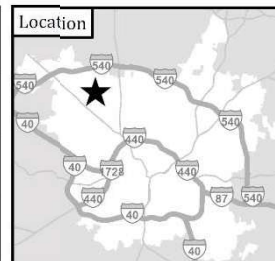
Outstanding Issues		Suggested Mitigation	
	1. No outstanding issues.		N/A

Existing Zoning

Z-10-2025



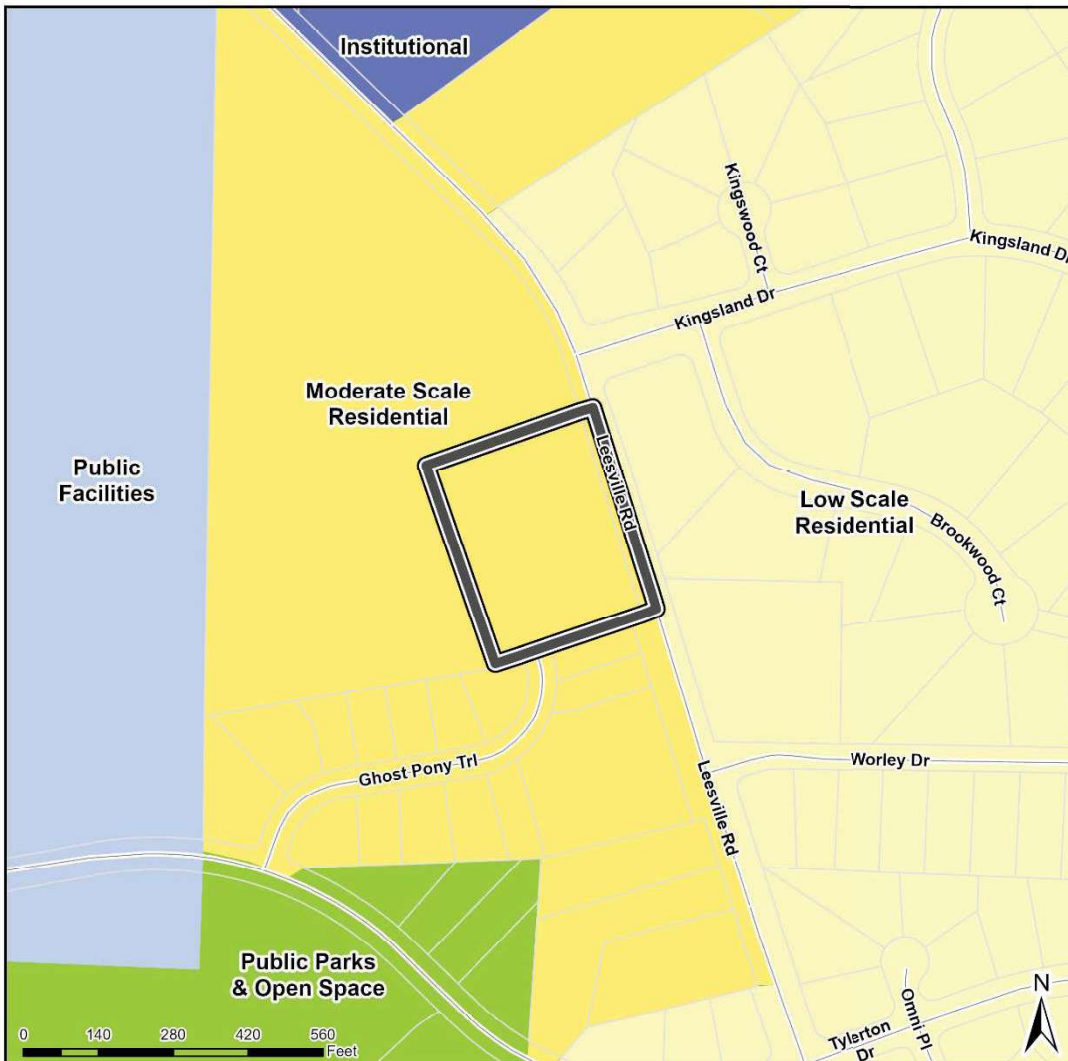
Property	8125 Leesville Rd
Size	2.66 acres
Existing Zoning	R-4
Requested Zoning	R-10-CU



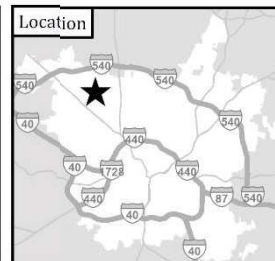
Map by Raleigh Department of Planning and Development (mcgregorm); 5/6/2025

Future Land Use

Z-10-2025



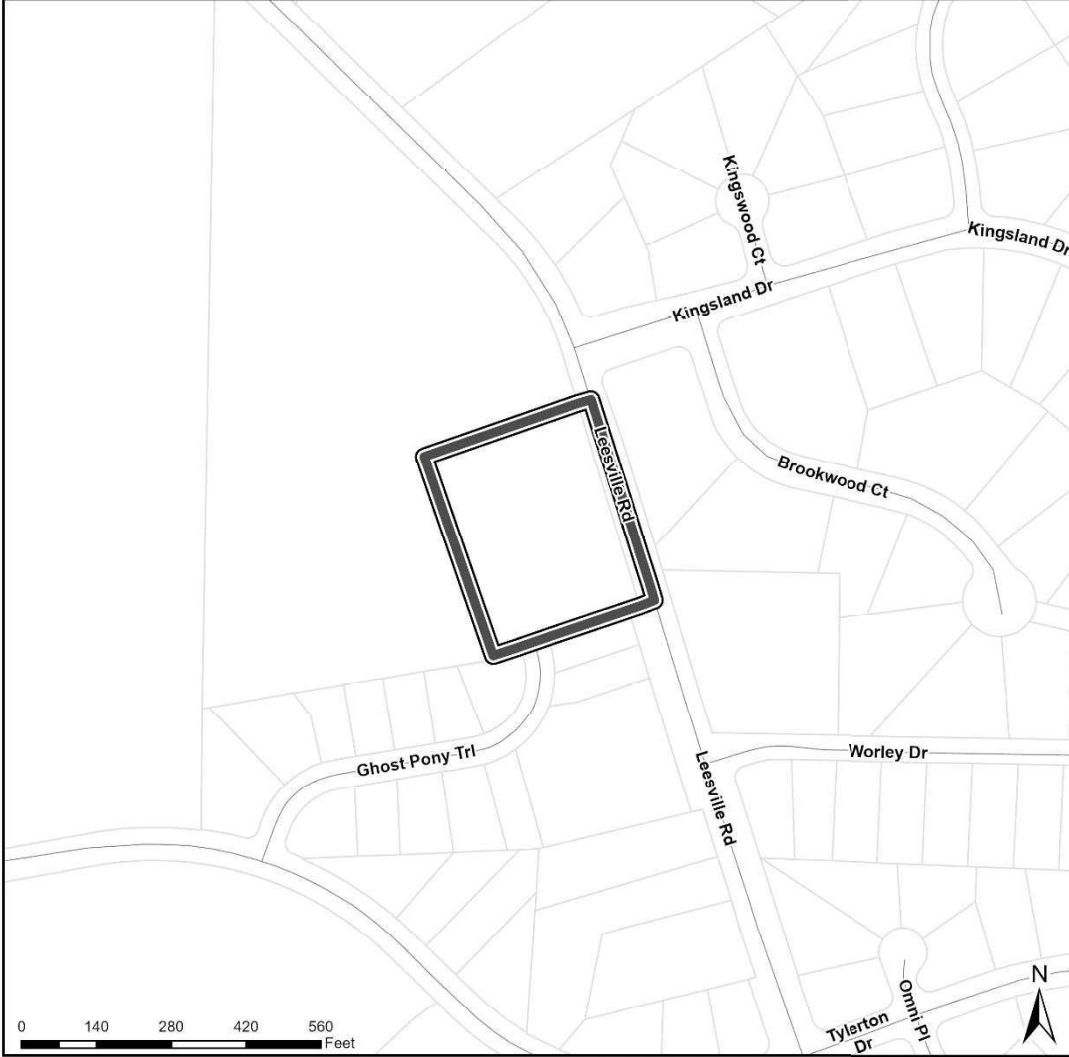
Property	8125 Leesville Rd
Size	2.66 acres
Existing Zoning	R-4
Requested Zoning	R-10-CU



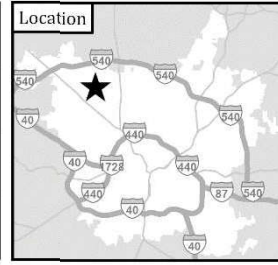
Map by Raleigh Department of Planning and Development (mcgregorm); 5/6/2025

Urban Form

Z-10-2025



Property	8125 Leesville Rd
Size	2.66 acres
Existing Zoning	R-4
Requested Zoning	R-10-CU



Map by Raleigh Department of Planning and Development (mcgregorm); 5/6/2025

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 rezoning request is consistent with the Future Land Use Map and several Comprehensive Plan Vision Themes and policies. The request will increase residential entitlement on the site, increasing the overall housing supply and variety in the city. Additionally, the request will provide additional housing near existing community facilities.

Vision Themes

The request is:

Consistency	Vision Theme	Analysis
Consistent	Expanding Housing Choices	This Vision Theme has three main components including affordable housing, housing variety, and housing supply. Although the request does not directly include dedicated subsidized affordable housing, it will add to the overall housing supply and provide additional housing variety in the area. The request to R-10 will permit greater residential entitlement and variety, by allowing for multi-unit townhomes, than would otherwise be allowed under the existing zoning of R-4. The request will permit smaller unit sizes, additional housing types, and will add to the overall housing supply in the area. Generally, this can support affordability and housing choice in the city.

Consistency	Vision Theme	Analysis
Consistent	Growing Successful Neighborhoods and Communities	This Vision Theme has several components that reinforce that new development should promote walkable neighborhoods and expand housing variety in areas with convenient access to open space, community services, retail, and employment. The rezoning request of R-10 expands housing variety beyond single and two unit living by accommodating multi-unit townhomes (conditions prohibit the apartment building type otherwise permitted in R-10). Generally, multi-unit living is more affordable and can support families with a broader range of incomes, as the Vision Theme indicates. Additionally, the site is located within walking distance of Leesville Road Elementary, Middle, and High School (.9-mile), Leesville Community Park (.6-mile), and Leesville Community Library (.5-mile). The site is also within 1 mile of Pinecrest Point, a shopping center with several retail services and restaurants, including a Food Lion. Future residents will benefit from close proximity to community facilities and the nearby commercial center.

Future Land Use

Future Land Use designation: Moderate Scale Residential

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

If inconsistent, would the benefits of the proposed use outweigh the detriments, and would the new zoning adversely alter the recommended land use and character of the area?

The zoning request of Residential-100 Conditional Use (R-10-CU) is consistent with the Future Land Use Map designation of Moderate Scale Residential. This FLUM designation envisions expanded housing variety and supply throughout the city, especially in existing neighborhoods with predominantly single-family homes. The R-10 district expands housing options beyond the single and two unit living in R-4 by permitting multi-unit townhomes and apartments. While this rezoning request prohibits the apartment building type (Condition 2), it still allows for greater housing supply and diversity than allowed in the existing zoning.

Infrastructure

Will community facilities and streets be available at City standards to serve the use proposed for the property? Yes No

The site is not currently connected to city utilities and a separate petition for annexation will be required for future development on the site. There are water and sewer facilities at the eastern and southern boundaries of the site on Leesville Road and Ghost Pony Trail. Specifically, there is a 16" water main in Leesville Road and an 8" sewer main in Ghost Pony Trail available to the property in the right-of-way. Connection to the Ghost Pony Trail sewer main would require a main extension and easement dedication. There is an additional sewer main on Kingsland Dr located 200' from the site that would require an outside main extension and easements for connection.

Public Utilities staff noted that connection to the sewer main in Ghost Pony Trail (50' from the site's southern boundary) would not be possible with the required retaining wall and tree plantings required by proposed Condition 4. Review additional comments from Public Utilities staff in Trade Reviews.

The site does not meet the NFPA standard response time (8 min) or less travel time for deployment of an initial full alarm assignment at a fire suppression incident. The site is surrounded by primary city limits and future development of the site would not expand the ETJ or expand the area of concern.

While the site and surrounding area has pedestrian facilities, they are limited and do not meet city standards (see Transportation Staff Comments in the Trade Review Section). Specifically, existing sidewalks along the site's frontage (on Leesville Road), are narrow and unprotected. Accessing nearby public amenities like Leesville Road Schools, Park, and Community Library, primarily requires the use of a vehicle.

Urban Form

Urban Form designation: No Urban Form designation exists for this site.

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

Other (no Urban Form designation)

Overview: No urban form guidance exists for the site.

Public Benefits of the Proposed Rezoning

- The request would expand housing variety and increase the overall density possible for the site. This would add additional units and housing options to the City's overall housing supply, which could improve housing affordability.
- Future residents will benefit from the site's proximity to existing public amenities like Leesville Road Park and Library, (.6-mile), and Leesville Road Schools (.9-mile)

- The request will expand housing options nearby existing commercial centers along Leesville Road located one mile north of the site.

Detriments of the Proposed Rezoning

- No detriments were found for the proposed rezoning.

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 1.2 Future Land Use Map and Zoning Consistency
	●	LU 1.3 Conditional Use District Consistency
	●	LU 2.2 Compact Development
	●	LU 5.6 Buffering Requirements
	□	LU 8.5 Neighborhood-Scale Housing
	●	H 1.8 Zoning for Housing
	□	PR 2.2 Park Accessibility

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 (□).

CS 4.4 Response Time Standards

Maintain standards in response time/coverage for fire calls and emergency medical response calls as outlined in the National Fire Protection Association 1710 standard for the organization and deployment of fire suppression operations, emergency medical operations, and special operations): one minute from 911 call to wheels rolling and four minutes total response time.

● **LU 2.6 Zoning and Infrastructure Impacts**

Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed.

- The site does not meet the NFPA standard response time (8 min) or less travel time for deployment of an initial full alarm assignment at a fire suppression incident. The site is surrounded by primary city limits and future development of the site would not expand the ETJ or expand the area of concern.

EQUITY AND CLIMATE CHANGE ANALYSIS

Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	31	9	The site has a Walk Score of 9, considerably lower than the city average score of 31. This means most trips for residents in this area require a car. While the Walk Score is lower than the city wide average, there are existing sidewalk facilities along Leesville Road and other nearby streets.
Transit Score	30	N/A	The site does not have a Transit Score, meaning there are no existing transit facilities near the site.
Bike Score	41	23	The site has a Bike Score of 23, lower than the city average score of 41. This means there are limited bike infrastructure in the area. Specifically, there are shared bicycle lanes along Country Trail and Oneal Road, within .5-mile of the site.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	79	The site has lower transportation costs than average.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	50	The site's proximity to jobs is average.

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*
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Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.
*The requested zoning district of R-10 does permit Small and Larger Apartments but the proposed zoning Condition 2 limits the apartment building type.

Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Adds	The zoning request of R-4 to R-10 adds to the overall housing supply by permitting expanding housing options (removing limit on townhomes and permitting apartment building type). While Condition 2 prohibits the apartment building type otherwise permitted in R-10, the request will still accommodate additional units to be built on the site with smaller lot sizes, particularly for the townhome building type.
Is naturally occurring affordable housing present on the site?	Likely	The site has an existing single unit detached home built in the 1940s. Older housing stock is likely to be more affordable.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	The current zoning of R-4 permits housing types beyond detached houses by accommodating attached houses and limited townhomes. Rezoning to R-10 will permit additional housing types by removing the limitation on the townhome building type. The apartment building type is prohibited by Condition 2, limiting the full housing options permitted under R-10.
If not a mixed-use district, does it permit smaller lots than the average? *	Yes	R-10 allows for detached homes of 10,000 square feet, or one tenth of an acre.
Is it within walking distance of transit?	No	The nearest transit stop is 1.5-mile from the site.

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

Demographic Indicators from EJSCREEN*

Indicator	Site Area	Raleigh
Demographic Index** (%)	19.5	37
People of Color Population (%)	26	46
Low Income Population (%)	13	29
Linguistically Isolated Population (%)	2	3

Population with Less Than High School Education (%)	0	8
Population under Age 5 (%)	7	6
Population over Age 64 (%)	7	11
% change in median gross rent since 2016	22.3	25.5

**Environmental Justice Screening and Mapping Tool from the Environmental Protection Agency (<https://www.epa.gov/ejscreen>). Note: EJSCREEN is unavailable as of January 2025. Estimates provided are based on an [EJSCREEN website backup](#) hosted by the [Public Environmental Data Partners](#)*

***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*?	79.9 yrs	Life expectancy for residents in the site's census tract is the same as the city's overall rate. However, this rate is lower than the Wake County average of 80.3 years.
Are there known industrial uses or industrial zoning districts within 1,000 feet?	No	
Are there hazardous waste facilities are located within one kilometer?	No	
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	No	There are minimal flood prone soils on the northwest corner of the site.
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 site is not annexed. The single-family home on the site was built in 1947, before racial segregation was made illegal.
Has the area around the site ever been the subject of an urban renewal program*?	No	
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups*?	No	
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires*?	No	

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

Analysis Questions

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

Response: Yes. The request to rezone the site from R-4 to R-10 will expand housing options and supply in this area and the city overall. R-10 permits additional housing types like townhomes (townhomes are limited to two per lot in R-4) and apartments. Though the request includes a condition that will prohibit the apartment building type, the request still allows for additional units to be built on the site, particularly for the townhome building type. Additionally, the site is located within walking distance of existing public amenities like Leesville Road Elementary, Middle, and High School (.9-mile from site) and Leesville Road Park and Library (.6-mile from site). Additionally, 1-mile north of the site is the retail shopping center, Pinecrest Point. This center includes several retail services, restaurants, and a Food Lion. Increased housing in this area will benefit from proximity to public amenities, retail and services. The site is not currently served by public transit. The nearest stop is located 1.5-mile west of the site along Glenwood Avenue. As a result, households without a car will struggle to commute from this site to other areas of the city due to the limited transit access and pedestrian/bicycle facilities.

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 is in an area that has seen a 22.3% increase in median gross rent since 2016, slightly behind the City's overall increase of 25.5%. Existing residents may benefit from the expanded housing variety in this area, which is predominantly single-family homes currently. A greater variety of housing options will also reduce energy costs. While this area has a lower percentage of low-income residents (13%) compared to the City's average (29%), the percentage of children under the age of 5 is slightly higher (7%). This suggests that there are more families with younger children in the area that would most likely benefit from reduced housing costs and proximity to public amenities like neighborhood schools, parks, and libraries. The site is not currently served by transit but there are limited sidewalks in the area, which could provide pedestrian access to the nearby public amenities and shopping center. Expanded multi-modal facilities would benefit existing residents and reduce carbon emissions if Leesville Road were built out to its intended Avenue 4-lane, divided Street Plan designation.

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. The median gross rent in this area has increased by 22.3% since 2016. This is slightly behind the citywide increase of 25.5% during the same time 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?

Response: Although the single-family home on the site was built in 1947, 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?

Response: No. Residents in this area have the same life expectancy as the citywide average of 79.9 years. Additionally, the area is not exposed to significant environmental toxins or hazard. The site is also situated within walking distance of outdoor facilities located at Leesville Road schools and Leesville Road Park. Access to open space and outdoor activities will contribute to improve 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 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 impacts specific to this request:

Reviewer	Comments	
Raleigh Water	Impact:	Condition 4 would prohibit the site's ability to connect to the sewer main on Ghost Pony Trail.
	Mitigation:	There is a separate sewer main located 200' from the site on Kingsland Drive that can be connected to. For this connection, the applicant will need an outside main extension and acquire easements.

Stormwater Information

Z-10-25 8125 Leesville Rd	YES/NO	NOTES
Floodzone	No	
Structural Flooding Downstream	No	
Other Drainage Complaints Downstream	No	
Stormwater Conditions	No	
Neuse Buffers Onsite	Possible	NRCS Soil Survey
Existing Impervious	Yes	Existing dwelling and accessories
Subject to Impervious Limits in UDO 9.2.2.A	No	
Changes to UDO Max Impervious Area (9.2.2.A)	N/A	
Subject to 9.2.2.B to H	Yes	
Watershed Overlay	No	
Drainage Basin	Turkey	

Impact Identified: None were noted.

Potential Mitigation: None were noted.

Transportation & Transit Review

Site and Location Context

Location

The site is located in north Raleigh, two miles south of I-540.

Area Plans

The site is not located within an adopted small area plan.

Other Projects in the Area

South of the site, there is a NCDOT project which plans to install a traffic signal at the intersection of Leesville Road and Country Trail/Tylerton Drive. While still in the early stages of development, the project is funded via federal Vulnerable User Funds and is anticipated to be completed in 2027/2028.

Existing and Planned Infrastructure

Streets

Leesville Road is a state-maintained road that is designated as a 4-lane divided avenue in the City of Raleigh Street Plan. Leesville Road currently operates as a 2-lane undivided street.

Development of the site through a subdivision or tier 3 site plan would require right-of-way dedication and road improvements as outlined in [UDO 8.5.6.B](#).

Ghost Pony Trail is a city-maintained street not included in the Street Plan. The UDO requires the street system of any new development to connect to any abutting stub streets to form a through street ([Sec. 8.4.C](#)). This would typically require the site's internal street network to connect to Ghost Pony Trail and any stub streets created by the Winter Hallow subdivision. However, this connection would likely consumer greater than 15% of the site, exempting it from the UDO's block perimeter and stub street standards ([UDO 8.3.2.A.b.iv](#)).

Pedestrian Facilities

There is currently sidewalk on Leesville Road along the site's frontage, however the current sidewalk is only 4' wide. Development of the site through a subdivision or tier 3 site plan would require the provision of 6' sidewalks along the site's Leesville Road frontage ([UDO 8.5.6.B](#)).

There is also sidewalk along Ghost Pony Trail. Extending Ghost Pony Trail as public right-of-way would require the continuation of the existing sidewalk through the site.

Bicycle Facilities

There are currently no bicycle facilities near the site. Development of the site through a subdivision or tier 3 site plan would require the provision of 5' bicycle lanes behind the curb along the site's Leesville Road frontage ([UDO 8.5.6.B](#)).

Transit

There are currently no GoRaleigh transit lines near the site.

Traffic Impact Analysis (TIA)

Determination

Based on the Envision results, approval of case Z-10-25 would increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from R-4 to R-10-CU is projected to generate 11 new trips in the AM peak hour and 13 new trips in the PM peak hour. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual.

Z-10-25 Existing Land Use	Daily	AM	PM
	9	1	1
Z-10-25 Current Zoning Entitlements	Daily	AM	PM
	117	7	9
Z-10-25 Proposed Zoning Maximums	Daily	AM	PM
	293	18	22
Z-10-25 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	176	11	13

RFD Service Review

Case Number: Z-10-25

Box Response: 8125 Leesville Rd

Council District: District E

Date: 04/22/2025



1 st Alarm Fire Response Units	Time (min)	Distance (mi)
Engine 23 (8312 Pinecrest Rd)	3	1.3
Ladder 23 (8312 Pinecrest Rd)	3	1.3
Engine 17 (4601 Pleasant Valley Rd)	6	2.6
Engine 18 (8200 Morgans Way)	7	3.8
Engine 29 (12117 Leesville Rd)	7	3.8
Ladder 4 (121 Northway Ct)	10	5.0
Mutual Aid Unit		
Durham Highway (11905 Norwood Rd)	6	3.5
NFPA Standard Impact		
NOT MET: NFPA 1710 4.1.2.1 Sec 5 - For other than high-rise, 480 seconds (8 min) or less travel time for deployment of an initial full alarm assignment at a fire suppression incident		
Hydrant Distance		
Nearest hydrant on Leesville Rd side of the property.		
Additional Comments		

Conditional Use District Zoning Conditions		
Zoning case #: Z-10-25	Date submitted: August 7, 2025	OFFICE USE ONLY Rezoning case #
Existing zoning: R-4	Proposed zoning: R-10-CU	

Narrative of Zoning Conditions Offered

- The following Principal Uses as listed in UDO Section 6.1.4. that are permitted, limited, or special uses in the R-10 district shall be prohibited: (i) Congregate Care; (ii) Continuing care retirement community; (iii) Rest home; (iv) School, public or private (K-12); (v) Day care center; (vi) Golf course; (vii) Outdoor sports or entertainment facility; and (viii) Parking Facility.
- The Apartment building type shall be prohibited.
- The minimum side yard and rear yard setbacks shall be ten feet (10') and forty feet (40'), respectively, for those properties with Property Identification Numbers (PINs) 0787-58-3073 (Deed Book 17886, Page 1514, Wake County Registry) and 0787-57-1995 (Deed Book 17454, Page 1494, Wake County Registry).
- Along the shared boundary lines of those properties with Property Identification Numbers (PINs) 0787-58-3073 (Deed Book 17886, Page 1514, Wake County Registry) and 0787-57-1995 (Deed Book 17454, Page 1494, Wake County Registry), the Development shall install: (i) a wall of at least six feet (6') in height; and (ii) four (4) understory trees per 100'. This Condition shall not be construed to prohibit the extension of Ghost Pony Trail.
- The property shall be exempt from the Block Perimeter and Dead End Street requirements under UDO Section 8.3.2., and the Stub Street requirements under UDO Section 8.3.4.C.
- All residential buildings shall have a minimum roof pitch of 4:12.
- Maximum building height, as measured in UDO Section 1.5.7., shall not exceed 40 feet.

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.

Signed by:
 Property Owner(s) Signature: Pavan Markulla
9E959B962EB242E...

Printed Name: _____

REVIEWED
 By Metra Sheshbaradaran at 9:46 am, Aug 08, 2025

Conditional Use District Zoning Conditions		
Zoning case #: Z-10-25	Date submitted: August 7, 2025	OFFICE USE ONLY Rezoning case #
Existing zoning: R-4	Proposed zoning: R-10-CU	

Narrative of Zoning Conditions Offered

8. If the Development stubs to and takes access from Ghost Pony Trail, then the Development shall provide one (1) speed hump within either the Ghost Pony Trail right-of-way or an internal private drive aisle. The location of the speed hump shall be determined during subdivision plan review and subject to City of Raleigh approval.

9. All dwelling units shall incorporate at least two (2) of the following building materials into the front facades:

- a) Cementitious lap siding (may also be referred to as “fiber cement”)
- b) Board and batten siding (made with cementitious materials or wood)
- c) Shake and shingle siding (made with cementitious materials or wood)
- d) Wood siding
- e) Stone or synthetic brick
- f) Brick
- g) Stucco
- h) Glass
- i) Metal
- j) Vinyl, only for windows, shutters, PVC solid trim boards (inside and outside corners), and decorative elements

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.

Signed by: Pavan Narkulla
 Property Owner(s) Signature: 0E0608082EB242E...

Printed Name: _____





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	OFFICE USE ONLY Rezoning case #
	<input type="checkbox"/> Text change to zoning conditions			
Existing zoning base district: R-4	Height:	Frontage:	Overlay(s):	
Proposed zoning base district: R-10	Height:	Frontage:	Overlay(s):	
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.				
If the property has been previously rezoned, provide the rezoning case number:				

General Information		
Date: April 7, 2025	Date amended (1):	Date amended (2):
Property address: 8125 Leesville Road		
Property PIN: 0787-58-2264		
Deed reference (book/page): 19793 / 1749		
Nearest intersection: Leesville Road and Country Trail	Property size (acres): 2.66	
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Vibes Fund LLC		
Property owner email: manmit@crowdceed.com		
Property owner phone: (425) 770-8335		
Applicant name and address: Worth Mills, Longleaf Law Partners; 4509 Creedmoor Road, Suite 302, Raleigh, NC 27612		
Applicant email: wmills@longleaflp.com		
Applicant phone: (919) 645-4300		
Applicant signature(s):	DocuSigned by: <i>Pavan Narbulla</i>	
Additional email(s):	D13BCFF5AC9D45F...	

RECEIVED
By Matt McGregor at 1:52 pm, Apr 09, 2025

Conditional Use District Zoning Conditions		
Zoning case #: TBD	Date submitted: April 7, 2025	OFFICE USE ONLY Rezoning case #
Existing zoning: R-4	Proposed zoning: R-10-CU	

Narrative of Zoning Conditions Offered

- The following Principal Uses as listed in UDO Section 6.1.4. that are permitted, limited, or special uses in the R-10 district shall be prohibited: (i) Congregate Care; (ii) Continuing care retirement community; (iii) Rest home; (iv) School, public or private (K-12); (v) Day care center; (vi) Golf course; (vii) Outdoor sports or entertainment facility; and (viii) Parking Facility.
- The Apartment building type shall be prohibited.
- The minimum side yard and rear yard setbacks shall be ten feet (10') and thirty feet (30'), respectively, for those properties with Property Identification Numbers (PINs) 0787-58-3073 (Deed Book 17886, Page 1514, Wake County Registry) and 0787-57-1995 (Deed Book 17454, Page 1494, Wake County Registry).
- Along the shared boundary lines of those properties with Property Identification Numbers (PINs) 0787-58-3073 (Deed Book 17886, Page 1514, Wake County Registry) and 0787-57-1995 (Deed Book 17454, Page 1494, Wake County Registry), the Development shall install: (i) a wall of at least six feet (6') in height; and (ii) four (4) understory trees per 100'. This Condition shall not be construed to prohibit the extension of Ghost Pony Trail into 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.

Property Owner(s) Signature: DocuSigned by:
Pavan Narkulla
043BCEFF6AC9D46F...

Printed Name: Pavan Narkulla



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>1. The Future Land Use Map designates the property as Moderate Scale Residential, which recommends a mix of housing types from single-family detached homes to garden apartment communities. Scale should follow existing precedents of detached and missing middle housing in the area, and corresponding zoning districts are R-6, R-10 and RX-3. The proposed rezoning to R-10-CU, with a condition prohibiting the Apartment building type, is consistent with the FLUM guidance.</p> <p>2. The proposed rezoning is consistent with the following Comprehensive Plan policies: LU 1.3 "Conditional Use District Intensity"; LU 2.2 "Compact Development"; LU 2.5 "Healthy Communities"; LU 4.5 "Connectivity"; LU 8.1 "Housing Variety"; LU 8.10 "Infill Development"; and LU 8.12 "Infill Compatibility".</p>	
Public Benefits	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	
<p>1. The proposed rezoning would add new homes within walking distance of a public library, park and high school.</p> <p>2. The proposed rezoning would increase housing variety along Leesville Road, a Major Thoroughfare on the Raleigh Street Plan. While there are existing townhomes along Leesville Road, single-family detached homes are the predominant housing type along this Major Thoroughfare.</p>	

Rezoning Application Addendum #2	
Impact on Historic Resources	OFFICE USE ONLY Rezoning case # <hr/>
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	
Inventory of Historic Resources	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
There are no known historic resources located on the property.	
Proposed Mitigation	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
Not applicable.	

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.

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: N/A</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: N/A</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: N/A</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: N/A</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: N/A</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: 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>Response: 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>Response: 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>Response: 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>Response: 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>Response: 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>Response: N/A</p>
13	<p>New public spaces should provide seating opportunities.</p> <p>Response: N/A</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: N/A</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: N/A</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: N/A</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: N/A</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: N/A</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: N/A</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: 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>Response: 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>Response: 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>Response: 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>Response: 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>Response: 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>Response: 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 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 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"/>
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"/>

Who Can Initiate a Zoning Request?

If requesting to down-zone property, the rezoning application must be signed by all the property owners whose property is subject to the downzoning. Downzoning is defined as a zoning ordinance that affects an area of land in one of the following ways:

1. By decreasing the development density of the land to be less dense than was allowed under its previous usage.
2. By reducing the permitted uses of the land that are specified in a zoning ordinance or land development regulation to fewer uses than were allowed under its previous usage.

If requesting to rezone property to a conditional district, the rezoning application must be signed by all owners of the property to be included in the district. For purposes of the application only (not the zoning conditions), the City will accept signatures on behalf of the property owner from the following:

1. the property owner;
2. an attorney acting on behalf of the property owner with an executed power of attorney; or
3. a person authorized to act on behalf of the property owner with an executed owner's affidavit.

An owner's can grant power of attorney. This must be made under oath, properly notarized and, at a minimum, include the following information:

- The property owner's name and, if applicable, the property owner's title and organization name.
- The address, PIN and Deed Book/Page Number of the property.
- A statement that the person listed as the property owner is the legal owner of the property described.
- The name of the person authorized to act on behalf of the property owner as the applicant. If applicable, the authorized person's title and organization name.
- A statement that the property owner, as legal owner of the described property, hereby gives authorization and permission to the authorized person, to submit to the City of Raleigh an application to rezone the described property.
- A statement that the property owner understands and acknowledges that zoning conditions must be signed, approved and consented to by the property owner.
- The property owner's signature and the date the property owner signed the affidavit.

If requesting to rezone property to a general use district that is not a down-zoning, the rezoning application may be signed, for the purpose of initiating the request, by property owners or third-party applicants.

REZONING OF PROPERTY CONSISTING OF +/- 2.66 ACRES,
LOCATED SOUTHWEST OF THE LEESVILLE ROAD AND KINGSLAND DRIVE
INTERSECTION,
IN THE CITY OF RALEIGH'S EXTRATERRITORIAL JURISDICTION

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS AND TENANTS ON
MARCH 17, 2025

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent neighbors on Monday, March 17, 2025 at 6:00 p.m. The property considered for this potential rezoning totals approximately 2.66 acres, and is located southwest of the Leesville Road and Kingsland Drive intersection, in the City of Raleigh's extraterritorial jurisdiction, having Wake County Parcel Identification Number 0787-58-2264. This meeting was held at the Optimist Park Community Center, located at 5900 Whittier Drive, Raleigh, NC 27609. All owners and tenants of property within 500 feet of the subject property were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.

EXHIBIT A – NEIGHBORHOOD MEETING NOTICE



To: Neighboring Property Owner and Tenants
From: Worth Mills
Date: March 4, 2025
Re: Neighborhood Meeting for Rezoning of 8125 Leesville Road

You are invited to attend an informational meeting to discuss the proposed rezoning of 8125 Leesville Road (with Property Identification Number (PIN) 0787-58-2264). The meeting will be held on **Monday, March 17, 2025, from 6:00 PM until 7:00 PM**, at the following location:

**Optimist Park Community Center
Classroom
5900 Whittier Drive
Raleigh, NC 27609**

The property totals approximately 2.66 acres in size and is located southwest of the Leesville Road and Kingsland Dr intersection. The property is currently zoned Residential, four units per acre (R-4). The proposed zoning is Residential Use, ten units per acre, conditional use (R-10-CU). The purpose of the rezoning is to facilitate a townhouse subdivision.

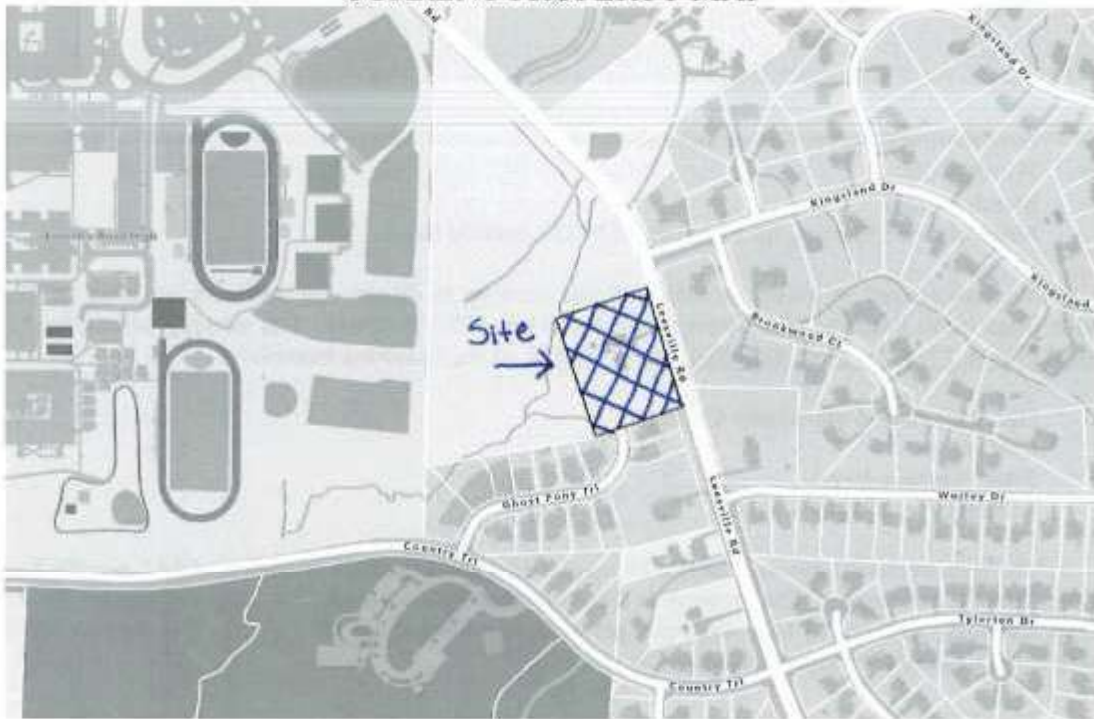
The City of Raleigh requires a neighborhood meeting involving the owners and tenants of property within 500 feet of the property prior to filing the rezoning application. After the meeting, we will prepare a report for the Planning Department regarding the items discussed at the meeting.

Please do not hesitate to contact me directly if you have any questions or wish to discuss any issues. I can be reached at 919-645-4313 and wmills@longleaflp.com. Also, for more information about the rezoning, you may visit www.raleighnc.gov or contact the Raleigh City Planner Matthew McGregor at 919.996.4637 or matthew.mcgregor@raleighnc.gov. If you would like to submit written comments or questions after the neighborhood meeting, please participate in the applicable rezoning case at www.publicinput.com/rezoning.

Attached to this invitation are the following materials:

1. Subject Property Current Aerial Exhibit
2. Subject Property Current Zoning Exhibit

CURRENT PROPERTY MAP



CURRENT ZONING MAP

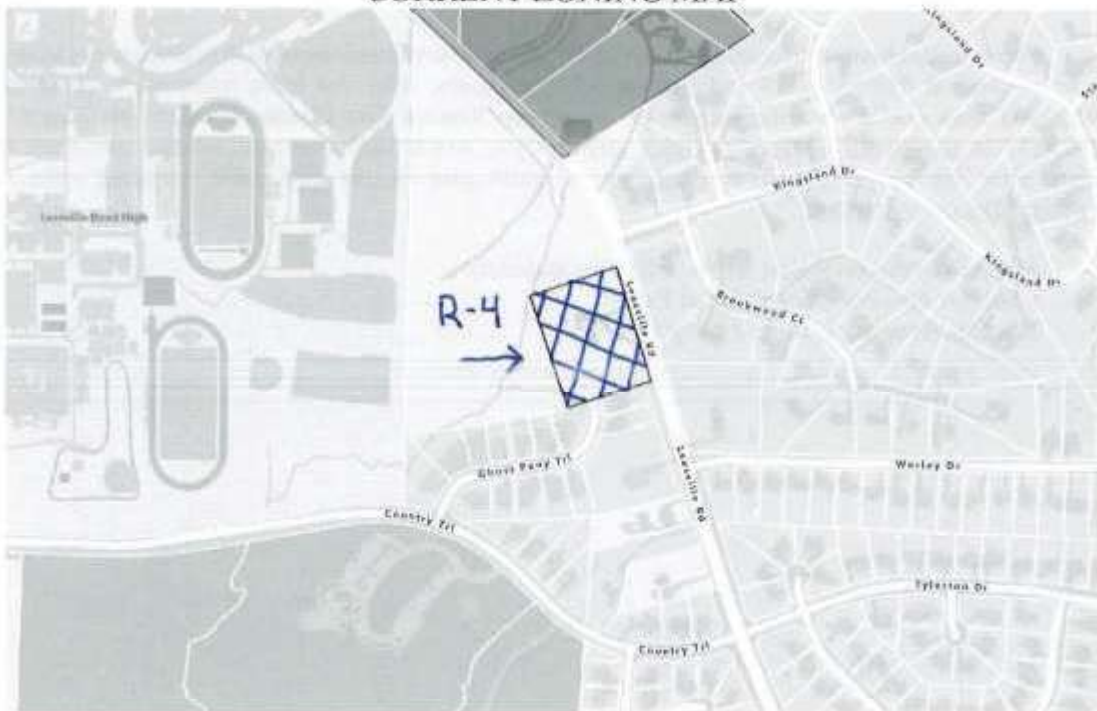


EXHIBIT C – ITEMS DISCUSSED

1. The property's location, existing conditions, and current zoning.
2. The City of Raleigh's rezoning process and estimated timeline.
3. The Future Land Use Map and its recommendations for future development.
4. Future neighborhood meetings and opportunities for comment at the Planning Commission and City Council.
5. The intent to develop the site with townhomes and to extend Ghost Pony Trail
6. The future conversations with Raleigh Transportation and NCDOT regarding whether Ghost Pony Trail will intersect with Leesville Road
7. Question: What is the purpose of rezoning the property from R-4 to R-10?
 - a. Response:
8. Comment: Neighbors do not want Ghost Pony Trail to intersect with Leesville Road. They think that will create a turn onto Leesville that is too dangerous given the bend in the road just north of site.
9. Question: What is the expected construction timeline if the property is rezoned?
 - a. Response: We would not expect construction to begin until the spring of 2027. We still need to obtain rezoning approval, preliminary subdivision approval, site permitting and annexation approval.
10. Question: How is the property to the north (8215 Leesville Road) being developed? And how does it impact our development?
 - a. Response: The Church of Jesus Christ of Latter-Day Saints has owned the property since 2011. Last November, the Church submitted a preliminary subdivision plan (SUB-0065-2024). The plan is for an open two-lot subdivision, and no new buildings are contemplated. This plan is still being reviewed by the City, and we will reach out to the Church to better coordinate development between the two properties.
11. Comment: The previous owner of 8215 Leesville Road submitted a development plan for 9 single-family lots, but those plans have sunset.
12. Question: What is the expected building height and price point of these townhomes? Do we have any prior projects from the applicant that the neighbors can see?
 - a. Response: We don't have that information tonight, but will get you as much as information as we can in the near future.
13. Question: What are the minimum building setbacks in the R-4 and R-10 districts?
 - a. Response: The minimum side yard setback in the R-4 district is 10', and the minimum side yard setback in the R-10 district is 6'. We will look to increase the minimum setbacks immediately adjacent to the Westlake lots.
14. Question: Can the Westlake community block off Ghost Pony Trail at its existing stub?
 - a. Response: No, Ghost Pony Trail is a public right-of-way. The City generally requires new development to extend public streets that have been stubbed to its property lines.
15. Question: What are the City's plans to expand Leesville Road?
 - a. Response: Leesville Road is shown on the City's Street Plan as a 4-Lane Avenue Divided street, with an expected width of 109'. Currently, this stretch of Leesville Road along 8125 Leesville Road is approximately 60'; there is an approximate 49' delta between the recommended street width and the actual street width.

When this property is developed, the developer will have to dedicate ½ of the road width delta (approximately 24.5' of right-of-way dedication along the property's Leesville Road frontage).

- 16. Question:** How will construction traffic be handled?
 - a. Response:** We do not know at this time.
- 17. Question:** Has a Traffic Impact Analysis been completed?
 - a. Response:** Not yet. After we submit the rezoning petition, the City will determine if the petition meets the threshold to conduct a TIA during the rezoning process. Even if a TIA is not required at the rezoning stage, the developer may be required to conduct one during subdivision review.
- 18. Question:** Has the developer conducted any studies measuring the impacts to nearby property values if this property is developed for townhomes?
 - a. Response:** We have not, but I will relay that request to the developer.
- 19. Comment:** Additional traffic from townhome residents on Ghost Pony Trail will be hazardous to the kids who currently live along the street.
- 20. Question:** Does the developer have to extend Ghost Pony Trail?
 - a. Response:** The City does require that we extend Ghost Pony Trail into our property.
- 21. Comment:** If Ghost Pony Trail is extended and ultimately connected to Leesville Road, this may create a cut-through for students, teachers, parents.
- 22. Comment:** This site (8125 Leesville Road) was supposed to be a later phase of the Westlake subdivision, and was planned for 6 homes.
- 23. Question:** Have we designed the stormwater facilities?
 - a. Response:** The stormwater facilities are designed, reviewed and approved during the subdivision process, which occurs after rezoning. The City provides stormwater standards that we must adhere to.
- 24. Question:** What stormwater impacts might downstream neighbors see?
 - a. Response:** The stormwater from this property will be directed towards and into the stream immediately west of the property. That stream runs through 2 of the Westlake properties (8001 and 8009 Ghost Pony Trail). But, the City requires us to design stormwater facilities to treat the 2- and 10-year storms that provide no additional runoff from the pre-development conditions. We do not expect neighbors to be adversely affected.
- 25. Question:** Can we utilize the existing driveway for the single-family home on the property?
 - a. No,** we would still be required to obtain NCDOT approval for any improvements to the existing driveway.

EXHIBIT D – MEETING ATTENDEES

1. Worth Mills (Longleaf Law Partners)
2. Garry Walston (BNK)
3. David Blevins (BNK)
4. Vejay Ravindran
5. Gregg Davis
6. Susan Davis
7. Adrienne Turner
8. Kathryn Gloyer
9. Marianne Hungate
10. Kristal Barbee
11. Joy Chaksupa
12. Chris Satterfield
13. Robert Crosby
14. Kyle Smith

8125 Leesville Rd (Z-10-25)

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
538	98	159	161

What is your full name?

I am against the rezoning of Leesville Road. The traffic is already bad enough where this proposal is a dangerous area. There is many students that travel to the high school and parents that travel to the middle school and elementary school on Leesville Road. The road is not wide enough to handle the amount of traffic that there is now and this would become a safety hazard.

19 days ago

12 Agree

Please vote AGAINST this requested rezoning. That area (in fact, the entirety of Leesville Road) is already much too crowded and traffic is dangerously congested!

19 days ago

10 Agree

I strongly oppose to the rezoning of Leesville road. The traffic is already overwhelming. During school drop off/pick up time, traffic backs up, speed laws are not followed, and stop signs are ignored which is already dangerous. Speed bumps were recently added to reduce speed on the country trail. Rezoning the area would just add to the commotion and congestion in the area.

18 days ago

8 Agree

I am firmly against the rezoning of this property to high density multi family homes. Leesville Road traffic is already insanely high on the next adjacent road ie, Country Trail just completed traffic calming projects while Oneal & our HOA are patiently tapping fingers on the multi year wait for traffic calming on our streets. Traffic is at all time highs & with HS drivers at record highs, the area can't take the accommodate the extra traffic flow.

18 days ago

6 Agree

The Kingsland Road entrance is already dangerous to navigate based on the curve of the road /visibility in that location. You are adding more traffic to an area that is already suffer from bad traffic and has highschoolers in it. I am opposed the rezoning, this will have nagative impact on anyone who lives in that area so that the developer will get a little richer. Vote againt this!!!

17 days ago

4 Agree

I strongly oppose the proposed rezoning of this parcel on Leesville Road to allow for 24 townhomes.

Traffic on Leesville Road is already a serious issue, especially with three schools in close proximity. The congestion during peak hours is not only frustrating—it poses real safety risks for students, pedestrians, and drivers. Adding more housing in this already overburdened area will only make the situation worse.

The current infrastructure cannot safely support additional traffic. Approving this rezoning would increase the volume of vehicles on an already congested stretch of road and further compromise safety for everyone in the community.

I respectfully urge you to deny this rezoning request in the interest of public safety and responsible planning.

18 days ago

4 Agree

We urge you to reject the proposed rezoning of the parcel on Leesville Road to allow for 26 townhomes. This development would significantly worsen existing traffic and safety concerns in an area already under immense pressure.

Leesville Road is a heavily traveled corridor that serves three schools and a public library, leading to persistent congestion throughout the day. The intersection of Leesville and O'Neal is particularly problematic, with frequent accidents and poor visibility creating hazardous conditions for both drivers and pedestrians. The proposed development would introduce additional vehicle traffic, including new driveways for ingress and egress, further compounding safety risks at an already dangerous location.

During school arrival and dismissal times, traffic often comes to a standstill, and pedestrian movement becomes extremely unsafe. Adding dozens of residential units in this context is not only impractical—it is irresponsible.

We ask the Council to prioritize the safety and quality of life of current residents and consider the cumulative impact of increased density in a strained traffic zone. This area is not suited for higher-density housing without meaningful infrastructure improvements. We respectfully request that you deny the rezoning request.

18 days ago

4 Agree

We are very against this rezoning for many of the same reasons described by others. With three schools, a public library and Country Trail being a throughway to Pinecrest and ultimately Glenwood Ave, the addition of multi family units will only worsen the traffic volume and speed concerns for the surrounding residents and three Leesville Road schools. Even with the recently installed speed humps, high speed and cars going around speed humps continue to be a safety problem.

18 days ago

4 Agree

That area of Leesville Rd is very crowded already. It is adjacent to a school zone. I am against rezoning.

18 days ago

4 Agree

I am against rezoning. There is already so much traffic on Leesville Road due to the 3 schools. The street can barely accommodate the traffic we already have. This area is very congested and this proposal would make more dangerous conditions.

18 days ago

4 Agree

I oppose the zoning change on the parcel on Leesville Road. Leesville Road cannot handle the traffic that it has now, especially during the arrival and dismissal hours for Leesville High, Middle and Elementary schools. There is a curve near this parcel that makes it especially dangerous to add to traffic there. Townhomes were not a part of the original plan for this land-Ghost Pony was supposed to be extended with single family homes.

14 days ago

 3 Agree

I am against the rezoning request for the proposed townhomes on Leesville Rd. and am specifically concerned about traffic volume, wildlife, erosion, and the impact on single-family home values. Country Trail recently had speed humps installed - it seems counterproductive to add more traffic flow to this area. There are three schools with a large student walker population, and this area is not equipped to support safe school walking. There are already erosion concerns on Ghost Pony and this development could exacerbate that. The area is home to wildlife that would negatively impacted. As a neighbor, I am against the proposed townhome development.

14 days ago

 3 Agree

I am against the rezoning of this property. Adding to the already high level of traffic on Leesville as well as adding a traffic light that would be needed if this neighborhood is ever to get out would make Leesville a nightmare. As someone who lives on the county section of Country Trail you can see there is no money from DOT for these projects. The city section has sidewalks on both sides, bike lanes, speed humps, and the two lane section has no sidewalks, no bike lanes, no speed bumps. Children going to Leesville schools and people walking have to walk in the dirt and mud with traffic speeding by just feet away. Leesville needs to stay as free flowing as possible to keep the high level of traffic moving.

15 days ago

 3 Agree

I am against this rezoning for multiple reasons. When we purchased our home we were told this land would be used to extend our neighborhood with other single family homes, not townhomes. We did not expect to look outside our window to see towering townhomes with lights in the parking lot shining in our windows. Adding 25 townhomes on this land would cause a lot more traffic through Ghost Pony Trail, especially if this is a cut through to Leesville or if Ghost Pony Trail is the only way into this development. Our neighborhood is fill of kids that play around the roads in the front yards. This would be a definite route for high schoolers to speed through the neighborhood. We are also concerned about water runoff which is already a problem with our neighborhood. Please vote against this proposal.

16 days ago

 3 Agree

I oppose the rezoning request. This area is already highly congested and cannot handle the additional cars this request would produce. I ask the council to please vote no on this rezoning change request.

16 days ago

 3 Agree

As a father of a leesville high schooler and a middle schooler I must ask the city reconsider more homes than what was originally requested.

We are fortunate to live in a highly desirable city in the country. Not accounting for additional traffic congestion in highly congested areas of the city will only damage that desirability. The area around the Leesville schools is well known as a highly congested, and dangerous area to drive. I would caution the zoning committee to proceed an abundance of caution and only agree to the original request and not the 26 town homes now being asked for.

Thank you.
Joe Pasquale

17 days ago

3 Agree

Water run off from such a project will affect all Surrounding homes. A project like this is an environmental disaster for all. Traffic congestion, added students to already crowded area schools. To even consider this project would be not in anyone's best interest but the builder who is only caring about his bottom line.

17 days ago

3 Agree

Rezoning of areas where traffic congestion is already an issue is not in the best interest of us who already have to navigate it. Schools ,shopping and already zoning changes to add multi housing at Stickland and Leesville will already add more traffic. We want to keep Raleigh a place people want to live. Stop giving builders cart blanche to build what they want wherever they want.

17 days ago

3 Agree

I am against rezoning this area of Leesville Rd. The traffic is already tricky at certain times a day and this would worsen the situation, making it more dangerous especially during school hours.

17 days ago

3 Agree

It would be a travesty to change the zoning on this small parcel of land. Leesville Road is already extremely crowded with residents and three schools essentially across the street which adds additional traffic including school buses.

17 days ago

3 Agree

I am strongly opposed to the proposed rezoning of the parcel on Leesville Road from R-4 to R-10 to allow for 26 townhomes. This development would significantly worsen existing traffic and safety concerns in an area already under immense pressure.

Leesville Road is a heavily traveled corridor that serves three schools, multiple existing neighborhoods, shopping centers, and a public library, leading to continuous congestion throughout the day. The intersection of Leesville and O'Neal has frequent accidents and poor visibility creating hazardous conditions for both drivers and pedestrians. The proposed development would introduce additional vehicle traffic, including new driveways for ingress and egress, further compounding safety risks at an already dangerous location.

During rush hour (morning and afternoon), as well as school arrival and dismissal times, traffic comes to a standstill, and pedestrian movement becomes extremely unsafe. Adding a townhouse development or any type of high density housing is not only impractical—it is irresponsible.

Please prioritize the safety and quality of life of current residents and consider the cumulative impact of increased density in a strained traffic zone. This area is not suited for higher-density housing without meaningful infrastructure improvements. I'm respectfully requesting that you deny this rezoning request.

17 days ago

3 Agree

I am against the rezoning of this section of Leesville road. My concerns include traffic congestion, and the proximity to Leesville Road schools, especially the high school, where adding a significant number of residences will impact traffic for those coming to/from school as well as pedestrians in the area. I also feel this will significantly change the look and feel of the area.

17 days ago

3 Agree

I am against the rezoning which would allow townhomes to be built on this property. There is already too much traffic on this section of Leesville Rd.

18 days ago

3 Agree

Michele Casey: I have lived in this area for 50 years. I work in this area. The roads are too crowded. I strongly oppose to the rezoning of Leesville road. The traffic is already overwhelming. The road size is insufficient for this change.

18 days ago

3 Agree

This area cannot sustain the level of traffic this development would bring. It would be dangerous for pedestrians, students, and drivers. This rezoning should not be approved.

18 days ago

3 Agree

I am against the rezoning of this parcel of land for townhouse or any high density housing. Traffic is already too heavy on Leesville Road and this will only increase it. I live on Sprague Rd and it is used heavily as a cut through to Lynn Rd with a 25 mph limit and people drive upwards of 40 mph and there's no sidewalk. You take your life in your hands when walking on Sprague. We pay as much in taxes as everyone else and our road is filled with patches and has not been repaved ever. Please do not let this development happen.

14 days ago

2 Agree

I am against the rezoning of 8125 Leesville Road as well. This particular section of Leesville can not handle an increase in road or foot traffic. Single family homes are be a much better fit for this tract. The proximity of these potential townhomes to the school system does not bode well for the safety of the area - especially if the townhomes are rented out. Plus, the leaning storage shed on this property has a lot of character and should be protected at all costs!

14 days ago

👍 2 Agree

I would oppose. The infrastructure for this area is already over burdened and yet to be addressed. Additional there is wildlife that will be displaced by this zoning. Suggest looking north of 540 where there is less saturation that can support additional housing options.

14 days ago

👍 2 Agree

I am against the rezoning of Leesville. I live in the neighborhood across the street, and the traffic is already bad on this two lane road. It's already home to many high density apartments - the infrastructure in this area is not adequate to support much more housing. At an already busy greenway/library/neighborhood/elementary, middle, and high school intersection - more traffic is not needed in that area.

14 days ago

👍 2 Agree

Against rezoning. I understand the desire to add more housing, but the proximity to the schools will have a negative impact to lifestyle and road safety in an already congested area of Leesville. Safety and quality of life for existing residence is more important and would encourage a different location for the townhouses to be built. An overwhelming amount of responses are against this, please listen to your community who currently resides here.

15 days ago

👍 2 Agree

I do not support this rezoning. Leesville road is already much too busy, and this will create additional traffic crashes, being on the blind curve. With all of the student and school traffic in this area, this rezoning is a very bad idea without first widening Leesville road.

15 days ago

👍 2 Agree

Please don't rezone this area. I live in Westlake, and this part of Leesville is already too congested. The entrance to Kingsland is already a dangerous spot due to the curve in the road. Adding additional houses and entries onto Leesville right there would only add to the danger.

8 days ago

👍 1 Agree

I am against the rezoning of this Leesville area - I'm concerned with safety near my son's future schools. That corner of Leesville sees so many accidents at Kingsland Road, i was rear ended there when I attended LRHS. Please vote against this request!

8 days ago

👍 1 Agree

I am a resident of Ghost Pony Trail and am adamantly against the building of 25 townhomes in this small plot of land. As many have commented before, this was zoned for single family homes or duplexes. It would negatively impact traffic which is already a safety concern, drainage downstream from the property and home values in the area. Tying Ghost Pony trail into this development would increase traffic on our small road significantly. We just received the speed humps on country trail rd and now the additional traffic down GPT would cause serious safety issues. There are accidents on Leesville rd often and more traffic would only contribute to worsening safety on that road as well.

8 days ago

1 Agree

Against this rezoning because of the increase in dangerous traffic amin that area, especially during school hours. Widen the road before you add more neighborhoods!

8 days ago

1 Agree

No

8 days ago

1 Agree

As a resident of Ghost Pony Trail, I'm strongly opposed to the proposed rezoning off Leesville Road. This change would have negative consequences for our neighborhood and the surrounding area.

Those of us who live in the area have been dealing with heavy traffic and safety concerns for years, long before this proposal was drafted. Adding townhomes will only make things worse. A traffic calming initiative was recently implemented on Country Trail to slow down speeders and make our streets safer. This rezoning would completely undermine that effort.

There are also real environmental concerns. Our street struggles with stormwater drainage, and more development means more pavement, more runoff, and more flooding. On top of that, the area is home to local wildlife that would be pushed out by construction.

This isn't just about not wanting change in our backyard — it's about making smart, responsible decisions that protect public safety, the environment, and the character of our community. This rezoning proposal doesn't do that. I strongly urge you to reconsider.

9 days ago

1 Agree

Opposed. We live a few houses down in Woods of Westlake. Leesville Road is already overcrowded with traffic (residential and cut through) during several parts of the day. The proposed rezone location is situated on a blind curve which is already problematic and prone to accidents. Introducing a new access point on a blind curve would be dangerous for the new residents and the oncoming traffic on Leesville.

Additionally, students, pedestrians and bikers cross Leesville at this location to get to the schools, library, or grocery store during the day, including at some of the busiest times. There is no traffic light, circle, or crosswalk in place despite all the developmental growth in the past 20 years. Adding more traffic and an additional housing entrance would make it even more difficult and dangerous for us to cross the street to do the activities we enjoy in our neighborhood community.

12 days ago

1 Agree

Vote against this rezoning. Money-hungry developers are wanting to cram as many people in into an area that's already hit capacity. Leesville is too narrow, there is too much traffic and this is a poor location to connect more traffic to be traveling on leesville and country trail. Pavan needs to build his development in a new location. Build single family home in the \$750s+ there would be less homes and would add value to already developed land. Townhomes are such a dumb idea in this location

14 days ago

1 Agree

Marie Pasquale

16 days ago

1 Agree

Katie G

3 hours ago

NO! This will cause an enormous amount of traffic on an already busy road. And we don't need more traffic lights as a way to accommodate the influx.

15 hours ago

Adrienne Turner

17 hours ago

Along with all the other comments about this rezoning, I concur that daily traffic conditions in and around the schools and approaches to them on Leesville Road are already very congested, and adding more traffic to this area without major road improvements will result in unsafe conditions for students and residents. This is a truly bad place to increase housing density at the present time.

2 days ago

Diane Bosnjak King

2 days ago

I am against the rezoning of Leesville Road. It is right by a school and there is already too much traffic. It is already unsafe, and this would make it worse.

2 days ago

I am opposed to the reasoning due to the already congested area, three adjacent schools with already existing safety concerns, and environmental concerns.

5 days ago

There are 2500 high school kids (and more from the middle/elementary schools) with many of them trying to cross Leesville at various points.

I live at the corner of Leesville and Country Trail. There's already too much traffic, and that stretch where Leesville curves a little right at Kingsland (and that property) is probably the worst spot.

7 days ago

Jacob Weston

7 days ago

Greg Cronheim

7 days ago

The re-zoning of this property to build townhouses will potentially create issues of stormwater drainage, traffic hazards due to new access road(s), and utilities (power, water sewer) strain.

7 days ago

Charlotte Andrews- No

8 days ago

Charlotte Andrews

8 days ago

Tammy Moore

8 days ago

Anyone who votes for this rezoning should have their heads examined! Have you ever driven on Leesville Road? Have you ever even seen Leesville Road? At any time of day? Especially from 6:30am to 10am and again from 1:30pm to 7pm. When school is in session it is impossible to drive on this two lane road. And summertime isn't much better. And God help you if you live in a neighborhood off Leesville. Good luck getting in and/or out of that neighborhood. I have turned out of my neighborhood off Leesville only to sit in traffic--it took me twenty-three minutes to drive 7/10 of a mile. Members of the city council hand out building permits like candy on Halloween, without any regard to the residents already living in the area. What do they care? It won't have an effect on them. They don't do this in the areas where they live! Are you planning on widening the road as well as overcrowding the area with townhouses? Not to mention that almost nobody obeys the school zone speed limit, not even school buses! Leesville Road has become a dangerous road to travel. The high school students are constantly having accidents on Leesville Road, making things even worse. City council members are ruining what was once a beautiful place to live. I don't know if it's greed or what. Stop trying to be big city!! You're not. You will never be able to compete with NYC, LA or Chicago. How bout fixing the existing infrastructure before you give out permits this time. TRY BEING PROACTIVE FOR ONCE INSTEAD OF BEING REACTIVE AND TRYING TO PLAY CATCHUP THAT NEVER HAPPENS! I, as well as several of my family members, vehemently oppose this rezoning.

8 days ago

Kristal Barbee

8 days ago

Aimee Mikel

8 days ago

This is a dangerous area to cross the road as-is with many students walking too and from school. Leesville road really cannot handle more traffic as it is now. There are limited sidewalks, no shoulder on the road, and no bike lane through this area. If the developer isn't planning to add any improvements to the community, then the only one who benefits from the change in zoning is the developer themselves. Just more profits for them and more dangers for our residents and kids. There would need to be a major overhaul of the road to accommodate more families and congestion and to justify a rezoning from the current zoning standards.

8 days ago

We have been working to have the pedestrian crossing issue addressed for years in this location. The road cannot properly handle the current amount of traffic or allow for safe pedestrian use. How will the traffic and pedestrian safety be addressed? We are opposed to any new building in this area without the traffic and pedestrian safety properly addressed.

8 days ago

I'm strongly against the proposed rezoning near Leesville Road. This change would have a harmful impact on the neighborhood and the broader community.

8 days ago

This area is already too congested and is not appropriate for a townhouse complex. We are strongly opposed to this re-zoning!

9 days ago

I am AGAINST the rezoning of this land due to traffic concerns on Leesville Rd so close to the schools!

9 days ago

I am firmly against this rezoning. We need to minimize the growth of traffic here to keep this area safe for our kids going to Leesville schools. What happened to the traffic calming project for this area? That still needs to be addressed and this rezoning will do the exact opposite. Leesville Rd is not wide enough to allow for even more traffic congestion and that is already a dangerous stretch of curved road. Developer profit is being considered over safety here, as well as the environmental impact the rezoning would have and that is not only irresponsible and greedy, but also harmful.

9 days ago

April Arrington Blair

9 days ago

I would like to respectfully express my opposition to this rezoning proposal. As many others have noted, traffic in this area is already a concern, particularly during weekday school drop-off and pick-up times, when congestion becomes especially severe. In addition, the proposed townhomes are significantly out of character with the existing single-family homes on Ghost Pony Trail and in the surrounding neighborhoods. While I recognize the importance of offering a range of housing options in our community, it's worth noting that there are already multiple townhome developments nearby, including those to the north and south on Leesville Road, as well as on Pinecrest and Ebenezer Church Roads. Given the existing strain on infrastructure and the inconsistency with the established neighborhood character, I urge the Planning Commission to reconsider this proposal.

9 days ago

I am against adding increased units to this property/project. Leesville road is very dangerous with lots of accidents, adding more people to a dense area without addressing the current issues is reckless.

9 days ago

I oppose this rezoning. There is already too much traffic and congestion on this stretch of Leesville Rd.

10 days ago

Lorraine Pineda

11 days ago

I am against the rezoning. This area is already too populated and too much traffic. Schools nearby mean a lot of pedestrians that are more at risk from increased traffic. Address the current traffic issues instead of adding to them.

11 days ago

Elizabeth Wagner

12 days ago

Kevin McGrew

14 days ago

Clare Pope

14 days ago

This is an extremely busy street/area. It would not be in the best interest of the community to rezone this site. As a member of the community, I would ask you all to decline/reject this request.

14 days ago

Thomas Bosman

15 days ago

Anonymous

15 days ago

Kenneth Patterson

16 days ago

Sarah Jane Willis

17 days ago

Cathy Stipe

17 days ago

Lisa Lawrence

17 days ago

Townhomes are fine but limit them to 15 so there are better buffers around the property and more land for the owners to use for their own recreation. Maybe even a playground so they don't crowd the ones at the school.

18 days ago

Townhomes are a terrible idea in this location. It's an already crowded area with traffic congestion today. We don't need cram as many families as possible into a tiny space

14 days ago

1 Agree

Jason Bazin

18 days ago

Rebecca Hilton

18 days ago

Brian S.

18 days ago

Please don't rezone this area. It's way too congested and busy already. The roads are narrow with inadequate shoulders and too much traffic. It's impossible to make a turn there. 100% against adding more homes.

18 days ago

Brian Price

19 days ago

Adrienne Guilherme

19 days ago

Nancy Campbell-Hodjat

19 days ago

What is your ZIP code?

I am completely opposed to this rezoning proposal. The traffic issues are very concerning already in this area. Even with a traffic light this road is too congested. I'm also very concerned for the safety of the pedestrians which include lots of student attending Leesville High school and Middle School.

17 days ago

3 Agree

I live in a neighborhood off of Leesville and back up to Leesville Rd. During school, there are weekly wrecks in my yard. This area cannot sustain the level of traffic this development would bring, and it would be an environmental nightmare. There are no sidewalks, so many pedestrians are walking on the side of the road. This would be entirely too dangerous for pedestrians, students, and drivers. This rezoning should not be approved.

16 days ago

2 Agree

I oppose this reasoning proposal. Please take into consideration that this road is already congested and a will be a safety hazard for surrounding schools. Please vote no for this proposal.

16 days ago

2 Agree

I am against the rezoning of Leesville road
Currently over congested with no relief in site
Vote NO

16 days ago

2 Agree

27613

15 hours ago

27613

17 hours ago

27613

2 days ago

27615- No

8 days ago

27613

8 days ago

27613

8 days ago

27613

8 days ago

We have been working to have the pedestrian crossing issue addressed for years in this location. The road cannot properly handle the current amount of traffic or allow for safe pedestrian use. How will the traffic and pedestrian safety be addressed? We are opposed to any new building in this area without the traffic and pedestrian safety properly addressed.

8 days ago

27613

8 days ago

28627

16 days ago

26713

16 days ago

27613

17 days ago

27613

17 days ago

27613

17 days ago

27613

18 days ago

27613

18 days ago

27613

18 days ago

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18 days ago

27613

19 days ago

27613

19 days ago

27613

19 days ago

27613

19 days ago

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 an access road is created to enter/exit off of Leesville Road will a traffic light be installed as well? The Kingsland Road entrance is already dangerous to navigate based on the curve of the road / visibility in that location.

19 days ago

3 Agree

It is my understanding that build- out occurred on Leesville Road due to traffic volumes. How are additional homes going to be built when the population on the road is already beyond capacity?

19 days ago

2 Agree

Are traffic lights as well as turn lanes going to be added?

18 days ago

1 Agree

Why did a letter go out to everyone in the area. We did not receive one.

15 hours ago

When did this property sell? I would honestly like an answer please. And why did it sell to someone who wants to build townhomes?

15 hours ago

Will a turn lane be required on Leesville for the Kingsland intersection? How will pedestrian crossings be handled? Will the tree conservation areas be honored and maintained? Will there be height restrictions on the townhouses? Can the curvature/sight lines on Ghost Pony Trail handle 50+ more cars? Will a traffic study be conducted? Will speed humps be required so this area doesn't become a cut-thru to avoid the 2 speed humps recently placed on Country Trail? Can the Leesville schools handle the increase in students? Can current infrastructure handle this level of density? How will the runoff be handled when this property drains into creekbeds?

16 hours ago

How are you going to help with the additional traffic volume?

2 days ago

Already huge runoff /drainage issues here. Big traffic concerns.

3 days ago

no

8 days ago

We have been working to have the pedestrian crossing issue addressed for years in this location. The road cannot properly handle the current amount of traffic or allow for safe pedestrian use. How will the traffic and pedestrian safety be addressed? We are opposed to any new building in this area without the traffic and pedestrian safety properly addressed.

8 days ago

I oppose this rezoning. There is already too much traffic and congestion on this stretch of Leesville Rd. Vote NO!

9 days ago

I am absolutely against the re zoning in this area. It is already too crowded. The infrastructure needs to catch up with all the houses being built.

15 days ago

How is the increased traffic planning to be handled? We live in Westlake and have asked for YEARS for more traffic lights, wider streets, and sidewalks to make this stretch safe. Part of the perk of this area is the proximity to good schools but this road with the current traffic makes pedestrian traffic completely unsafe. This particular stretch is incredibly dangerous with the blind curve and with a 45 MPH speed limit, people are minimally doing 50 along this stretch. I am extremely concerned about adding another densely populated residential community here.

15 days ago

I oppose the rezoning request. This area is already highly congested and cannot handle the additional cars this request would produce. I ask the council to please vote no on this rezoning change request.

16 days ago

If this re-zoning is allowed to go forward, what safety measures are in place in regards to the increase in traffic, for pedestrian safety, safety for the surrounding schools and how will the new development maintain the current look and feel of Leesville Road? How will an increase in traffic be handled in an already congested area?

17 days ago

Does the City plan to add a traffic light and other pedestrian safety measures?

18 days ago

"If this proposal is approved, what specific actions will be taken to accommodate the anticipated increase in both vehicle and pedestrian traffic? It is essential that the road be improved to ensure safe travel in the area."

18 days ago

Will they have drive access off of Leesville or only Ghost Pony? If on Leesville, will left(center lane) and right turn lanes be required to alleviate already heavy traffic. Will they also be required to build for future Leesville widening?

19 days ago

Do you have any comments about this rezoning case? If, so leave them in the comments box below. Please note that your comments are public, can be seen by others, and will be presented to the Planning Commission.

Leesville Road accommodates a lot of traffic daily to include residential, schools, and cut through traffic coming off of 540. There is a lot of traffic from people going to and from 540 that don't live on or around Leesville Road. The area that is being considered is an area that is not generally safe right now where many people already speed in the bend going by Kingsland Woods. The roads are not wide. It's also very dark on Leesville Road at night. Adding additional housing in an already tight/condensed area with a ton of traffic is not a safe option for anyone who lives in the area or travels on Leesville Rd daily. Safety concerns have to be considered when adding more to that area. My husband and I are against the rezoning.

18 days ago

👍 2 Agree

Strongly oppose the rezoning. There are way too many people for the small roads to handle.

18 days ago

👍 2 Agree

I oppose the rezoning of 8125 Leesville Road from R-4 to R-10 due to serious safety concerns. Increasing the density from 6 houses to 26 townhomes will significantly worsen traffic congestion on an already busy road, creating hazards for drivers, students and school buses. The added strain could also delay emergency response times. This area lacks the infrastructure to safely support such high-density development. I urge the Planning Commission to deny this rezoning request and preserve the safety of our community.

18 days ago

 2 Agree


I feel strongly that this region should not be rezoned. I am the parent of 2 Leesville Road High School students. This is adjacent to the school, and will increase traffic on Leesville Road (no matter where the entrance road is created). The region already has an overwhelming volume of traffic due to not one but 3 schools being located in the same area, including a high school where many new/teen drivers are navigating the roads. Additionally, the high density development of this land would also have a negative impact on environmental factors. Please do not approve the rezoning of this region.

19 days ago

 2 Agree

This should not be rezoned. This area is already inundated with growing townhome useage. The schools and environment cannot support the runoff for this amount of construction. The traffice on Leesville Road can also not support this. We need to protect our natural areas

19 days ago

 2 Agree

I don't feel adding 26 townhomes to this location would be beneficial at all. Please leave at current zoning. The additional traffic and development of this land would exacerbate the already heavily traveled roads.

19 days ago

 2 Agree

Unless there is a net benefit to the neighboring communities then a zoning should not deviate from what it is today. The obligation is on the developer to either (I) work within the current zoning requirements or (II) ensure that the overall community is benefitted from the change of zoning. The road is narrow (undersized), highly trafficked, minimal pedestrian crossings, and primarily a single family detached home area. Adding density will increase strain on all of the above and most likely, the only net benefits will be to the seller and developer. Therefore is hard for me to justify even considering a change of zoning. The next developer can fit density per the current standards and the parties need to figure out how to underwrite that scenario vs. asking the neighbors to help them underwrite their investment. Vote no.

8 days ago

 1 Agree

As a resident of Ghost Pony Trail, I'm strongly opposed to the proposed rezoning off Leesville Road. This change would have negative consequences for our neighborhood and the surrounding area.

Those of us who live in the area have been dealing with heavy traffic and safety concerns for years, long before this proposal was drafted. Adding townhomes will only make things worse. A traffic calming initiative was recently implemented on Country Trail to slow down speeders and make our streets safer. This rezoning would completely undermine that effort.

There are also real environmental concerns. Our street struggles with stormwater drainage, and more development means more pavement, more runoff, and more flooding. On top of that, the area is home to local wildlife that would be pushed out by construction.

This isn't just about not wanting change in our backyard — it's about making smart, responsible decisions that protect public safety, the environment, and the character of our community. This rezoning proposal doesn't do that. I strongly urge you to reconsider.

8 days ago

1 Agree

I strongly oppose the rezoning of 8125 Leesville Road from R-4 to R-10 due to serious safety concerns. Increasing the density from 6 houses to 26 townhomes will significantly worsen traffic congestion on an already busy road, creating hazards for drivers, students and school buses. The added strain could also delay emergency response times. This area lacks the infrastructure to safely support such high-density development. I urge the Planning Commission to deny this rezoning request and preserve the safety of our community.

17 days ago

1 Agree

I am strongly against rezoning this property for townhomes. Leesville Road can not handle the added traffic and congestion 20 plus homes would add. This road is used by many high school drivers and safety is already a concern at that corner. Please do not approve this.

18 days ago

1 Agree

I don't think this area should be rezoned. 26 townhouses will cause too much additional traffic for an already busy road. Please do not rezone

18 days ago

1 Agree

The rezoning request for such high density on a small parcel along a 2-lane road with limited visibility is an accident waiting to happen and not for the benefit of this community. It's one thing to develop the parcel at R-4 and it's another to increase the impervious surface allotment for R-10 and expect no environmental and stormwater consequences, esp. for the properties downstream from this one. Neither Ghost Pony Trail nor Leesville Road can safely handle this level of traffic. My family and my neighbors strongly oppose this rezoning request!

16 hours ago

This is a HUGE safety concern. This will make the traffic congestion worse. With the traffic congestion, it will become even more dangerous for students and school buses. The road is way too small for an increase. The drainage in nearby neighborhood are horrendous. I foresee a lot more flooding.

2 days ago

traffic is already too congested and this is a small road as is

8 days ago

The traffic on Leesville road is already heavy, especially during morning/evening commutes and during school arrival and dismissal times. The additional units allowed by a rezoning approval would add to the congestion. I am particularly concerned about the exit and entrance to said townhouse. Many student drivers traverse Leesville Rd. We all have seen many accidents involving students on Leesville. This additional entry point would create an additional hazard to an already dangerous curve. We must protect the safety of Raleigh's citizens over developer profits. Please vote NO to the rezoning proposal!

8 days ago

Lauren Brock This is a dangerous area to cross the road as-is with many students walking too and from school. Leesville road really cannot handle more traffic as it is now. There are limited sidewalks, no shoulder on the road, and no bike lane through this area. If the developer isn't planning to add any improvements to the community, then the only one who benefits from the change in zoning is the developer themselves. Just more profits for them and more dangers for our residents and kids. There would need to be a major overhaul of the road to accommodate more families and congestion and to justify a rezoning from the current zoning standards.

8 days ago

Leesville road is already extremely busy and this particular section is very dangerous to get onto the road as a driver, much less to cross as a pedestrian.

8 days ago

I am opposed to this rezoning for several reasons. The traffic is very congested in this area already, and this is right at the corner of the road which doesn't make sense. The aesthetic in this area is older homes with mature landscaping, with the homes spread out due to more acreage. Although it is not a historic district, it does have the curb appeal that mirrors the historic district of Raleigh.

9 days ago

I oppose this rezoning. There is already too much traffic and congestion on this stretch of Leesville Rd. vote No

9 days ago

We strongly oppose the rezoning of 8125 Leesville Rd from R-4 to R-10 due to extreme safety concerns that already exist...blind curve, Blind exit from existing development, sidewalk adjacent to roadway on the bailout side, School Zone, School Buses, Inexperienced new drivers driving to school, little room for acceleration, adding a minimum of 52 cars, plus visitors, plus service vehicles, delivery trucks multiple access/egress daily to that section of Leesville is unconscionable. We do not think this area is so desperate for development that we need to ignore these concerns. If the developer wants to rezone it then they must pick up the cost of removing the blind curve in the road, adding a middle turn lane, relocating the sidewalk, and adding appropriate signage. Again we are not that desperate for development to spend our tax dollars to safely accommodate this rezoning

10 days ago

Absolutely NO to the rezoning. My kids go to Leesville High School and traffic is crazy in the morning. This will negatively affect our quality of life in this area.

11 days ago

I am against the rezoning. Our schools in this area are already overcapacity and the traffic is already too heavy. Our quality of life will be negatively affected. So no to the rezoning.

11 days ago

I am absolutely stunned that you would be considering rezoning this portion of property! That parcel is incredibly close to what is a dangerous intersection already. I have almost been hit several time trying to make a left onto Kingland coming from school campuses. Adding additional congestion in this area is only going to make this situation worse. Not only that, traffic on Leesville Road is already congested during certain hours of the day. I truly hope you decide to decline this rezoning.

14 days ago

I strongly oppose the rezoning. This raises huge safety concerns and will significantly increase traffic congestion in an area that cannot support the current use.

15 days ago

26 townhomes? No way... bad idea and it will bring way too much congestion to that area.

15 days ago

Strongly oppose to the rezoning of Leesville road. The school traffic already makes the area congested adding townhomes in the area will increase the traffic congestion.

18 days ago

This parcel of land should not be rezoned. Leave it as is to build single family homes, if necessary, but please do not rezone in order to allow townhomes to be built there. It would add to traffic and congestion and is not necessary.

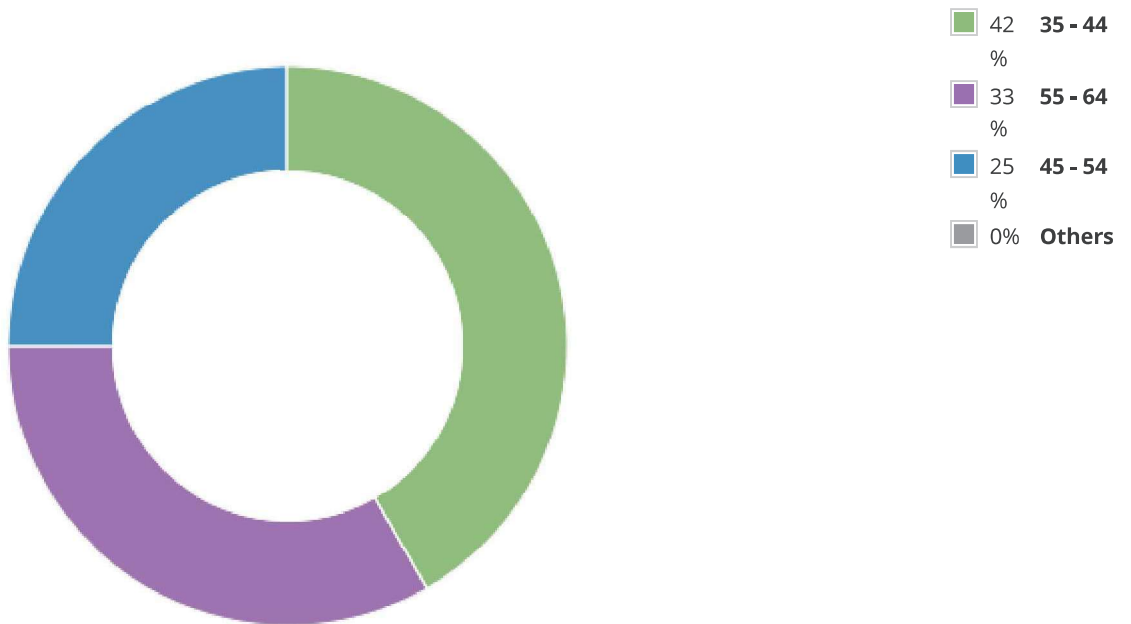
19 days ago

Additional townhomes would create more drivers on an already busy road (Leesville Rd). Safety is a concern as well as level of service. I don't see a way that adding more traffic through homes or townhomes will benefit the community as a whole.

19 days ago

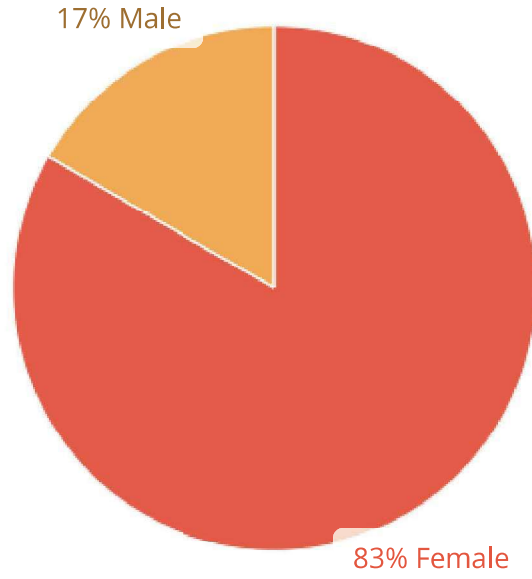
What is your ZIP code?

What is your age?



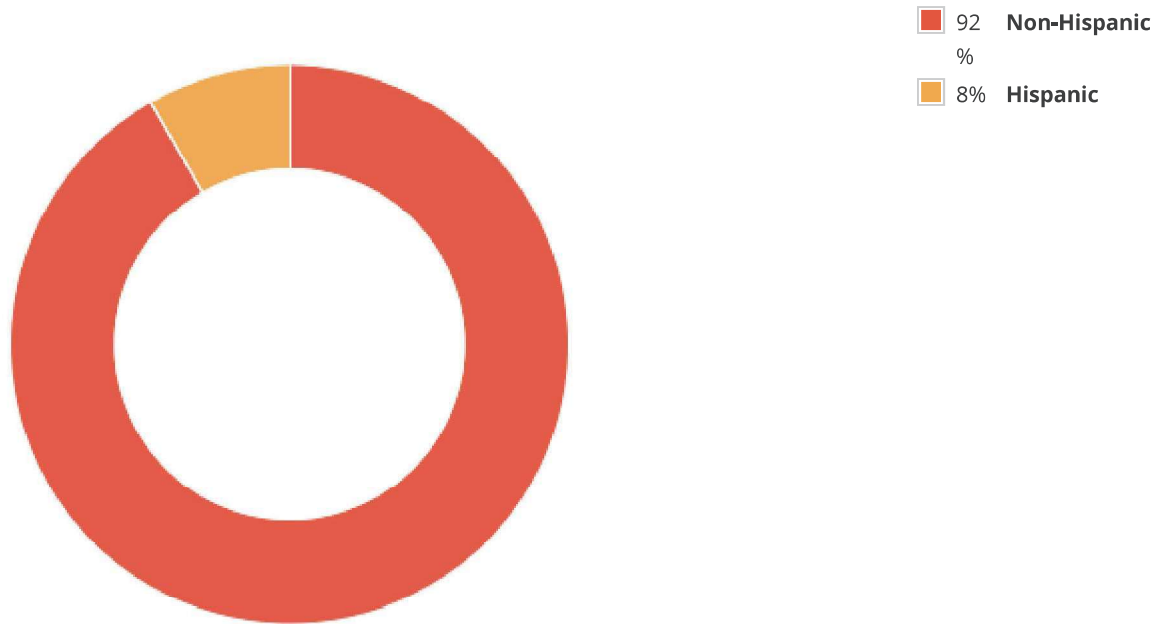
12 respondents

What is your gender identity?



12 respondents

What is your ethnic identification?



12 respondents

What is your racial identity? (Please select all that apply.)

100%	White	11 ✓
9%	American Indian/Alaskan Native	1 ✓
0%	Asian	0 ✓
0%	Black/African American	0 ✓
0%	Latino/a/e/x	0 ✓
0%	Native Hawaiian/Pacific Islander	0 ✓

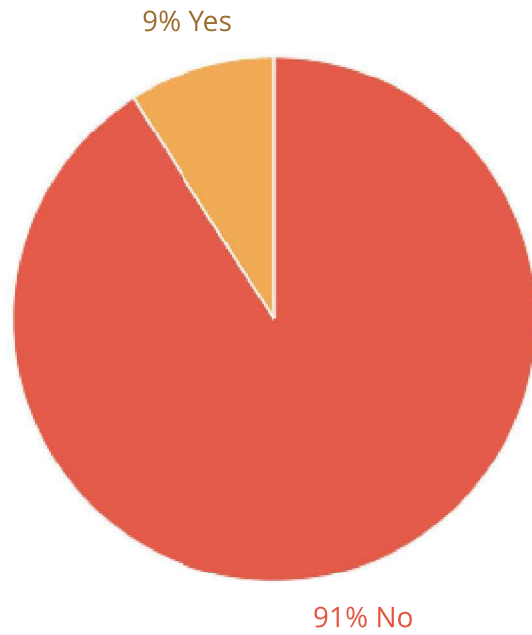
11 Respondents

What is your marital status?



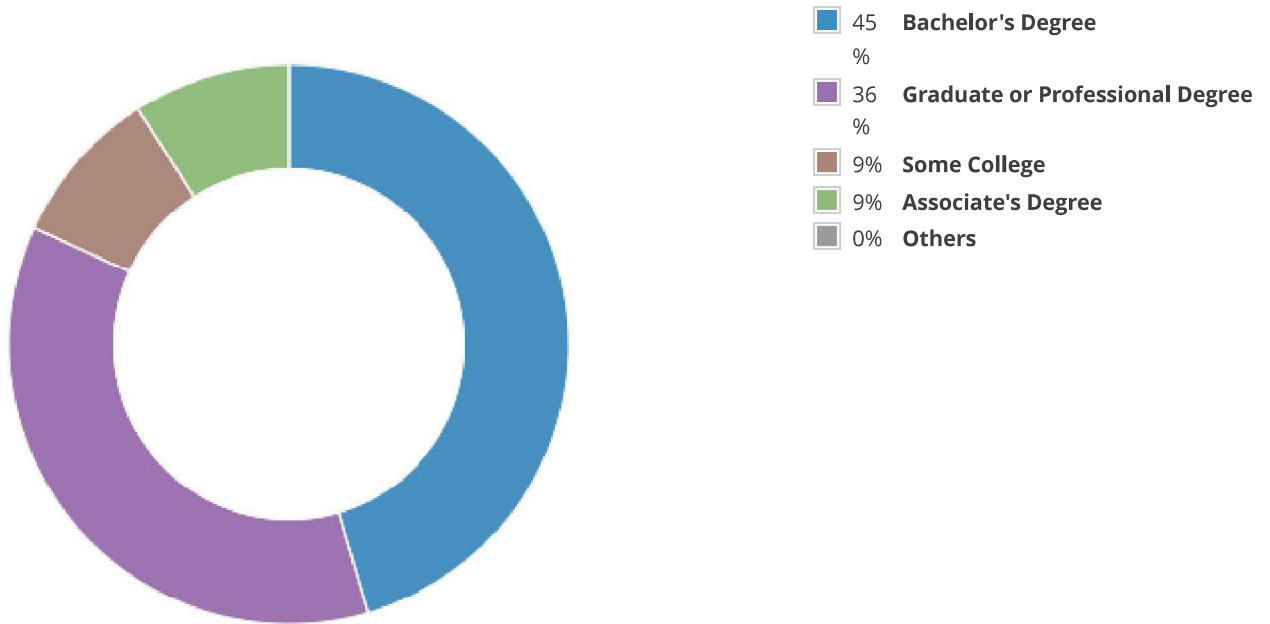
10 respondents

Do you identify as person with a disability?



11 respondents

What is your highest formal education level?



11 respondents

What is your current employment status? Please select all that apply.

82%	Employed full-time (40 or more hours per week)	9 ✓
9%	Employed part-time (up to 39 hours per week)	1 ✓
9%	Retired	1 ✓
0%	Student	0 ✓
0%	Unemployed and currently looking for work	0 ✓
0%	Unemployed and not currently looking for work	0 ✓
0%	Stay-at-home partner/caregiver	0 ✓
0%	Self-employed	0 ✓
0%	Unable to work	0 ✓

11 Respondents

What is your approximate household income?



11 respondents

Do you rent or own your home?

91%	Own	10 ✓
9%	Rent	1 ✓
0%	Neither	0 ✓

11 Respondents

I speak English as my first language.

100%	Yes	11 ✓
0%	No	0 ✓

11 Respondents

Loading more report objects...