



# RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#13411

## CASE INFORMATION: Z-08-25 (1011 CROSS LINK ROAD)

<b>Location</b>	The site is located in South Raleigh at the southeast corner of Crown Crossing Lane and Cross Link Road, directly adjacent to Biltmore Hills Park, a City of Raleigh Park. Address: 1011 Cross Link Road PIN: 1712164085 <a href="#">Link to iMaps</a>
<b>Current Zoning</b>	Residential-4 (R-4)
<b>Requested Zoning</b>	Residential-10 (R-10)
<b>Area of Request</b>	0.67 acres
<b>Corporate Limits</b>	<ul style="list-style-type: none"> <li>Site is located within Raleigh’s corporate limits.</li> <li>Site is located within Raleigh’s ETJ.</li> <li>Annexation is not required for Raleigh zoning to be applied.</li> </ul>
<b>Property Owner</b>	Weikan Holdings LLC
<b>Applicant</b>	Michael Wei
<b>Council District</b>	C
<b>PC Recommendation Deadline</b>	October 7, 2025

## SUMMARY OF PROPOSED CONDITIONS

1. No zoning conditions offered.

## COMPREHENSIVE PLAN GUIDANCE

Key policies are marked with an orange dot. ● / Area Specific Guidance policies are marked with a square. □

<b>Future Land Use</b>	Low Scale Residential
<b>Urban Form</b>	Frequent Transit Area & Transit Emphasis Corridor
<b>Consistent Policies</b>	
●	LU 1.2 Future Land Use Map and Zoning Consistency
●	LU 2.2 Compact Development
□	LU 4.19 Missing Middle Housing
●	LU 4.7 Capitalizing on Transit Access
□	H 1.1 Mixed-Income Neighborhoods
●	H 1.8 Zoning for Housing
□	H 1.6 Housing Variety
□	H 2.17 Equitable Housing around Transit
<b>Inconsistent Policies</b>	
●	LU 2.6 Zoning and Infrastructure Impacts
□	CS 4.4 Response Time Standards

### **FUTURE LAND USE MAP CONSISTENCY**

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

### **COMPREHENSIVE PLAN CONSISTENCY**

The rezoning case is:  **Consistent**  **Inconsistent with** the 2030 Comprehensive Plan.

### **PUBLIC MEETINGS**

<b>First Neighborhood Meeting</b>	<b>Second Neighborhood Meeting</b>	<b>Planning Commission</b>	<b>City Council</b>
3/12/2025 22 attendees	Not Required	6/10/2025	

### **REZONING ENGAGEMENT PORTAL RESULTS**

<b>Views</b>	<b>Participants</b>	<b>Responses</b>	<b>Comments</b>
10	0	0	0
Summary of Comments: N/A			

## PLANNING COMMISSION RECOMMENDATION

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

Reasonableness and Public Interest	NA
Change(s) in Circumstances	NA
Amendments to the Comprehensive Plan	NA
Recommendation	Request for 45-day extension to Planning Commission Review
Motion and Vote	<ul style="list-style-type: none"><li>• Motion: Miller</li><li>• Second: Otwell</li><li>• In Favor: Bennett, Cochrane, Fox, Miller, Neptune, O’Haver, Omokaiye, Otwell and Shelburne</li></ul>
Reason for Opposed Vote(s)	

## ATTACHMENTS

1. Staff report
2. Rezoning application

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



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Bynum Walter Date:6/24/2025  
Planning and Development Assistant Director

Staff Coordinator: Arthur Cashwell IV, Arthur.Cashwell@raleighnc.gov, 919-996-2183



# REZONING STAFF REPORT – Z-08-25

## General Use District

### OVERVIEW

The applicant is requesting to rezone a 0.67-acre rectangular site located in South Raleigh from Residential-4 (R-4) to Residential-10 (R-10). The property is situated at the intersection of Crown Crossing Lane and Cross Link Road and is directly adjacent to Biltmore Hills Park. The site lies within the John F. Kornegay subdivision and is currently developed with a single-unit dwelling constructed in 1945. The site is approximately 402 feet in length and 75 feet in width, with a mix of wooded and developed land. There are currently no zoning conditions associated with the request.

Rezoning from R-4 to R-10 would significantly expand the applicant's development options. R-4 zoning permits only detached or two-unit housing on lots of at least 10,000 square feet, whereas R-10 allows smaller lots and a broader range of housing types. The site is designated as a Frequent Transit Area and Transit Emphasis Corridor on the City's Urban Form Map. This makes it eligible for Raleigh's Frequent Transit Development Option (FTDO), which allows greater density without rezoning if affordability thresholds are met.

The proposed rezoning would allow the lot to be subdivided into six detached or attached house home lots or be developed as townhouses or an apartment building, all of which are consistent with the increased density encouraged in Frequent Transit Areas. Due to the site's narrow width and long shape, future development will likely consist of multiple lots fronting on Crown Crossing Lane. The minimum lot width, depth, and lot area per unit will be limiting factors in how the site is ultimately subdivided and built out.

The site's Future Land Use Map (FLUM) designation is Low Scale Residential, which typically supports detached homes, duplexes, triplexes, fourplexes, townhouses, and other missing middle housing types on lots of roughly one-sixth of an acre or larger. The designation also supports additional density in areas where frequent transit is planned, making R-10 consistent with this designation especially when similar to the surrounding context. The surrounding area is composed primarily of detached houses to the north, south, and east, with Biltmore Hills Park located immediately to the west and townhomes farther south off of Cross Link Road.

The property is located in the Walnut Creek watershed and does not lie within a designated flood hazard area. Soil types on-site include Rawlings-Rion complex (6–10% slopes) and Wedowee-Urban land complex (2–6% slopes). There is a supportive housing site approximately 215 feet from the subject property.

Demographic and equity data indicate that the site is located in a census tract with a high proportion of residents of color (88%) and low-income households (54%). Rental rates in the area have increased by 43.8% since 2016, significantly higher than the citywide average of 25.5%, suggesting increasing housing pressures. According to the Climate and Economic Justice Screening Tool (CEJST), the site is in a "disadvantaged" census tract with a median household income in the lowest 10% nationally, making it potentially eligible for targeted federal investments.

In summary, the rezoning from R-4 to R-10 would provide the applicant with greater flexibility to introduce additional housing types and increased density on a small urban site, aligning with the city's goals for transit-supportive, context-sensitive infill development. The surrounding land use, zoning

trends, and equity data support the case for allowing a moderate increase in density that remains consistent with the broader planning framework.

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

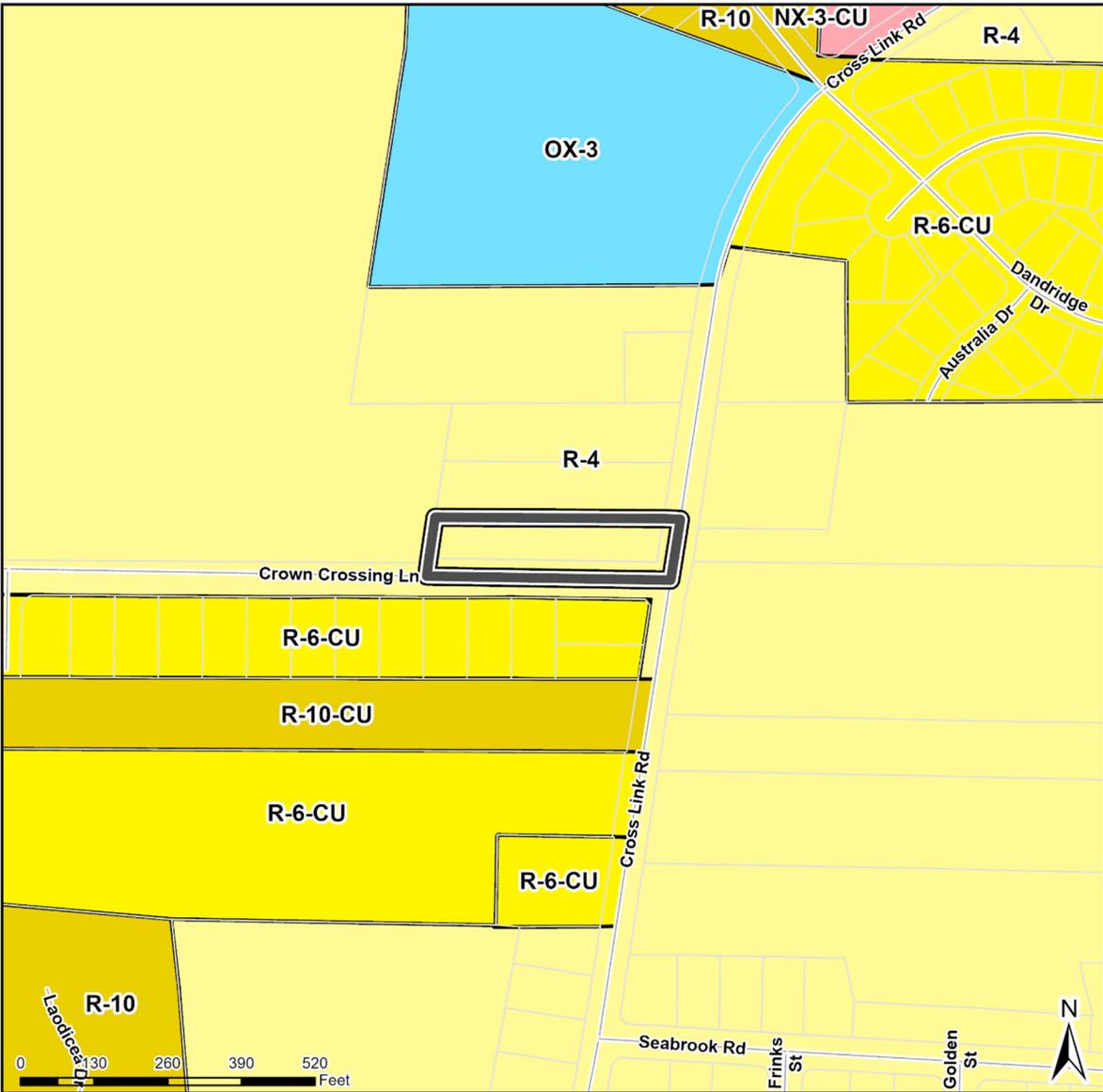
	EXISTING ZONING	PROPOSED ZONING
Zoning	R-4	R-10
Total Acreage	<b>0.67 Acres</b>	
Area (min)	10,000 sf	4,000 sf
Maximum Height	40'/ 3 Stories	40'/ 3 Stories
Setbacks (min):		
Front	20'	10'
Side	10'	5'
Rear	30'	20'
Max. # of Residential Units	4	12

*\*These estimates are provided for contextual analysis and are based on assumptions for conventional detached housing. Additional units may be allowable under applicable tiny house standards.*

**OUTSTANDING ISSUES**

Outstanding Issues	1. None	Suggested Mitigation	1. None

# Existing Zoning Z-8-2025



<b>Property</b>	1011 Cross Link Rd
<b>Size</b>	0.67 acres
<b>Existing Zoning</b>	R-4
<b>Requested Zoning</b>	R-10

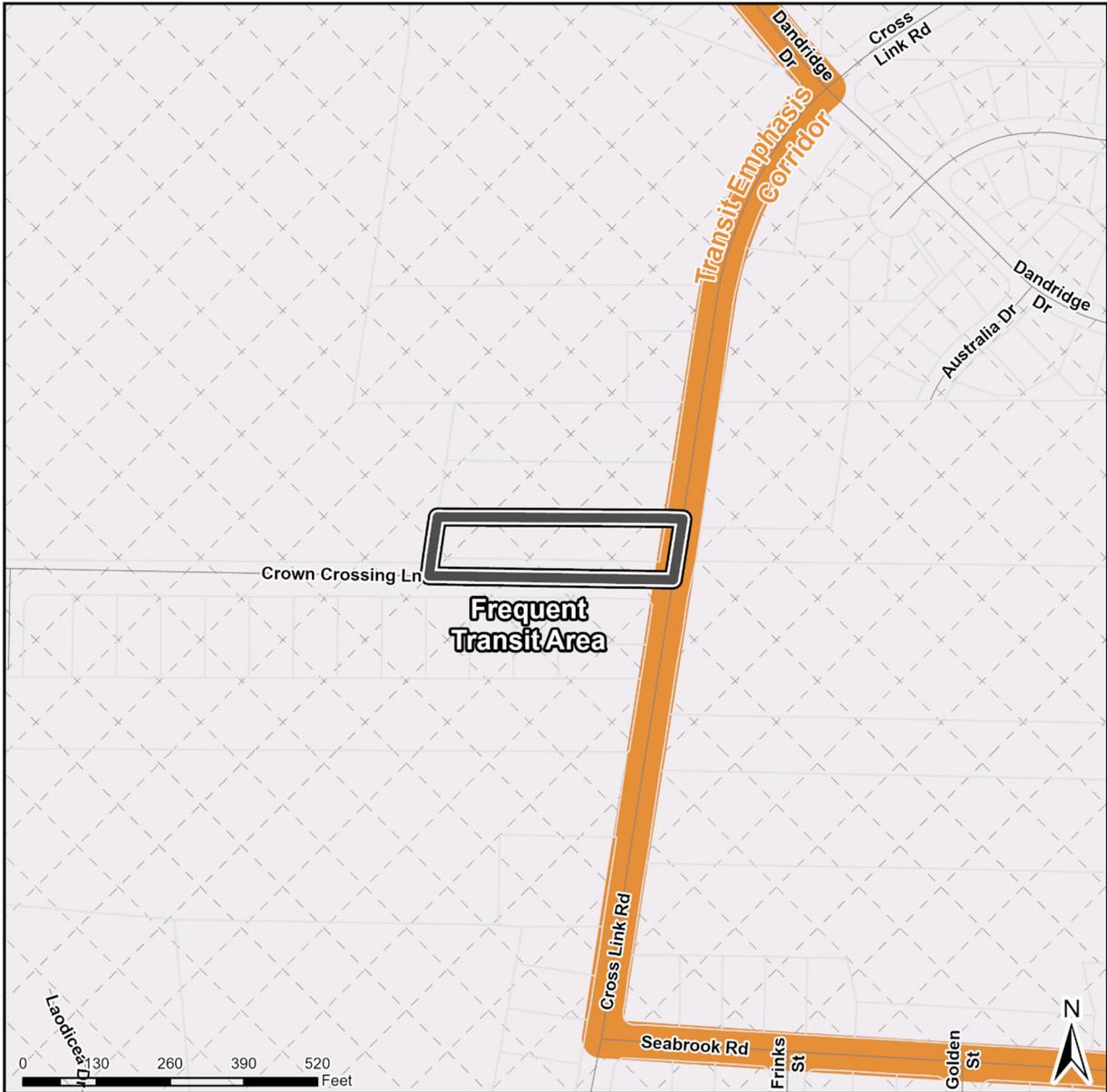


Map by Raleigh Department of Planning and Development (mcgregorm); 5/6/2025



# Urban Form

Z-8-2025



<b>Property</b>	1011 Cross Link Rd
<b>Size</b>	0.67 acres
<b>Existing Zoning</b>	R-4
<b>Requested Zoning</b>	R-10



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.

### **Consistent Policies**

The request is consistent with several Vision Themes of the Comprehensive Plan, especially Growing Successful Neighborhoods and Communities, due to the proximity to the Biltmore Hills Park and proximity to future frequent transit service, with an existing bus stop approximately 200-ft north along Cross Link Rd. The Comprehensive Plan has several policies that support increasing residential growth along transit corridors that are planned for frequent transit service. This site is mapped within the Frequent Transit Area and along a Transit Emphasis Corridor. The UDO provides incentives and tools to increase residential entitlement in these areas through the provision of affordability, and the upzoning to R-10 with smaller lot dimensions. The 2030 Comprehensive Plan offers support for additional entitlement along frequent transit corridors, especially when there is existing access to public amenities like parks and future greenways.

## Vision Themes

The request is:

Consistency	Vision Theme	Analysis
Consistent	Expanding Housing Choices	<p>This Vision Theme has several components: affordable housing, housing variety, and housing supply. The request does not include guaranteed subsidized affordable housing units.</p> <p>However, the request supports the city's goal of diversifying housing types by enabling the development of detached houses, townhomes, apartments, and tiny homes on a currently underutilized parcel. R-10 zoning allows for smaller lot sizes and a broader range of housing forms, including missing middle types, which are crucial for addressing affordability challenges and providing housing opportunities for a wider range of household incomes. The site is located in a census tract identified as disadvantaged, with a high proportion of residents of color and low-income households, and where rent increases have outpaced the citywide average. By allowing the applicant to potentially introduce small-lot detached houses, townhomes, apartments, or tiny homes, the rezoning would contribute to increasing the local housing supply and offering options that are likely to be more affordable than typical detached houses, particularly in a neighborhood already experiencing mounting housing pressures.</p>

Consistency	Vision Theme	Analysis
Consistent	Coordinating Land Use and Transportation	The site is located within a designated Frequent Transit Area and Transit Emphasis Corridor. These areas are specifically identified in the Urban Form Map to support higher-density residential development near transit to create a stronger ridership base and reduce reliance on automobiles. The site also aligns with the principle of allowing modest increases in density near transit to support walkability and transit access. The proposed development pattern—with homes fronting Crown Crossing Lane—also complements the pedestrian orientation intended for such areas.
Consistent	Growing Successful Neighborhoods and Communities	The request supports Raleigh’s aim to accommodate growth through creative, context-sensitive infill development. The introduction of smaller lot detached houses, townhomes, apartments, or tiny homes would provide an appropriate transition in form and scale given the surrounding context of detached houses. This strategy enables gradual density increases without disrupting the character of the existing neighborhood. Moreover, the proximity to Biltmore Hills Park, nearby affordable housing developments, and transit routes positions the site within a high-opportunity area where diversified housing can enhance neighborhood inclusivity and access to amenities.

## Future Land Use

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

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

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

The proposed rezoning from Residential-4 (R-4) to Residential-10 (R-10) is consistent with the site’s Future Land Use Map (FLUM) designation of Low Scale Residential. This land use

category typically supports a variety of housing types beyond traditional detached houses, including duplexes, triplexes, fourplexes, townhouses, and other missing middle housing options, generally on lots of approximately one-sixth of an acre or larger. Although R-10 is classified as a medium-density zoning district and is not explicitly listed within the typical range of Low Scale Residential (which traditionally includes R-2 through R-6), it can be considered consistent with the FLUM when applied with sensitivity to site design and contextual compatibility especially in areas planned for frequent transit.

## Infrastructure

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

City streets and utilities are accessible and sufficient to serve the property. The site is currently within very close proximity to transit infrastructure.

This site is in an area of fire service consideration; It does not meet the NFPA 1710 Section 4.1.2.1 Sec 5: For structures other than high-rise buildings, which requires that a travel time of 480 seconds (8 minutes) or less is required for the deployment of an initial full alarm assignment to a fire suppression incident. This standard is not met. (Please see the table below for additional detail.) The nearest fire hydrant is located approximately 400 feet away on Crown Crossing Lane.

## Urban Form

**Urban Form designation:** Frequent Transit Area and Transit Emphasis Corridor

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

**Overview:** The requested zoning district is residential. Residential zoning districts do not include frontages. The general intent of the Comprehensive Plan for increased density and housing variety along future frequent transit corridors is consistent with this rezoning request.

## Public Benefits of the Proposed Rezoning

- **Expanded Housing Capacity, Diversity, and Affordability Potential:** The proposed R-10 zoning allows for a greater number of units per acre compared to R-4, increasing residential capacity and supporting the production of both market-rate and potentially more affordable housing. It also enables a broader range of housing types, including townhomes, small apartment buildings, and missing middle forms like duplexes and fourplexes—accommodating diverse household sizes, incomes, and lifestyles. Additionally, R-10 can reduce per-unit land and construction costs through smaller lot sizes and increased unit counts. These benefits may be further enhanced through the Frequent Transit Development Option (FTDO), which is available under both the current and proposed zoning, to better support affordability and transit-oriented development goals.

- **Efficient Use of Land and Infrastructure:** R-10 allows for more compact development, reducing land consumption and promoting efficient use of existing water, sewer, and road infrastructure. This supports sustainable urban growth and reduces the cost of extending services.
- **Transit Support and Walkability:** Increased residential density in transit-served areas supports higher ridership and helps make public transportation more viable. R-10 zoning near frequent transit corridors encourages walkable, mixed-use neighborhoods that reduce reliance on cars.
- **Alignment with Equity and Climate Goals:** Rezoning to R-10 in historically underserved or disadvantaged areas can help redress exclusionary zoning practices, providing more equitable access to housing and opportunity. Higher-density zoning near transit supports climate goals by reducing vehicle miles traveled and promoting lower-carbon lifestyles.

### Detriments of the Proposed Rezoning

- **Traffic and Parking Impacts:** More housing units typically result in increased vehicle trips, which could lead to localized traffic congestion, especially in areas with narrow residential streets.

## Policy Guidance

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

*Key policies are marked with an orange dot. ● / Area Specific Guidance policies are marked with a square. □*

Consistent Policies	
●	LU 1.2 Future Land Use Map and Zoning Consistency
●	LU 2.2 Compact Development
□	LU 4.19 Missing Middle Housing
●	LU 4.7 Capitalizing on Transit Access
□	H 1.1 Mixed-Income Neighborhoods
●	H 1.8 Zoning for Housing
□	H 1.6 Housing Variety
□	H 2.17 Equitable Housing around Transit

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

*Key policies are marked with an orange dot. ● / Area Specific Guidance policies are marked with a square. □*

### ● **Policy LU 2.6 Zoning and Infrastructure Impacts**

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

A rezoning from R-4 to R-10 is inconsistent with this policy, which requires careful evaluation of zoning map amendments that significantly increase permitted density or floor area. The proposed increase in density from R-4 to R-10 allows for more residential units and greater development intensity without a corresponding analysis demonstrating that the existing infrastructure—such as roads, water, sewer, and public services—can accommodate the increased demand. The rezoning fails to address potential impacts, which directly conflicts with the policy’s intent to ensure infrastructure adequacy prior to intensifying development entitlements.

### **Policy CS 4.4 Response Time Standards**

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

The site does not meet the National Fire Protection Association (NFPA) standards for the deployment of an initial full alarm assignment (8 minutes) at a fire suppression incident. Because the site is already within Raleigh’s city limits, the request would not expand the area of service concern. The topic of service delivery will be evaluated through the Raleigh Fire Master Plan which is currently ongoing.

# EQUITY AND CLIMATE CHANGE ANALYSIS

## Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	31	20	The site's Walk Score of 20 is below the city average of 31, indicating lower walkability and limited pedestrian access to amenities.
Transit Score	30	41	The site exceeds the city average with a Transit Score of 41 compared to 30, suggesting better-than-average access to public transportation options.
Bike Score	41	34	The site's Bike Score of 34 is slightly below the city average of 41, reflecting somewhat less bike-friendly infrastructure or connectivity.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	70	Transportation costs in this Census Tract are slightly lower when compared to the area at large.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	75	Jobs are slightly more accessible in this Census Block Group than the area at large.

Source: [Walk Score](#) is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. HUD index scores are percentiles indicating how well the subject tract performs compared to all other census tracts in the United States. A higher percentile for Low Transportation Cost or Jobs Proximity indicates a lower the cost of transportation and higher access to jobs in the nearby area, respectively.

## Housing Energy Analysis

Housing Type	Average Annual Energy Use (million BTU)	Permitted in requested district?
Detached House	82.7	Yes
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.

## Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Adds	The requested zoning allows for smaller minimum lot dimensions, allowing a higher yield of residential units.
Is naturally occurring affordable housing present on the site?	Likely	There is one existing house on the property, built in 1940.
Does it include any subsidized units?	No	No subsidized units have been proposed through zoning conditions.
Does it permit a variety of housing types beyond detached houses?	Yes	All housing types are permitted in the requested zoning district.
If not a mixed-use district, does it permit smaller lots than the average? *	Yes	R-10 permits a minimum lot size of 4,000 SF under the conventional development option, which is about 0.09 acres.
Is it within walking distance of transit?	Yes	The 7L Carolina Pines Connector stops about 200 feet north near the intersection of Crown Crossing Ln and Cross Link Rd.

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

## Demographic Indicators from EJSCREEN\*

Indicator	Site Area	Raleigh
Demographic Index** (%)	71	37
People of Color Population (%)	88	46
Low Income Population (%)	54	29
Linguistically Isolated Population (%)	2	3
Population with Less Than High School Education (%)	16	8
Population under Age 5 (%)	4	6
Population over Age 64 (%)	13	11
% change in median gross rent since 2016	43.8	25.5

\*Environmental Justice Screening and Mapping Tool from the Environmental Protection Agency (<https://www.epa.gov/ejscreen>)

\*\*The Demographic Index represents the average of the percentage of people who are low income and the percentage of people who are minorities

## Health and Environmental Analysis

What is the life expectancy in this census tract? Is it higher or lower than the city average*?	75 (yrs)	Approximately 5 years less than the Wake County average.
Are there known industrial uses or industrial zoning districts within 1,000 feet?	No	Not Applicable
Are there hazardous waste facilities are located within one kilometer?	Yes	Fuller Supply Company – farm, pet and garden wholesale distributor at 421 Eby Dr. (Approx. 1-mile north of the site).
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	No	Not Applicable
Is this area considered a food desert by the USDA?	Yes	<p>A significant share of residents in this Census tract are more than 1 mile from the nearest grocery store. The nearest grocery store available to the site is Food Lion, about 1 mile north on Cross Link Rd. There are also nearby smaller convenience stores associated with fueling stations with some food items available:</p> <ul style="list-style-type: none"> <li>• Rush Street Food Market (approximately 1 mile southwest on Rush St.)</li> <li>• Grocery Boy Jr. (1.6 miles south on Garner Rd.).</li> </ul>

\*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 house was built in 1940, before racial segregation in housing was made illegal by the Fair Housing Act of 1968.
Has the area around the site ever been the subject of an urban renewal program? *	No	Not Applicable
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups? *	No	Not Applicable
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires? *	No	Not Applicable

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

## Analysis Questions

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

*Response: Yes, the rezoning increases the site's potential to support more equitable access to housing by allowing smaller lot sizes and a broader range of housing types, such as tiny homes or compact detached house units. The site's location in a Frequent Transit Area and Transit Emphasis Corridor supports access to public transportation and encourages transit-oriented development, which reduces reliance on automobiles and helps lower carbon emissions.*

2. Is the rezoning in an area where existing residents would benefit from access to lower cost housing, greater access to employment opportunities, and/or a wider variety of transportation modes? Do those benefits include reductions in energy costs or carbon emissions?

*Response: Yes, the rezoning is in a disadvantaged census tract with a high proportion of low-income households (54%) and residents of color (88%). Increasing housing options near frequent transit routes and employment centers can expand access to opportunity, reduce household transportation costs, and support lower energy use and emissions through more compact development and increased transit use.*

3. Have housing costs in this area increased in the last few years? If so, are housing costs increasing faster than the city average?

*Response: Yes, housing costs in this area have increased significantly, with rents rising by 43.8% since 2016—well above the citywide average increase of 25.5%. This indicates a growing affordability concern and supports the need for additional housing options.*

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: The site is in a historically underserved area with a high proportion of BIPOC residents and is located in a CEJST-designated disadvantaged census tract. While no specific historical incidences are cited, the rezoning could help address past inequities by creating more diverse housing options in a high-opportunity, transit-accessible area, thereby promoting economic inclusion and reversing patterns of exclusionary zoning.*

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: While specific health indicators are not provided, the site is in a census tract identified by CEJST as having a low median income and high vulnerability, which often correlate with lower life expectancy and reduced access to healthy lifestyle choices. The*

*rezoning could support improved health outcomes by facilitating access to housing near parks (Biltmore Hills Park), transit, and future affordable developments, thus expanding access to green space, mobility, and economic opportunity.*

# TRADE REVIEWS

Staff from various departments review every rezoning case when it is submitted. If a reviewer has identified a potential negative impact that might result from the proposed rezoning, it is noted here.

## Review Summary

The following reviewers identified no potential negative impacts specific to this request:

- Current Planning    
  Raleigh Fire    
  Raleigh Water    
  Transportation  
 Historic Resources    
  Raleigh Parks    
  Stormwater    
  Urban Forestry

The following reviewers did identify potential negative impacts specific to this request:

Reviewer	Comments	
Raleigh Fire	Impact:	This site is in an area of fire service consideration; It does not meet the NFPA 1710 Section 4.1.2.1 Sec 5: For structures other than high-rise buildings, which requires that a travel time of 480 seconds (8 minutes) or less is required for the deployment of an initial full alarm assignment to a fire suppression incident. This standard is not met. (Please see the table below for additional detail.) The nearest fire hydrant is located approximately 400 feet away on Crown Crossing Lane.
	Mitigation:	N/A

## Stormwater Information

Z-08-25 (1011 Cross Link Road)	YES/NO	NOTES
Floodzone	No	
Structural Flooding Downstream	Yes	Site is less than 5% of the overall drainage area to the nearest documented structural flooding case. Per UDO 9.2.2.E.3.d no further analysis required.
Other Drainage Complaints Downstream	No	
Stormwater Conditions	No	
Neuse Buffers Onsite	No	
Existing Impervious	Yes	One SFD
Subject to Impervious Limits in UDO 9.2.2.A	Dependent on Total Development Size and Type	If meeting use standard of UDO 9.2.2.A.1.b.i or 9.2.2.A.2.b.i.

Changes to UDO Max Impervious Area (9.2.2.A)	Yes	38% (R-4) to 65% (R-10)
Subject to 9.2.2.B to H	Dependent on Total Development Size and Type	
Watershed Overlay	No	
Drainage Basin	Rochester/Southgate	

## Transportation & Transit Review

### **Site and Location Context**

#### *Location*

The site is located in the Biltmore Hills neighborhood in south Raleigh, just south of I-40.

#### *Area Plans*

The site is not located within an Adopted Area Plan.

#### *Other Projects in the Area*

A City of Raleigh bikeway project on Dandridge Drive from Bunche Drive to Cross Link Road is scheduled to go to construction this summer. This project will install shared lane pavement markings, or “sharrows”, and lower the speed limit to 25 mph. This project was identified and prioritized as part of the City of Raleigh Bike Plan, which was approved by City Council in 2016.

### **Existing and Planned Infrastructure**

#### *Streets*

Cross Link Road is a city-maintained street that is designated as an undivided 2-lane avenue in the Raleigh Street Plan. Development of the site through a Tier 3 site plan or subdivision would require right-of-way dedication and street improvements outlined in [UDO 8.5.5.A](#). Crown Crossing Lane is a city-maintained street that is not included in the Raleigh Street Plan.

The site currently lies on an oversized block. However, any ability to significantly reduce block perimeter is limited by Biltmore Hills Park to the west of the property.

#### *Pedestrian Facilities*

There is currently sidewalk on either side of Cross Link Road and on the south side of Crown Crossing Lane. Development of the site through a Tier 3 site plan or subdivision would require the installation of 6' sidewalks along the sites Crown Crossing frontage.

#### *Bicycle Facilities*

There are currently unprotected bike lanes on the shoulder of the travel lanes on Cross Link Road. Development of the site through a Tier 3 site plan or subdivision would require the installation of 5' bike lanes behind the curb along the sites Cross Link frontage ([UDO 8.5.5.A](#)). There are no bicycle facilities on Crown Crossing Lane. There are no requirements for bicycle facilities on local streets not in the Street Plan.

*Transit*

The site is directly served by GoRaleigh Route 5 Biltmore Hills and Route 7L Carolina Pines Connector. Route 5 Biltmore Hills runs every 15 mins, connecting Idlewild Village and Sanderford Road to the GoRaleigh station downtown. Route 7L Carolina Pines Connector runs every 30 mins, connecting Tryon Road to Southgate Plaza on Rock Quarry Road.

Because a GoRaleigh bus stop lies on the site’s frontage, development of the site through a tier two or three site plan would require improvements such as a shelter, bench, and other amenities described in [UDO 8.11.3](#).

*Access*

The UDO’s driveway spacing standards require 200’ of separation on Cross Link Road ([UDO 8.5.5.A](#)). Due to the site’s narrow frontage on Cross Link Road and close proximity to an intersection, access to the site from Crown Crossing Lane would be appropriate.

**Traffic Impact Analysis (TIA)**

*Determination*

Based on the Envision results, approval of case Z-08-25 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 is projected to generate 4 new trips in the AM peak hour and 5 new trips in the PM peak hour. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual.

Z-08-25 Existing Land Use	Daily	AM	PM
	9	1	1
Z-08-25 Current Zoning Entitlements	Daily	AM	PM
	28	2	2
Z-08-25 Proposed Zoning Maximums	Daily	AM	PM
	97	6	7
Z-08-25 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	<b>70</b>	<b>4</b>	<b>5</b>

# RFD Service Review

Case Number: Z-08-25

Box Response: 1011 Cross Link Rd

Council District: District C

Date: 05/02/2025



1 <sup>st</sup> Alarm Fire Response Units	Time (min)	Distance (mi)
Engine 10 (2711 Sanderford Rd)	2	0.8
Engine 2 (263 Pecan St)	5	2.2
Engine 3 (13 S East St)	8	3.4
Engine 12 (4306 Poole Rd)	8	5.0
Ladder 12 (4306 Poole Rd)	8	5.0
Ladder 20 (1721 Trailwoods Dr)	10	6.7
<b>Mutual Aid Unit</b>		
Garner Station 1 (503 W Main St)	6	3,0
<b>NFPA Standard Impact</b>		
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		
<b>Hydrant Distance</b>		
Nearest hydrant approximately 400 ft away on Crown Crossing Ln.		
<b>Additional Comments</b>		

# Rezoning Application and Checklist

Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500



Please complete all sections of the form and upload via the Permit and Development Portal ([permitportal.raleighnc.gov](http://permitportal.raleighnc.gov)). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email [rezoning@raleighnc.gov](mailto:rezoning@raleighnc.gov).

Rezoning Request				
Rezoning Type	General use	Conditional use	Master plan	OFFICE USE ONLY Rezoning case #
	Text change to zoning conditions			
Existing zoning base district:	Height:	Frontage:	Overlay(s):	
Proposed zoning base district:	Height:	Frontage:	Overlay(s):	
<b>Helpful Tip:</b> <a href="#">View the Zoning Map</a> to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.				
If the property has been previously rezoned, provide the rezoning case number:				

General Information		
Date:	Date amended (1):	Date amended (2):
Property address:		
Property PIN:		
Deed reference (book/page):		
Nearest intersection:		Property size (acres):
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address:		
Property owner email:		
Property owner phone:		
Applicant name and address:		
Applicant email:		
Applicant phone:		
Applicant signature(s): <i>Michael Wei</i>		
Additional email(s):		

**RECEIVED**  
By Matt McGregor at 1:53 pm, Apr 09, 2025

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

Narrative of Zoning Conditions Offered

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: Michael Wei

Printed Name: \_\_\_\_\_

**RECEIVED**  
By Matt McGregor at 1:53 pm, Apr 09, 2025

**Rezoning Application Addendum #1**

**Comprehensive Plan Analysis**

The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.

**OFFICE USE ONLY**

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

**Statement of Consistency**

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

**Public Benefits**

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

**Rezoning Application Addendum #2**

**Impact on Historic Resources**

The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.

**OFFICE USE ONLY**  
Rezoning case #

\_\_\_\_\_

**Inventory of Historic Resources**

List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.

[Empty space for listing historic resources and their impacts]

**Proposed Mitigation**

Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.

[Empty space for providing mitigation statements]

## Urban Design Guidelines

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", OR;
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban form designation:

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

<b>1</b>	<p>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</p> <p><b>Response:</b></p>
<b>2</b>	<p>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</p> <p><b>Response:</b></p>
<b>3</b>	<p>A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major thoroughfare or arterial.</p> <p><b>Response:</b></p>
<b>4</b>	<p>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</p> <p><b>Response:</b></p>
<b>5</b>	<p>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</p> <p><b>Response:</b></p>
<b>6</b>	<p>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</p> <p><b>Response:</b></p>

7	<p>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high-volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</p> <p><b>Response:</b></p>
8	<p>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</p> <p><b>Response:</b></p>
9	<p>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</p> <p><b>Response:</b></p>
10	<p>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</p> <p><b>Response:</b></p>
11	<p>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</p> <p><b>Response:</b></p>
12	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p><b>Response:</b></p>
13	<p>New public spaces should provide seating opportunities.</p> <p><b>Response:</b></p>

14	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p><b>Response:</b></p>
15	<p>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</p> <p><b>Response:</b></p>
16	<p>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</p> <p><b>Response:</b></p>
17	<p>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</p> <p><b>Response:</b></p>
18	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p><b>Response:</b></p>
19	<p>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</p> <p><b>Response:</b></p>
20	<p>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</p> <p><b>Response:</b></p>

21	<p>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</p> <p><b>Response:</b></p>
22	<p>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</p> <p><b>Response:</b></p>
23	<p>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</p> <p><b>Response:</b></p>
24	<p>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</p> <p><b>Response:</b></p>
25	<p>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</p> <p><b>Response:</b></p>
26	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p><b>Response:</b></p>

Rezoning Checklist (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – General Use or Conditional Use Rezoning	Yes	N/A	Yes	No	N/A
1. I have referenced this <b>Rezoning Checklist</b> and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh					
2. Pre-application conference.					
3. Neighborhood meeting notice and report					
4. Rezoning application review fee (see <a href="#">Fee Guide</a> for rates).					
5. Completed application submitted through Permit and Development Portal					
6. Completed Comprehensive Plan consistency analysis					
7. Completed response to the urban design guidelines					
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.					
9. Trip generation study					
10. Traffic impact analysis					
<b>For properties requesting a Conditional Use District:</b>					
11. Completed zoning conditions, signed by property owner(s).					
<b>If applicable, see page 11:</b>					
12. Proof of Power of Attorney					
<b>For properties requesting a Planned Development or Campus District:</b>					
13. Master plan (see Master Plan submittal requirements).					
<b>For properties requesting a text change to zoning conditions:</b>					
14. Redline copy of zoning conditions with proposed changes.					
15. Proposed conditions signed by property owner(s).					

Master Plan (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – Master Plan	Yes	N/A	Yes	No	N/A
1. I have referenced this <b>Master Plan Checklist</b> and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh.					
2. Total number of units and square feet					
3. 12 sets of plans					
4. Completed application; submitted through Permit & Development Portal					
5. Vicinity Map					
6. Existing Conditions Map					
7. Street and Block Layout Plan					
8. General Layout Map/Height and Frontage Map					
9. Description of Modification to Standards, 12 sets					
10. Development Plan (location of building types)					
11. Pedestrian Circulation Plan					
12. Parking Plan					
13. Open Space Plan					
14. Tree Conservation Plan (if site is 2 acres or more)					
15. Major Utilities Plan/Utilities Service Plan					
16. Generalized Stormwater Plan					
17. Phasing Plan					
18. Three-Dimensional Model/renderings					
19. Common Signage Plan					

## Who Can Initiate a Zoning Request?

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

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

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

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

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

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

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

Date: February 18, 2025

Re: Rezoning of **1011 Cross Link Rd, Raleigh, NC 27610**

Neighboring Property Owners and Tenants:

You are invited to attend a neighborhood meeting on Wednesday, March 12, 2025. The meeting will be held at Biltmore Hills Community Center, 2615 Fitzgerald Dr, Raleigh, NC 27610, Meeting Room 1 and will begin at 6:00 pm.

The purpose of this meeting is to discuss a potential rezoning of the property located at 1011 Cross Link Rd. This site is currently zoned R-4 and is proposed to be rezoned to R-10.

Prior to review by the Planning Commission, the City of Raleigh requires that a neighborhood meeting be held for all property owners within 500 feet of the area requested for rezoning. After the meeting a report will be submitted to the Raleigh Planning and Development Department. Any other person attending the meeting can submit written comments about the meeting or the request in general, but to be included in the Planning Commission agenda packet written comments must be received at least 10 days prior to the date of the Planning Commission meeting where the case is being considered.

Information about the rezoning process is available online; visit [www.raleighnc.gov](http://www.raleighnc.gov) and search for "Rezoning Process." If you have further questions about the rezoning process, or would like to submit written comments after the meeting please contact:

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

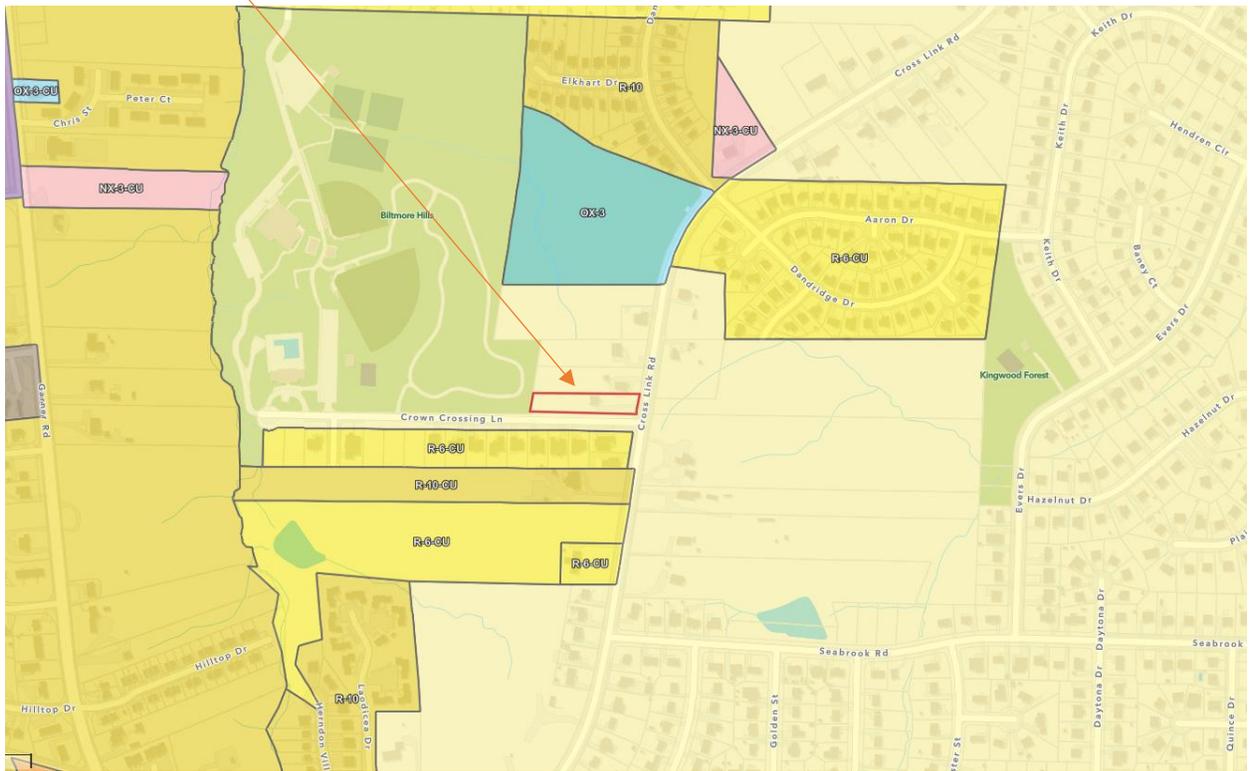
If you have any concerns or questions about this potential rezoning I can be reached at:

Cindy Hosseini  
919-389-0964  
[Cindy.Hosseini@gmail.com](mailto:Cindy.Hosseini@gmail.com)

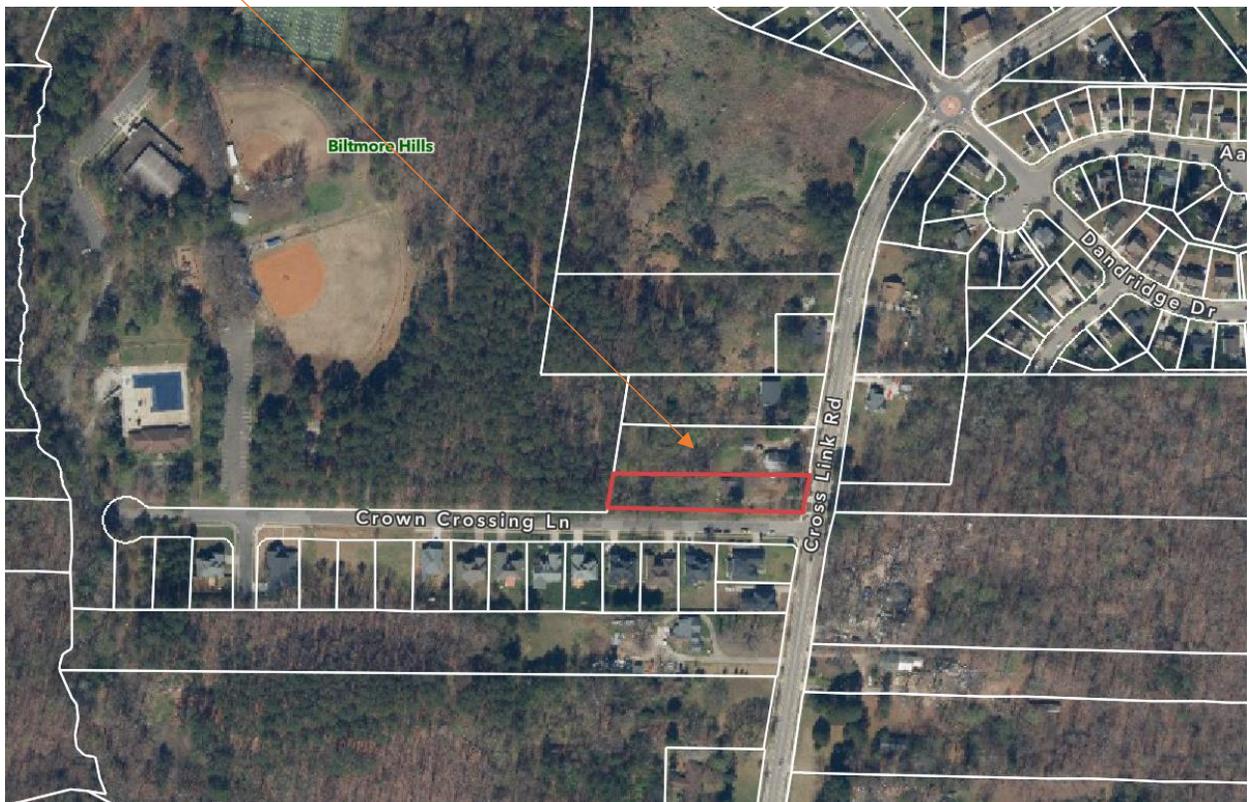
Sincerely,

Cindy Hosseini  
Weikan Holdings, LLC

### 1011 Cross Link Rd Zoning Map



### 1011 Cross Link Rd Aerial Map



Date: February 18, 2025

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

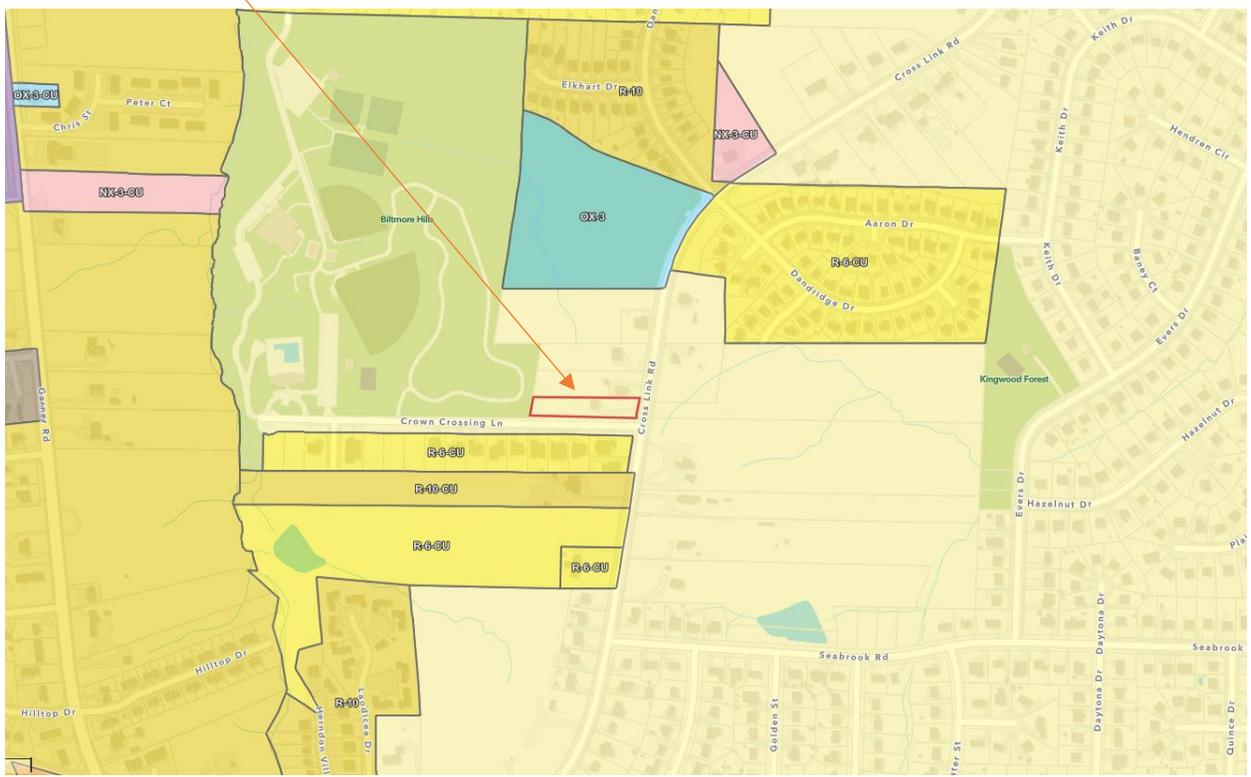
If you have any concerns or questions about this potential rezoning I can be reached at:

Cindy Hosseini  
919-389-0964  
[Cindy.Hosseini@gmail.com](mailto:Cindy.Hosseini@gmail.com)

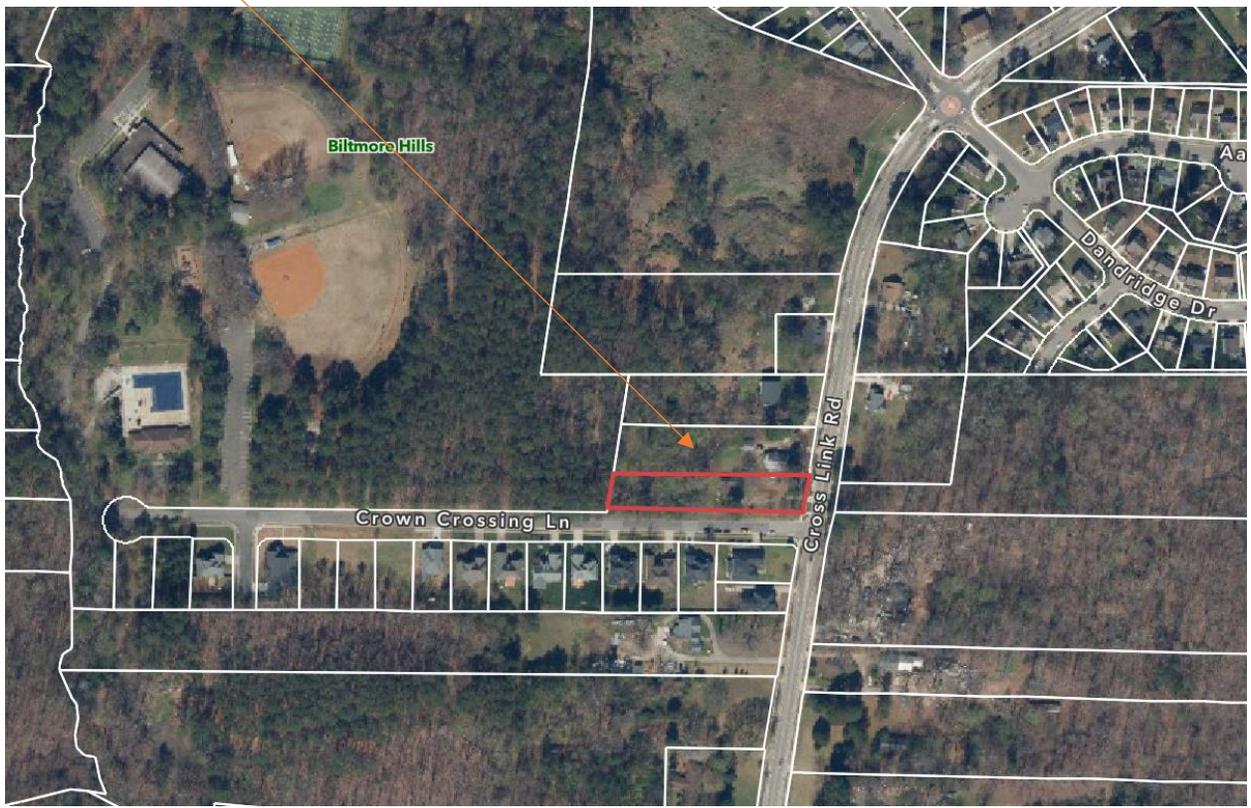
Sincerely,

Cindy Hosseini  
Weikan Holdings, LLC

### 1011 Cross Link Rd Zoning Map



### 1011 Cross Link Rd Aerial Map



## SUMMARY OF ISSUES

A neighborhood meeting was held on \_\_\_\_\_ (date) to discuss a potential rezoning located at \_\_\_\_\_ (property address). The neighborhood meeting was held at \_\_\_\_\_ (location). There were approximately \_\_\_\_\_ (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:


# Attendance at Neighbors Meeting 3/12/25

1011 Crosslink Rd

Name	Address	Phone #
Kim Turner	832 Crown Crossing	919 539 8316
Bernard Kearney	816 Crown Crossing Ln	919 832 4390
Annie Kearney	816 Crown Crossing Ln	919 832 4390
Robert Dobbins	56 Rock Pillar Rd	919 425 1721
Tracy Hipp	824 Crown Crossing Ln	919 271 1758
Liz Halamit	800 Crown Crossing	919 753 3957
Billy + Carol Dobrin	623 Big Rock Rd	919 215 5849
Walter Dobbin	1020 Cross Link	919 812 4115
Ann Edyvette Williams	932 Cross Link Rd	919 413 8335
Glen Dobbins	2504 Blacrock st	919 523 0447
Leah Chirico	836 Crown Crossing Ln	775 790 2096
Dominic Chirico	" "	702 612 2108
Darlene Chirico	" "	
Christine Allen	1015 Cross Link	919 522 1374
G. E. Dobbin	1020 Cross Link	919 271 2142
Deborah	949 Cross Link	919 828 5169
Bernice Perry	949 Cross Link Rd	919 828 5169
Alfred Perry	949 Cross Link Rd	919 828 5169
MIMI	1011 CROSS LINK ROAD	470 222 4022
Georgette Jones	840 Crown Crossing Ln	919 832 3052
Ida M. Jones	840 Crown Crossing Ln	919 832 3052
Judith Robinson	1020 Cross Link	919 414 0777