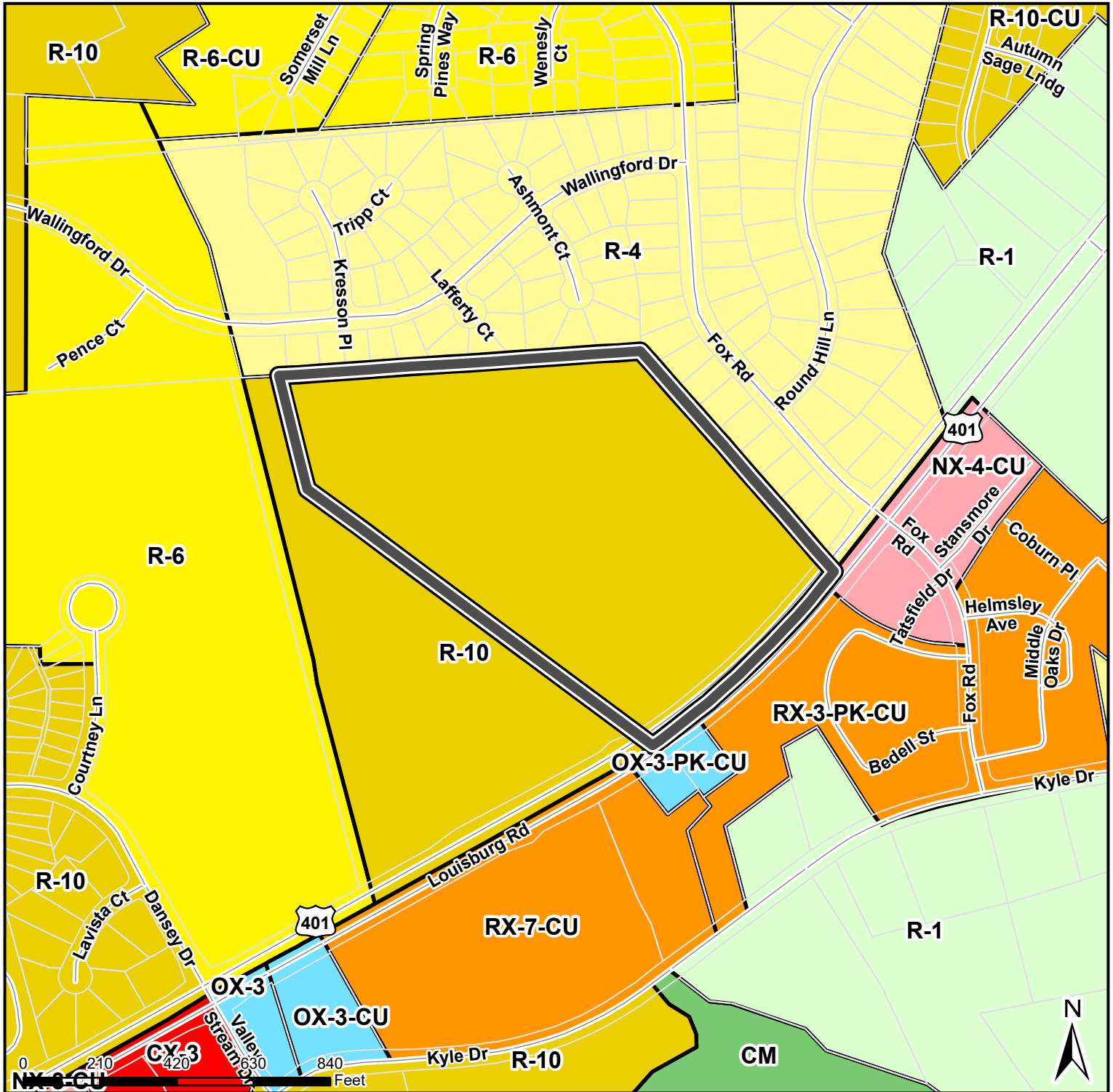


Existing Zoning

Z-4-2024



Property	5009 Louisburg Rd
Size	20.71 acres
Existing Zoning	R-10
Requested Zoning	RX-7-CU



Rezoning Application and Checklist

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

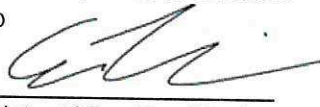


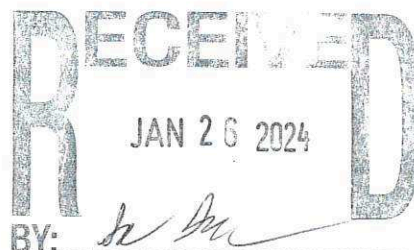
Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed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

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		OFFICE USE ONLY Rezoning case #
Existing zoning base district: R	Height: 10	Frontage:	
Proposed zoning base district: RX	Height: 7	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: Z-69-1984			

General Information		
Date: January 24, 2024	Date amended (1):	Date amended (2):
Property address: 5009 Louisburg Road		
Property PIN: 1726847004		
Deed reference (book/page): 019430/02455		
Nearest intersection: Louisburg Road and Fox Road		Property size (acres): 20.71
For planned development applications only:	Total units: N/A	Total square footage: N/A
	Total parcels: N/A	Total buildings: N/A
Property owner name and address: Olde Towne WEH Limited Partnership, 56 Hunter St Ste 110, Apex, NC 27502		
Property owner email: c/o Matthew Carpenter, matthewcarpenter@parkerpoe.com		
Property owner phone: c/o Matthew Carpenter, 919-835-4032		
Applicant name and address: Same as owner		
Applicant email: matthewcarpenter@parkerpoe.com		
Applicant phone: 919-835-4032		
Applicant signature(s):		
Additional email(s):		

OLDE TOWNE WEH LP, a North Carolina limited partnership

By: 
Eric Rifkin, Assistant Vice President




Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted: 1/24/2024	OFFICE USE ONLY Rezoning case #
Existing zoning: R-10	Proposed zoning: RX-7-CU	

Narrative of Zoning Conditions Offered
<p>1. The following uses shall be prohibited on the property: Boardinghouse, Rest home, Dormitory, fraternity, sorority.</p> <p>2. Residential uses shall be limited to a maximum of 700 units.</p> <p>3. Building height shall be limited to a maximum of six (6) stories and ninety (90) feet.</p> <p>4. Where primary Tree Conservation Area is not required, development shall include a minimum 25-foot wide planted buffer measured from the right-of-way of Louisburg Road (the "Protective Yard"). The Protective Yard shall be required for the length of the property's frontage on Louisburg Road, excluding areas encumbered by easements or designated as floodplain or flood hazard soils. The Protective Yard shall include a minimum of 4 shade trees and 15 shrubs per 100 linear feet. Plantings shall be counted toward any UDO streetscape planting requirements. Existing vegetation may be used to meet the planting requirements in this condition.</p> <p>5. The property owner will dedicate no less than three and a half percent (3.5%) of the total units as affordable for a period of no less than ten (10) years starting from the date of issuance of the first certificate of occupancy on the property or the date dwelling units are so dedicated, whichever is last to occur (the "Affordable Period") for low-income households earning no more than 80% of the Area Median Income ("AMI"), adjusted by household size, for the Raleigh, NC Metropolitan Statistical Area, as determined and published annually by the U.S. Department of Housing and Urban Development. The required number affordable units shall be rounded up to the next whole number. The affordable units shall be dedicated as such that at no time shall the number of affordable units be less than 3.5% of the total number of units for which a certificate of occupancy has been issued. Nothing herein shall prevent units from being designated as affordable units in groups or phases to match phased construction plans. The property owner shall certify to the City compliance with this zoning condition on an annual basis. Prior to the issuance of the first residential certificate of occupancy for the property, a restrictive covenant between the City and property owner shall be executed and recorded in the Wake County Registry to memorialize the affordable housing terms and conditions (the "Covenants"). If the development is constructed in multiple phases, each phase shall be subject to the Covenants, as indicated by recordation in the Wake County Registry, prior to issuance of a certificate of occupancy for that phase. Following expiration of the Affordable Period, this affordable housing condition shall expire and the affordable units may be marketed and leased at market-rate rents; however, the property owner shall provide tenants of any such affordable units with 60 days' written notice before termination of their tenancy or of any increased rent to market rates; and the Property owner, or their designee, shall provide the Housing and Neighborhoods Staff with an affidavit confirming that the 60-day notice of lease termination or rent increase was properly served. A rent roll and sample copy of the notification letter shall be attached to and referenced in the affidavits.</p> <p>6. Development of the property shall include the construction of a stub to the future greenway corridor on PIN 1726832555.</p> <p>7. The neighborhood transition yard required along the northern and eastern property lines shall include a fence.</p>


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.

OLDE TOWNE WEH LP, a North Carolina limited partnership

By: 
Eric Rifkin, Assistant Vice President

RECEIVED

JAN 26 2024

BY: 

REVISION 10.27.20

Rezoning Application Addendum #1	
Comprehensive Plan Analysis	OFFICE USE ONLY Rezoning case # <hr/>
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	
Statement of Consistency	
Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.	
See attached.	
Public Benefits	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	
See attached.	

Statement of Consistency Rezoning of 5009 Louisburg Road

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.

Future Land Use Map

The site is designated as Medium Scale Residential on the Future Land Use Map (“FLUM”). This category contemplates townhouses and multifamily dwellings up to 4 stories with no density limitation. Corresponding zoning districts are RX-3 or RX-4. *Comp Plan p. 3-10*. The proposed rezoning requests an RX district which permits townhouses and multi-family dwellings and is therefore consistent with the FLUM designation.

Urban Form Map

Louisburg Road is designated as a Parkway Corridor in the Urban Form Map and an Avenue 6-lane, Divided on the Raleigh Street Plan. Parkway Corridors are “corridors where multimodal access is not emphasized, and a heavily landscaped approach to frontage is either called for in adopted plans, or represents the prevailing character of the area. A suburban approach to frontage is recommended.” *Comp Plan p. 11-5*. Avenues 6-Lane Divided are considered Major Streets under the Unified Development Ordinance (“UDO”) and Raleigh Street Design Manual (“RSDM”). *RSDM Section 3.2.4*.

Condition 4 requires a 25-foot wide protective yard along the Property’s Louisburg road frontage. The protective yard will provide the heavily landscaped frontage envisioned by the Parkway Corridor designation.

2030 Comprehensive Plan

The proposed rezoning to RX-7-CU with conditions to limit impact to adjacent properties is consistent with the Comprehensive Plan. The proposed rezoning will facilitate the development of market rate and affordable housing on a currently undeveloped infill site. The site is over 20 acres and fronts Louisburg Road, a Major Street in the RSDM and Comprehensive Plan. Accordingly, greater building heights are appropriate provided there are appropriate transitions or buffers between adjacent residential uses. The requested rezoning will apply conditions that provide an appropriate transition and result in a superior multi-family development than permitted by the current zoning.

The current R-10 zoning permits the development of apartments without requiring a transition from existing homes to the north and east or the provision of affordable housing. If the site is rezoned to RX-7, a mixed-use district, a neighborhood transition yard will be required for the length of the site’s shared property line with existing homes to the north and east. In response to neighbor concerns, Condition 7 strengthens the transition yard by requiring a fence along the northern and eastern property lines. Condition 5 requires 3.5% of the total units to be affordable units at 80% AMI to provide additional workforce housing supply along the Louisburg Road corridor.

The Proposed rezoning is also consistent with the following policies of the 2030 Comprehensive Plan:

Policy H 1.8 – Zoning for Housing. *Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.*

The proposed rezoning allows for multifamily residential uses that will provide needed housing supply. The proposed multifamily development will add to a variety of existing housing types in the area to create a mix of uses and housing types along Louisburg Road and will facilitate construction of at least 25 affordable housing units without any government financial assistance.

Policy H 1.1 Mixed-income Neighborhoods. *Promote mixed-income neighborhoods throughout the city, particularly with high-density development at employment centers, downtown, within NRSAs, and along transit corridors.*

The proposed multifamily development will add to a variety of existing housing types along Louisburg Road to create a mix of uses and housing types along Louisburg Road and will facilitate construction of at least 25 affordable housing units without any government financial assistance.

Policy H 1.4 – Affordable Housing Design. *All housing, including subsidized affordable and market rate housing, should be designed so that it blends with the context of the neighborhood in which it is located, emphasizing quality design and appearance.*

The proposed multi-family community will be designed to blend with the context of the neighborhood. Further, proposed condition 5 specifies that the Affordable Units will be indistinguishable from market rate units in terms of location, unit size, and finishes.

Policy H 1.5 Scattered Site Infill. *Support small, scattered-site residential developments on infill lots where appropriate and where design respects the neighborhood scale and context*

The proposed rezoning will allow for the development of a vacant infill site located near several different housing types and future public parks and open space.

Policy H 2.11 Site Assembly for Housing. *Continue to acquire vacant and substandard residential lots and assemble into standard lots for new affordable or mixed-income housing.*

The proposed rezoning would allow for the development of a vacant infill site to construct market rate and affordable housing.

Policy H 2.12 Minimize Displacement. *Minimize residential displacement resulting from redevelopment activity and provide replacement housing.*

Because the site is vacant, the rezoning will allow for the construction of market rate and affordable units on an infill site without displacing any existing tenants or demolishing naturally occurring affordable housing.

Policy LU 8.1 Housing Variety. *Accommodate growth in newly developing or redeveloping areas of the city through mixed-use neighborhoods with a variety of housing types.*

The proposed text change will accommodate growth along Louisburg Road by placing affordable housing units along a Major Street. The project will complement the existing types of housing in the area, which include single-family, townhomes, and apartments within a quarter mile radius.

Policy LU 8.10 Infill Development. *Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.*

The proposed rezoning will allow for the development of a vacant infill site located near several different housing types and future public parks and open space and allow the construction of market rate and affordable units on an infill site without displacing any existing tenants or demolishing naturally occurring affordable housing.

Policy LU 2.1 Placemaking. *Development within Raleigh’s jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.*

The applicant intends to develop a high quality multifamily community that will bring housing variety to the area. The units will provide homes for Raleigh’s growing population in a format available to renters at all stages of life. The affordable housing condition will ensure that at least 25 units remain affordable for renters making 80% of AMI or less.

Policy LU 2.2 Compact Development. *New Development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development.*

The proposed rezoning seeks to facilitate the redevelopment of a vacant lot into a higher density residential use. The proposal will deliver a more compact land use pattern to reduce the negative impacts of low intensity development at a site that fronts on a Major Street, and in an area served by existing infrastructure.

Policy LU 2.5 Healthy Communities. *New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or*

encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.

Condition 6 commits to connecting and stubbing internal sidewalks to the NR Beaverdam Creek Greenway Corridor west of the site. This connection will allow residents a multi-modal option to travel directly to and from future greenway trails.

Policy LU 3.2 Location of Growth. *The development of vacant properties should occur first within the City's limits, then within the city's planning jurisdiction, and lastly within the city's USAs to provide for more compact and orderly growth, including provision of conservation areas.*

The Property is a vacant infill site within the City's corporate limits.

Policy LU 5.5 Transitional and Buffer Zone Districts. *Maintain and enhance zoning districts which serve as transitional or buffer areas between residential and commercial districts and which also may contain institutional, non-profit, and office-type uses. Zoning regulations and conditions for these areas should ensure that development achieves appropriate height and density transitions, and protects neighborhood character.*

The proposed rezoning will allow the highest and best use of largely vacant sites between a Major Street, existing multifamily uses, and future public parks and open space. The multi-family residential use will provide a buffer and appropriate transition between single family homes and more multi-family development along Louisburg Road. Condition 3 limits maximum building height to 6 stories, and Condition 4 requires a 25 foot buffer along Louisburg Road. The proposed conditions, together with UDO neighborhood transition yard requirements, will ensure appropriate transitions between adjacent uses.

Policy LU 8.11 Development of Vacant Sites. *Facilitate the development of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures that would address these.*

The proposed development will place additional residential density and affordable units in close proximity to future public parks, greenways, and open space.

Policy ED 5.10 Jobs-Housing Balance. *Target a job-housing ratio for Raleigh based on the ratio of resident workforce to households (currently around 1.3) and implement land use and zoning policies to achieve this target.*

The proposed development will provide additional housing inventory near the Capital Boulevard corridor, including at least 25 affordable units.

Policy PR 2.2 Park Accessibility. *Seek to provide convenient access to a public park or recreational open space to all city residents by 2030, by using the Level of Service and Experience Based System guidelines provided in this Plan*

The requested zoning will allow for higher density residential development and income restricted affordable units adjacent to several future public parks, greenways, and open space, including the Kyle Drive property. This will facilitate the Comp. Plan's goal "that every citizen should be able to access an inherent park, recreation or cultural experience within similar walking, bicycling, and/or driving distance." It will also facilitate several of the core neighborhood-based experiences described in Section 8.2 of the Comprehensive Plan including "walking or riding a bike in a park or on a greenway trail."

Policy PR 3.1 Capital Area Greenway System. *Continue to expand Raleigh's greenway trail network according to the guidelines established in the Capital Area Greenway Master Plan and the Capital Area Greenway Planning and Design Guide, in order to protect greenway corridors and connect greenway trails, Parks, schools, and other destinations with safe integration into on-road facilities.*

Condition 6 commits to connecting internal sidewalks to the NR Beaverdam Creek Greenway Corridor.

Policy PR. 3.13 Greenway-oriented Development. *Development-adjacent to or encompassing a designated greenway corridor or greenway connector should provide links between internal pedestrian infrastructure and the greenway network, where appropriate. The development should pro-actively respond to greenways as an amenity, incorporating and maintaining greenway viewsheds and aesthetic character, as well as storm water management and flood control benefits.*

The proposed rezoning would allow a higher density along a proposed greenway corridor. Condition 6 will require a stub to connect the development to the NR Beaverdam Creek Greenway Corridor.

PUBLIC BENEFITS

Provide brief statements regarding the public benefits derived as a result of the rezoning request.

With rising housing costs and interest rates, an economy in flux, and tremendous population growth, it's imperative for the City to maximize the effectiveness of residential infill development sites. The requested zoning achieves this goal by providing a quality residential development that will add housing variety in the area. The proposed multifamily development will contribute additional units to the housing supply in Raleigh, including at least 25 affordable units, and place additional residential density in close proximity to future greenways, parks, and permanent open space, allowing residents to walk or bike to recreational opportunities without the need for a vehicle.

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.	
N/A	
Proposed Mitigation	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
N/A	

Urban Design Guidelines

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

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

Urban form designation: N/A

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

1

All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.

Response:

N/A

2

Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.

Response:

N/A

3

A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major thoroughfare or arterial.

Response:

N/A

4

Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.

Response:

N/A

5

New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.

Response:

N/A

6

A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.

Response:

N/A

7	<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>

14	<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>
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>Response: N/A</p>
16	<p>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</p> <p>Response: N/A</p>
17	<p>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</p> <p>Response: N/A</p>
18	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p>Response: N/A</p>
19	<p>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</p> <p>Response: N/A</p>
20	<p>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</p> <p>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 checked="" type="checkbox"/>	<input 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 or Owner Affidavit.	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Total number of units and square feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 12 sets of plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Completed application; submitted through Permit & Development Portal	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Vicinity Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Existing Conditions Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Street and Block Layout Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Development Plan (location of building types)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Parking Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Open Space Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Phasing Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Common Signage Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

December 15, 2023

Re: Notice of Neighborhood Meeting

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on January 3, 2024, from 6:00-7:00pm at the Millbrook Exchange Community Center located at 1905 Spring Forest Road, Raleigh, NC 27615. The purpose of the meeting is to discuss an upcoming application to rezone a parcel of land located at 5009 Louisburg Road (PIN: 1726847004) (the "Site").

The Site is currently zoned Residential-10 (R-10), and is proposed to be rezoned to Residential Mixed Use-7 Stories - w/ Conditions (RX-7-CU) . During the meeting, the applicant will describe the nature of the request and field any questions from the public. Enclosed are: (1) a vicinity map outlining the location of the parcel; and (2) a current zoning map of the subject area.

Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 500 feet of the area requested for rezoning. For this meeting, the notice is being provided to all neighbors within 1000 feet of the Site. Any landowner or tenant who is interested in learning more about this project is invited to attend. Information about the rezoning process is available online; visit www.raleighnc.gov and search for "Rezoning Process." If you have further questions about the rezoning process, please contact:

Robert Tate
Raleigh Planning & Development
(919) 996-2235
robert.tate@raleighnc.gov

If you have any questions about this request, please contact me at (919) 835-4032 or via email at matthewcarpenter@parkerpoe.com.

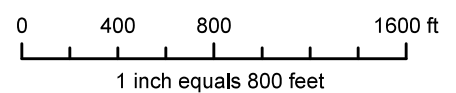
Thank you,

Matthew Carpenter



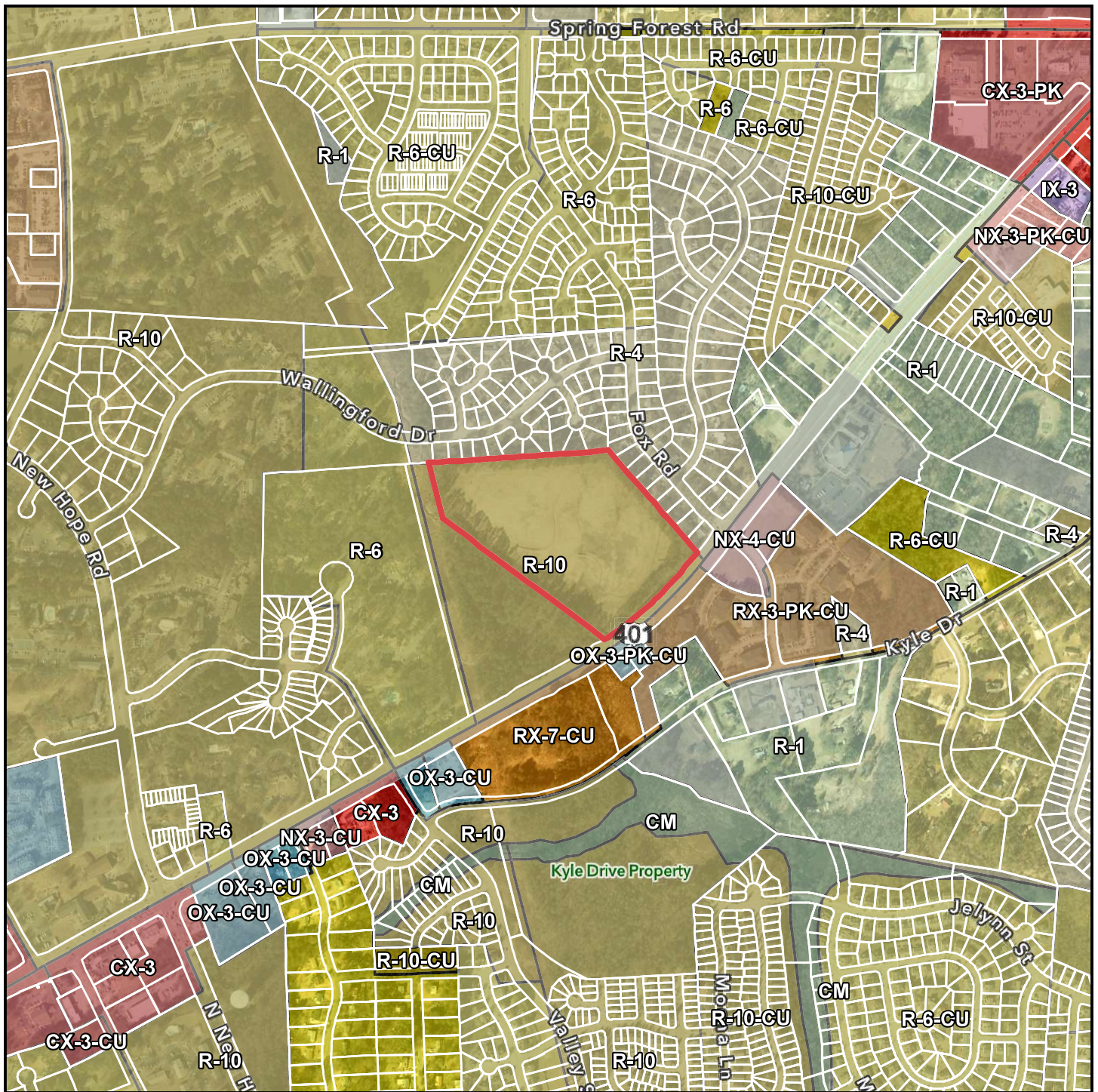
5009 Louisburg Road

Vicinity Map



Disclaimer

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



5009 Louisburg Road

Zoning Map

Current Zoning: R-10

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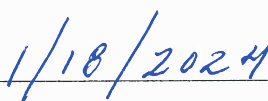
ATTESTATION TEMPLATE

Attestation Statement

I, the undersigned, do hereby attest that the electronic verification document submitted herewith accurately reflects notification letters, enclosures, envelopes and mailing list for mailing the neighborhood meeting notification letters as required by Chapter 10 of the City of Raleigh UDO, and I do hereby further attest that that I did in fact deposit all of the required neighborhood meeting notification letters with the US. Postal Service on December 15, 2023. I do hereby attest that this information is true, accurate and complete to the best of my knowledge and I understand that any falsification, omission, or concealment of material fact may be a violation of the UDO subjecting me to administrative, civil, and/or, criminal liability, including, but not limited to, invalidation of the application to which such required neighborhood meeting relates.



Signature of Applicant/Applicant Representative



Date

SUMMARY OF ISSUES

A neighborhood meeting was held on January 3, 2023 (date) to discuss a potential rezoning located at 5009 Louisburg Road (property address). The neighborhood meeting was held at 1905 Spring Forest Road (location). There were approximately 8 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

The applicant explained that the rezoning is being requested to allow a new apartment community with a mix of unit types and bedroom configurations. The rezoning request will mimic the conditions approved for 5000 Louisburg Road (another project being being done by the developer directly across the street from the site).
The applicant discussed the anticipated zoning conditions including a 6-story height limit, a stub to the future greenway corridor to the west, and an affordable housing commitment.
Neighbors asked about the rezoning process and timeline and the developer provided an overview of the process including opportunities for public input at Planning Commission and City Council.
Neighbors asked about other projects the developer has done and the developer provided examples of several other projects in and around Wake County.
Neighbors asked what type of buffer will be provided adjacent to existing homes that border the site to the north. The developer explained that because the proposed district is a mixed-use district, a neighborhood transition yard will be required which will include a fence or wall, an undisturbed buffer, and a use/height restricted area.
Neighbors asked about transportation improvements and the developer explained that a traffic study will be required either during the rezoning process or prior to site plan approval. The traffic study will recommend transportation infrastructure improvements the developer is required to make to mitigate traffic generated by the project.
Neighbors were concerned about future residences of the project cutting through their neighborhood on foot. The developer explained that he also does not want pedestrians cutting through the neighborhood and is willing to implement measures to prevent this.

Attendance Sheet
First Neighborhood Meeting
Rezoning of 5009 Louisburg Road
January 3, 2024

[illegible]