



# Rezoning Application and Checklist

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

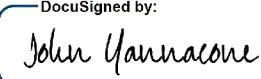
Please complete all sections of the form and upload via the Permit and Development Portal ([permitportal.raleighnc.gov](http://permitportal.raleighnc.gov)). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all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

Rezoning Request				
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan	OFFICE USE ONLY Rezoning case # <hr/>
	<input type="checkbox"/> Text change to zoning conditions			
Existing zoning base district: RX(CU) & NX	Height: 3	Frontage: PK	Overlay(s): N/A	
Proposed zoning base district: CX	Height: 3	Frontage: PK	Overlay(s): N/A	
<b>Helpful Tip:</b> <a href="#">View the Zoning Map</a> to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.				
If the property has been previously rezoned, provide the rezoning case number: Z-37-91				

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: 5750 Louisburg Road, Raleigh, 27616 (partial)		
Property PIN: 1736369440 (partial)		
Deed reference (book/page): 16095/1731		
Nearest intersection: Spring Forest Rd/Louisburg Rd/Kyle Dr	Property size (acres): 6.11 acres	
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Deerwood, LLC (2 Righter Parkway Suite 301, Wilmington, DE 19803)		
Property owner email:		
Property owner phone:		
Applicant name and address: Ashley Honeycutt Terrazas, 301 Fayetteville St, Ste 1400, Raleigh, NC 27601		
Applicant email: <a href="mailto:ashleyterrazas@parkerpoe.com">ashleyterrazas@parkerpoe.com</a>		
Applicant phone: (919) 835-4043		
Applicant signature(s): see below		
Additional email(s):		

## Deerwood LLC

a Delaware limited liability company

DocuSigned by:  
 By:   
 John Yannacone  
 E48731CB00E94C9...  
 John Yannacone, its Manager

**RECEIVED**

**By Matt McGregor at 11:16 am, Feb 04, 2026**

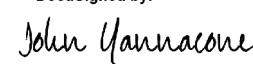
Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning: RX-3-CU & NX-3-PK	Proposed zoning: CX-3-PK-CU	

### Narrative of Zoning Conditions Offered

Cemeteries and Parking Facilities shall be prohibited on the Property.

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

**Deerwood LLC**  
a Delaware limited liability company

DocuSigned by:  
  
 By: \_\_\_\_\_  
 John Yannacone, its Manager  
E48731CB00E94C9...

**RECEIVED**

*By Matt McGregor at 11:16 am, Feb 04, 2026*

REVISION 11.08.24

raleighnc.gov

<b>Rezoning Application Addendum #1</b>	
<b>Comprehensive Plan Analysis</b>	<b>OFFICE USE ONLY</b> Rezoning case # _____
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.	
<b>Statement of Consistency</b>	
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 addendum.	
<b>Public Benefits</b>	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	
See attached addendum.	

<b>Rezoning Application Addendum #2</b>	
<b>Impact on Historic Resources</b>	<b>OFFICE USE ONLY</b> Rezoning case # _____
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	
<b>Inventory of Historic Resources</b>	
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	
<b>Proposed Mitigation</b>	
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: Click [here](#) to view the Urban Form Map.

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

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

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

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

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

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

**October 31, 2025**

**Re: Notice of Neighborhood Meeting**

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on November 13, 2025, from 7-8pm 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 portion of 5750 Louisburg Road (*a portion of* PIN: 1736369440) (the “Site”). The Site is currently zoned Neighborhood Mixed Use- 3 Stories- w/ Parkway Frontage (NX-3-PK), Residential Mixed Use- 3 Stories - w/ Conditions (RX-3-CU) and Residential Mixed Use- 3 Stories - w/ Conditions -w/ Special Highway Overlay District-1 (RX-3-CU- w/ SHOD-1). This proposal would rezone a portion of the Site to Commercial Mixed Use-3 stories-w/ Conditions- w/ Parkway Frontage (CX-3-CU-PK). During the meeting, the applicant will describe the nature of the proposed rezoning request and field any questions from the public. Enclosed are: (1) a vicinity map outlining the location of the parcel; and (2) a current zoning map of the subject area.

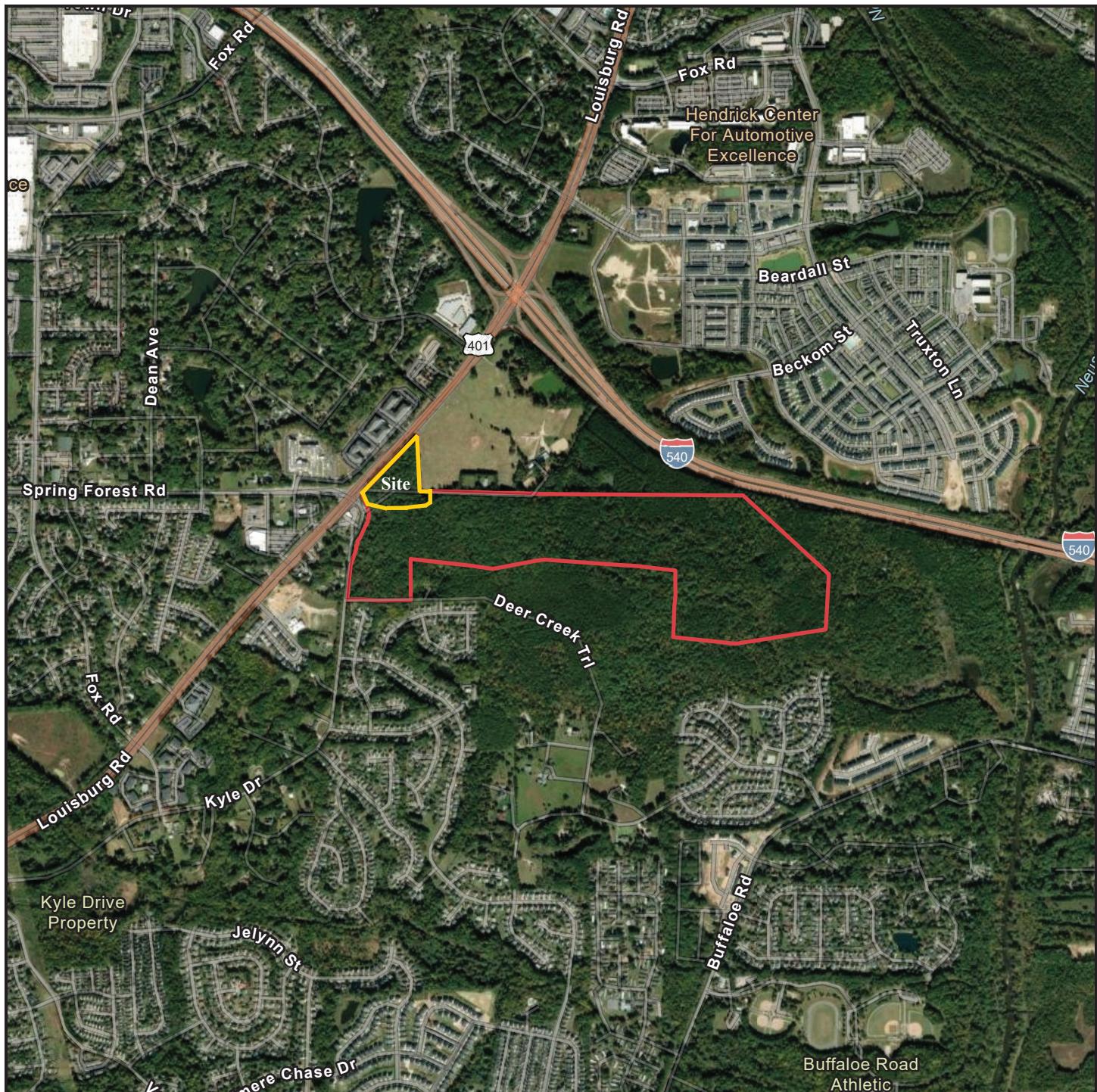
Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 500 feet of the area requested for rezoning. Any landowner or tenant who is interested in learning more about this project is invited to attend.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

Metra Sheshbaradaran  
Raleigh Planning & Development  
(919) 996-2638  
[metra.sheshbaradaran@raleighnc.gov](mailto:metra.sheshbaradaran@raleighnc.gov)

If you have any questions about this rezoning, please contact me at (919) 835-4043 or via email at [ashleyterrazas@parkerpoe.com](mailto:ashleyterrazas@parkerpoe.com).

Thank you,

Ashley Honeycutt Terazas



## ***a portion of 5750 Louisburg Road***

### **Vicinity Map**



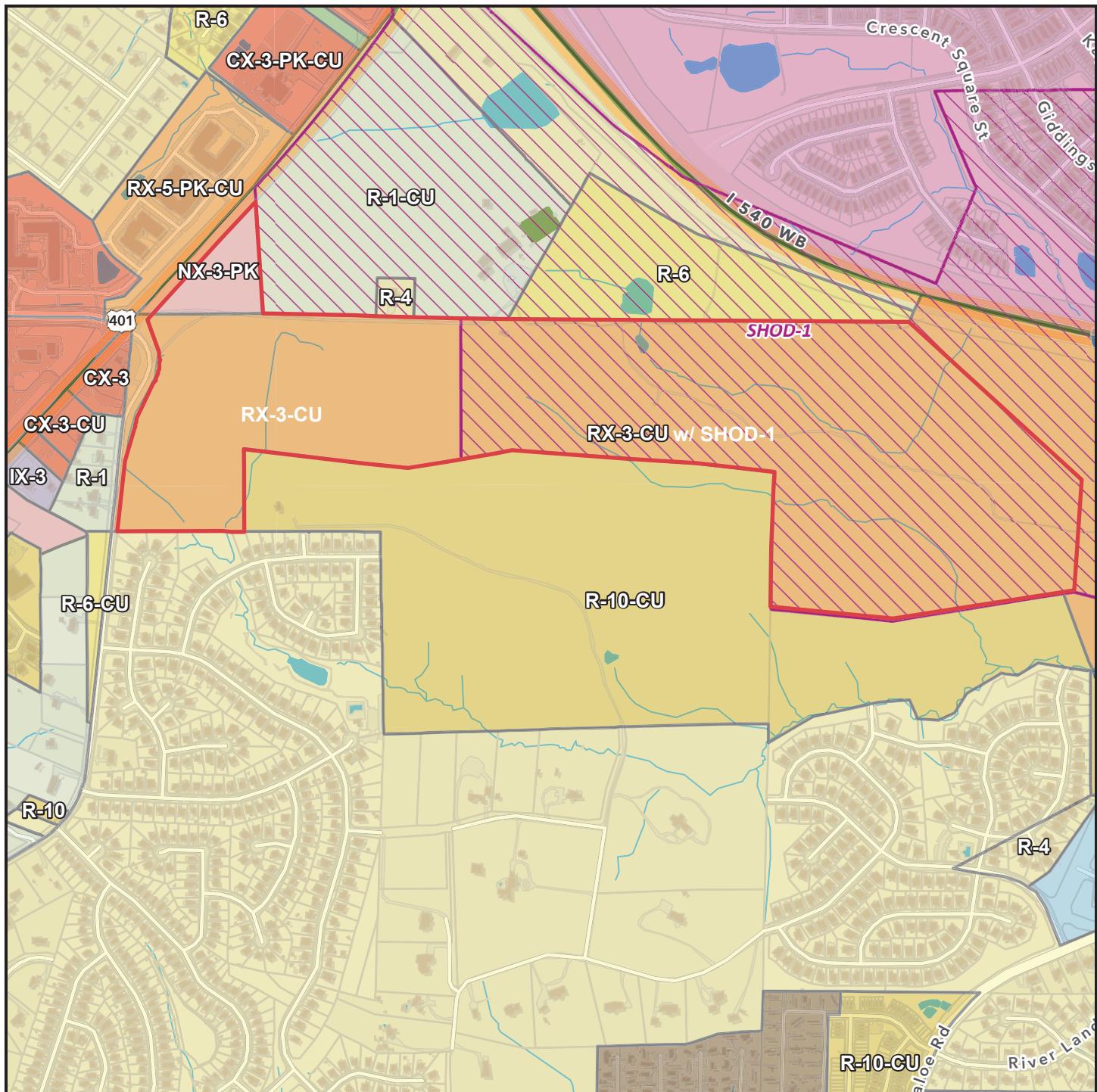
0 800 1,600 3,200 ft  
1 inch equals 1,600 feet

 = **Portion of 5750 Louisburg Road included in rezoning request**

 = **Portion of 5750 Louisburg Road not included in rezoning request**

#### **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.*



*a portion of 5750 Louisburg Road*

## Zoning Map



0 400 800 1,600 ft  
1 inch equals 800 feet

**Current Zoning: NX-3-PK, RX-3-CU, &  
RX-3-CU-w/ SHOD-1**

### 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.

## SUMMARY OF ISSUES

A neighborhood meeting was held on November 13, 2025 (date) to discuss a potential rezoning located at 5750 Louisburg Road (property address). The neighborhood meeting was held at 1905 Spring Forest Road (Millbrook Exchange Community Center) (location). There were approximately 7 (number) neighbors in attendance. The general issues discussed were:

### Summary of Issues:

Discussion of Buffaloe Reserve Subdivision to the south connecting to Mallard Grove Drive

Existing access easements on the property

Access to the commercial parcel from Louisburg Road and proposed Spring Forest Road extension

[+]

Construction of stub street to PIN 1736373864 property line

Discussion about the end user of the commercial parcel and whether it will be sold or leased

Anticipated timeline of rezoning and development

Stormwater control plans for overall development

Traffic safety concerns of the area

## ATTENDANCE ROSTER

## **STATEMENT OF CONSISTENCY**

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

The subject property is a 6.11-acre portion of 5750 Louisburg Road at the intersection of Louisburg Road and the future Spring Forest Road extension (the “Deerwood Commercial Parcel”), which will be a part of the Deerwood Subdivision (SUB-0027-2023) currently under review by the City. The majority of the Deerwood Commercial Parcel has had commercial zoning since 5750 Louisburg Road was rezoned in 1992 and has always been intended to support a commercial use to serve the current and proposed surrounding community. The Deerwood Commercial Parcel is currently split-zoned with approximately four acres zoned as NX-3-PK and approximately two acres zoned as RX-3-CU.

Now that the preliminary subdivision process for the Deerwood Subdivision is almost complete, the owner seeks to rezone the Deerwood Commercial Parcel to clarify that the commercial zoning on the parcel will extend all the way to the future Spring Forest Road right-of-way, to simplify the site plan review process for a commercial developer. In addition, the proposed Commercial Mixed Use District (CX) will be consistent with the commercial zoning district applied to the other legs of the Louisburg Road/Spring Forest intersection and will give greater development flexibility for the end user to provide a small commercial amenity for the coming residential uses in the Deerwood Subdivision.

1. **FLUM:** Approximately four acres of the Deerwood Commercial Parcel is in a 96-acre pocket of “Office/Research and Development” (“ORD”) on the Future Land Use Map (“FLUM”) that encompasses an adjacent horse farm, vacant land, and a portion of the Buffaloe Reserve subdivision, which is under construction. According to the 2030 Comprehensive Plan, ORD areas should be “major employment centers, where housing is inappropriate” and “where housing is not considered an appropriate future land use. Principal uses are office parks, free-standing office buildings or corporate headquarters, banks, research and development uses, hotels, and ancillary service businesses and retail uses that support the office economy. This category can also apply in appropriate locations to office-industrial hybrids such as light fabrication and assembly ancillary to an R&D use, flex parks, and office/distribution combinations.” Comp. Plan p. 3-12. This ORD FLUM designation appears to have been applied to this area over sixteen years and no parcels within this pocket have developed into these non-residential uses. The proposed CX designation will allow more non-residential uses envisioned in ORD such business and retail, or even hotel, uses, and will not inhibit the development of the other properties into the type of development envisioned in ORD. In fact, the public roads and utilities that the larger Deerwood Subdivision will bring to the area may make this type of development more viable in the future, and the permitted commercial uses on the Deerwood Commercial Parcel will only complement and support any future nonresidential development behind it.

The remaining two acres of the Deerwood Commercial Parcel is designated as Medium Scale Residential (“MSR”) on the FLUM that encompasses the residential portion of the Deerwood

Subdivision that is not a part of this case. While this designation recommends RX zoning and primarily residential uses, the proposed rezoning will bring the entirety of the commercial parcel at the intersection into a uniform commercial district, where the parcel will actually be platted.

2. **Urban Form Map:** Louisburg Road is a Parkway Corridor, and the proposed Parkway frontage is consistent with this designation. Furthermore, because the Deerwood Commercial Parcel currently has Parkway frontage, the requirements were incorporated into the Deerwood Subdivision preliminary subdivision plan.

3. The proposed rezoning is consistent with the following policies of the Land Use Element (“LU”) of the 2030 Comprehensive Plan:

a. **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 noncontiguous development.* The request will allow for the development of a vacant site with more allowed commercial uses than under its current zoning, which is appropriate to service the recent and continued growth around the Deerwood Commercial Parcel.

b. **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 proposed rezoning site is vacant and undeveloped. The Deerwood Commercial Parcel is presently within Raleigh's Extraterritorial Jurisdiction; however, it is adjacent to and surrounded by Raleigh's corporate limits. It is located in a highly urbanized area near Triangle Town Center Mall, the major intersection of Spring Forest Road/Louisburg Road/Kyle Drive, and just south of I-540.

c. **Policy LU 5.1 Reinforcing the Urban Pattern,** *New development should acknowledge existing buildings and, more generally, the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.* Development in the area is characterized by commercial and higher-density uses situated closest to Louisburg Road, with a transition to less dense residential uses. The Deerwood Commercial Parcel reflects this pattern and is proposed in a location that is consistent with the prevailing development framework in the area, with commercial uses and zoning concentrated at intersections.

d. **Policy LU 5.2 Managing Commercial Development Impacts,** *Manage new commercial development using zoning regulations and through the conditional use zoning and development review process so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas.* This is a conditional use rezoning request, for a slight increase in commercial entitlement for a parcel that has long been designated for small-scale commercial development at a future major intersection.

e. **Policy LU 5.4 Density Transitions**, *Low- to medium-scale residential development and/or low-impact office uses should serve as transitional densities between lower-scale neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.* The more intensive commercial zoning on the Deerwood Commercial Parcel will be located at the Spring Forest Road/Louisburg Road intersection, where more nonresidential development is already concentrated on the other side of the street. The future Deerwood Subdivision will provide appropriate low- to medium-scale transitional densities between these commercial uses and lower-scale neighborhoods, ensuring that lower-intensity residential areas are not situated directly next to the commercial parcel.

f. **Policy LU 7.1 Encouraging Nodal Development**, *Discourage auto-oriented commercial “strip” development and instead encourage pedestrian oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them.* Future residents of the Deerwood Subdivision will have pedestrian and bike access to the commercial development. The three-story height limit and location at the corner of Louisburg Road and future Spring Forest extension ensures the commercial development fits within neighboring residential uses and maintains the area's character without unreasonable impacts.

g. **Policy LU 7.4 Scale and Design of New Commercial Uses**, *New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.* As noted above, the requested zoning district and proposed three-story height limit are compatible with the existing commercial uses along Louisburg Road. The location at the intersection, combined with similar development patterns and intensity, ensures that the new commercial parcel will integrate seamlessly with neighboring commercial properties, maintaining the character and scale already established in the area.

h. **Policy LU 10.1 Mixed-use Retail**, *Encourage new retail development in mixed-use developments.* The proposed rezoning would enable a wider variety of retail uses, expanding commercial opportunities on the site to better serve the surrounding community.

i. **Policy LU 10.3 Ancillary Retail Uses**, *Ancillary retail uses in residential and office developments located in areas designated High Density Residential, Office and Residential Mixed Use and Office/Research and Development should not be larger in size than appropriate to serve primarily the residents, employees, visitors, and patrons of the primary uses in the area; should preferably be located within a mixed-use building; and should be sited to minimize adverse traffic, noise, and visual impacts on adjoining residential areas.* The size of the Deerwood Commercial Parcel is an appropriate size to serve the future residents of the Deerwood Subdivision and surrounding residents.

j. **Policy ED 5.3 Creating Attractive Development Sites**, *Create attractive and functional sites for new and growing businesses through streetscape improvements and other*

*public realm investments.* The Parkway Frontage designation will enhance the streetscape of the Deerwood Commercial Parcel by incorporating Parkway Frontage landscaping as required by the UDO, and the uniform zoning district will make this a feasible site for commercial development.

k. **Policy UD 3.5 Visually Cohesive Streetscapes,** *Create visually cohesive streetscapes using a variety of techniques including landscaping, undergrounding of utilities, and other streetscape improvements along street frontages that reflect adjacent land uses.* The Parkway Frontage will help create a visually cohesive streetscape along Louisburg Road.

l. **Policy UD 1.7 Scenic Corridors,** *Retain and enhance our visual and natural assets including vistas, boulevard medians, tree-lined streets, forested hillsides, wetlands, and creeks along scenic corridors into and through Raleigh, including designated Parkway Corridors on the Urban Form Map.* The requested zoning district will maintain the Parkway Frontage designation, which mandates a heavily landscaped buffer along Louisburg Road.

m. **Policy UD 1.10 Frontage,** *Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.* Parcels along the western side of Louisburg Road feature the Parkway Frontage designation, and keeping the Parkway Frontage on the Deerwood Commercial Parcel will further contribute to creating a cohesive, unified corridor.

## **PUBLIC BENEFITS**

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

This rezoning request will provide surrounding residents, including the residents of the proposed Deerwood Subdivision, with convenient access to more commercial uses which enhance quality of life and foster a connected community.

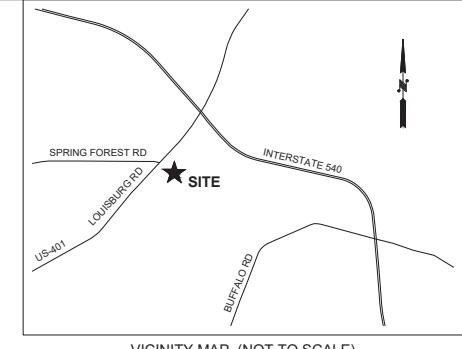
## NOTES

1. COORDINATES PROVIDED, REFERENCE NORTH CAROLINA STATE PLANE NAD83 (NRS 2011) DATUM, REFERENCED FROM NC VRS NETWORK.
2. THE BOUNDARY IS SHOWN BASED ON AN ALTA SURVEY PREPARED BY PENNONI ASSOCIATES, INC., DATED JUNE 4, 2021.
3. THIS SURVEY WAS PREPARED WITH REFERENCE TO INFORMATION CONTAINED IN THE "PENNONI SURVEY OF PROPERTY OWNER DEERWOOD, LLC" PROVIDED TO THE SURVEYOR BY THE CLIENT ON MAY 12, 2021.
4. BOUNDARY INFORMATION NOTED HEREON AND VERIFIED BY A FIELD SURVEY IS WITHIN ALTA/NSPS DEFINED TOLERANCE FOR RELATIVE POSITIONAL PRECISION.
5. ALL DISTANCES ARE HORIZONTAL. GROUND DISTANCES UNLESS NOTED OTHERWISE ARE COMPUTED BY THE COORDINATE METHOD.
6. WHERE A PROPERTY LINE IS NOT SHOWN, THE POINTS AND STREAM LOCATIONS ARE BASED ON A WETLAND DETERMINATION REPORT PROVIDED BY "PILOT ENVIRONMENTAL INC" PILOT PROJECT # 6199 DATED NOVEMBER 25, 2020.
7. SUBJECT PROPERTY IS NOT LOCATED IN A DESIGNATED FLOOD HAZARD AREA ACCORDING TO FEMA #3720173600K, WITH A REVISION DATE OF JULY 19, 2022.

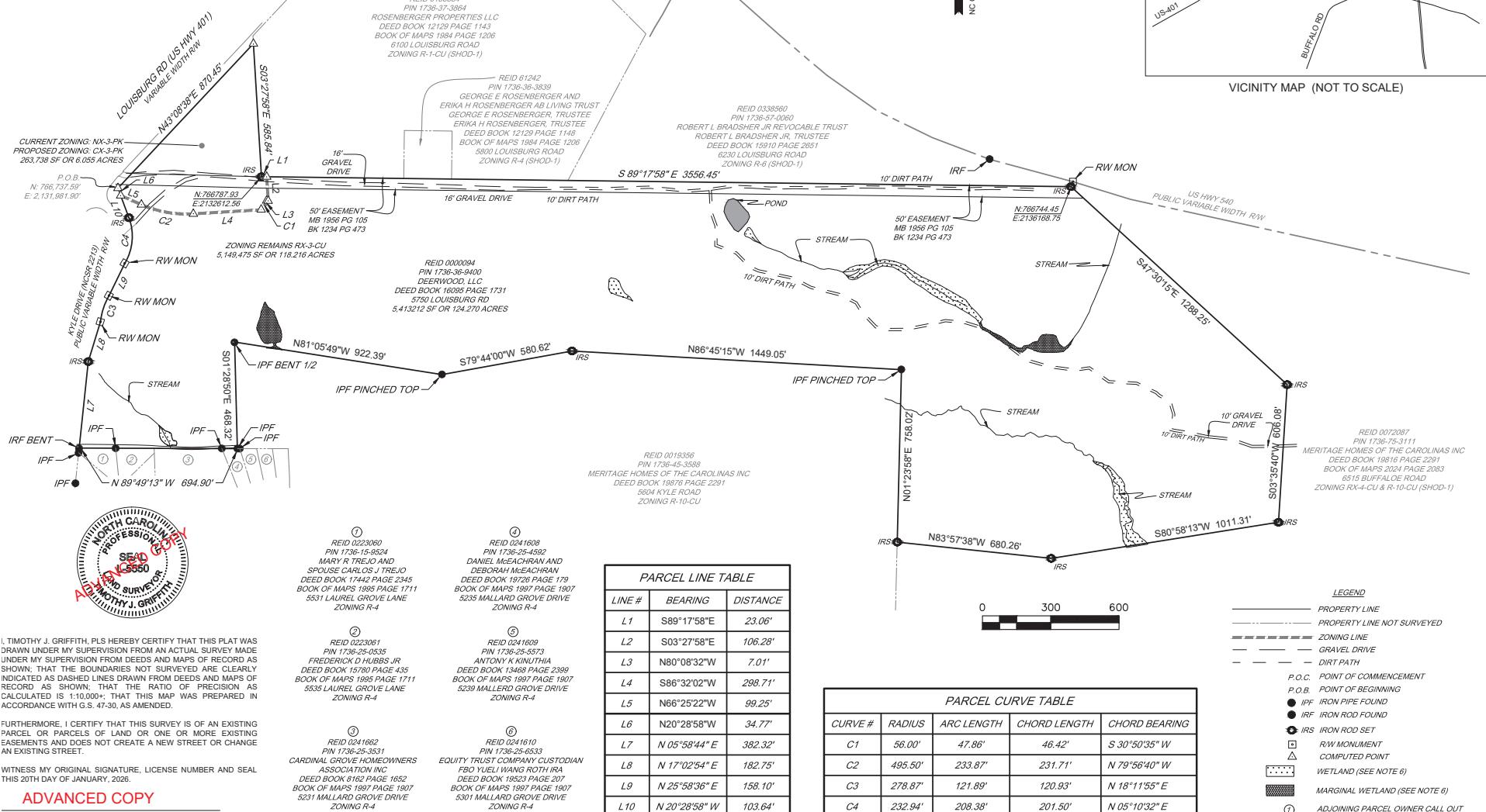
MISCELLANEOUS / PRELIMINARY CRITCIFICATE  
THIS PLAT OR MAP DOES NOT REQUIRE PRELIMINARY APPROVAL, AND  
MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.

---

PLANNING AND DEVELOPMENT OFFICER / WAKE COUNTY REVIEW OFFICER



VICINITY MAP (NOT TO SCALE)



I, TIMOTHY J. GRIFFITH, PLS HEREBY CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION FROM DEEDS AND MAPS OF RECORD AS SHOWN; THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DASHED LINES DRAWN FROM DEEDS AND MAPS OF RECORD AS SHOWN; THAT THE RATIO OF PRECISION AS CALCULATED IS 1:10,000+; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30, AS AMENDED.

FURTHERMORE, I CERTIFY THAT THIS SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND OR ONE OR MORE EXISTING EASEMENTS AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET.

WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL  
THIS 20TH DAY OF JANUARY 2026

ADVANCED COPY

TIMOTHY J. GRIFFITH PLS | -5550



FIRM LICENSE E-1267

**PENNONI ASSOCIATES INC.**  
5430 WADE PARK BOULEVARD  
SUITE 106  
RALEIGH, NC 27607  
T 919.929.1173 F 919.493.6548

**CITY OF RALEIGH REZONING MAP  
DEERWOOD LLC  
5750 LOUISBURG ROAD  
NEUSE TOWNSHIP ~ WAKE COUNTY ~ NC**

<p style="text-align: center;"> <b>MAP C ROAD TY ~ NC</b> </p>	REVISIONS:	DATE OF SURVEY:	JANUARY 20, 2026
		SCALE:	1" = 300'
		CREW CHIEF:	
		DRAWN BY:	B. RICHARDS
		CHECKED BY:	T. GRIFFITH, PLS
		PROJECT:	APROP20001

1 / 1

## Proposed Rezoning Boundary Legal Description

REID: 0000094  
PIN: 1736-36-9400  
Deerwood LLC  
5750 Louisburg Road

Being a portion of the property owned by Deerwood LLC as described in Deed Book 16095 Page 1731 in the Wake County Registry, said property is situated in the Neuse Township, Wake County, North Carolina. Said Parcel being more particularly described as:

**Beginning** at a computed point at the intersection of the north eastern right-of-way of Kyle Drive (NCSR 2213) and the south eastern right-of-way of Louisburg Road (US Hwy 401) having NC Grid Coordinates of Northing: 766,737.59' and a Easting: 2,131,981.90'; thence from said point of beginning with and along the said south eastern right-of-way of Louisburg Road N43°08'38"E 870.45' to a computed point marking a western corner of Rosenberger properties LLC as described in Deed Book 12129 Page 1143 and depicted in Book of Maps 1984 Page 1206; thence leaving the said south eastern right-of-way with and along the western line of Rosenberger properties LLC S03°27'58"E 585.84' to a rebar set marking the south west corner of Rosenberger properties LLC; thence with and along the southern line of Rosenberger properties LLC S89°17'58"E 23.06' to a computed point; thence leaving the said southern line and running across the subject property S03°27'58"E 106.28' to a computed point; thence continuing to run across the subject property N80°08'32"W 7.01' to a computed point; thence continuing to run across the subject property 47.86' along a curve to the right having a radius of 56.00' and a chord of S30°50'35"W 46.42' to a computed point; thence continuing to run across the subject property S86°32'02"W 298.71' to a computed point; thence continuing to run across the subject property 233.87' along a curve to the right having a radius of 495.50' and a chord of N79°56'40"W 231.71' to a computed point; thence continuing to run across the subject property N66°25'22"W 99.25' to a computed point in the north eastern right-of-way of Kyle Drive (NCSR 2213), thence with and along the said north eastern right-of-way N20°28'58"W 34.77' to the **Point and Place of Beginning** containing 263,738 square feet or 6.055 acres according to a plat by Pennoni Associates inc. titled "City of Raleigh Rezoning Map Deerwood LLC 5750 Louisburg Road" dated January 20, 2026.