



Rezoning Application and Checklist

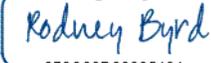
Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500

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: NX | Height: 3 | Frontage: | Overlay(s): TOD, SRPOD |
| Proposed zoning base district: NX | Height: 7 | Frontage: | Overlay(s): TOD, SRPOD |
| 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-27B-2014 | | | |

| General Information | | |
|--|-------------------|----------------------------------|
| Date: 2/6/2026 | Date amended (1): | Date amended (2): |
| Property address: 3911 Western Boulevard, Raleigh, NC 27606 | | |
| Property PIN: 0794107492 | | |
| Deed reference (book/page): 016226/02772 | | |
| Nearest intersection: Western Blvd/ Clanton St | | Property size (acres): 1.5 acres |
| For planned development applications only: | Total units: | Total square footage: |
| | Total parcels: | Total buildings: |
| Property owner name and address: Wolfgang Investment Properties LLC, 4920 Sunset Forest Cir, Holly Springs, NC 27540 | | |
| Property owner email: c/o Collier Marsh, colliermarsh@parkerpoe.com | | |
| Property owner phone: c/o Collier Marsh, 919.835.4663 | | |
| Applicant name and address: Collier Marsh, Parker Poe, 301 Fayetteville St, Ste 1400, Raleigh, NC 27601 | | |
| Applicant email: colliermarsh@parkerpoe.com | | |
| Applicant phone: 919.835.4663 | | |
| Applicant signature(s): | | |
| Additional email(s): | | |

Wolfgang Investment Properties, LLC,
a North Carolina limited liability company

DocuSigned by:

 By: _____
979620D99985494...
 Rodney Byrd, Managing Member



| Conditional Use District Zoning Conditions | | |
|--|---|---|
| Zoning case #: | Date submitted: 2/6/2026 | OFFICE USE ONLY Rezoning case # |
| Existing zoning: NX-3 w/ TOD & SRPOD | Proposed zoning: NX-7-CU w/ TOD & SRPOD | |

Narrative of Zoning Conditions Offered

1. In addition to those otherwise prohibited by the UDO, the following uses as defined in UDO Article 6 are prohibited: cemetery, vehicle fuel sales, vehicle service, vehicle sales/rental, detention center, jail, prison, mobile retail, check cashing, payday loan facilities, tattoo/piercing parlors, taxidermists, wedding chapels.
2. The Urban Limited Frontage Requirements of UDO Section 3.4.7 shall apply to the Property's Primary Street frontage on Western Boulevard.

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.

Wolfgang Investment Properties, LLC,
a North Carolina limited liability company

By: DocuSigned by:
Rodney Byrd
979028D99985494...
Rodney Byrd, Managing Member

RECEIVED
By Matt McGregor at 1:59 pm, Feb 13, 2026

| 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 addendum. | |
| Public Benefits | |
| Provide brief statements explaining how the rezoning request is reasonable and in the public interest. | |
| See attached addendum. | |

| 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: Frequent Transit Area, Transit Station Area, BRT Area | Click [here](#) to view the Urban Form Map.

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

| | |
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| <p>7</p> | <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: The requested development will allow the redevelopment of an infill parcel with an existing surface parking lot located between the building and the street. The rezoning includes a condition requiring an urban frontage on Western Boulevard to ensure redevelopment meets this policy with buildings located closer to the street than current conditions.</p> |
| <p>8</p> | <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: The site is not located directly at a street intersection. However, the rezoning includes a condition requiring an urban frontage on Western Boulevard to ensure this policy is met.</p> |
| <p>9</p> | <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: Open space areas will be addressed at site plan and provided as required by the UDO.</p> |
| <p>10</p> | <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: Urban space will be addressed at site plan and meet UDO requirements.</p> |
| <p>11</p> | <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: Open space areas will be addressed at site plan and provided as required by the UDO.</p> |
| <p>12</p> | <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: Open space areas will be addressed at site plan and provided as required by the UDO.</p> |
| <p>13</p> | <p>New public spaces should provide seating opportunities.</p> <p>Response: Public spaces will be addressed at site plan and provided as required by the UDO.</p> |

| | |
|------------------|---|
| <p>14</p> | <p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p>Response: The requested development will allow the redevelopment of an infill parcel with an existing surface parking lot located between the building and the street. The rezoning includes a condition requiring an urban frontage on Western Boulevard to ensure redevelopment meets this policy with buildings located closer to the street than current conditions.</p> |
| <p>15</p> | <p>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</p> <p>Response: The requested development will allow the redevelopment of an infill parcel with an existing surface parking lot located between the building and the street. The rezoning includes a condition requiring an urban frontage on Western Boulevard to ensure redevelopment meets this policy with buildings located closer to the street than current conditions.</p> |
| <p>16</p> | <p>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</p> <p>Response: Parking structures will be screened as required by the UDO.</p> |
| <p>17</p> | <p>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</p> <p>Response: The proposed rezoning increases building density on a site that is walking distance to multiple transit stops and directly fronts the Western BRT corridor. The site is also adjacent to a site identified in the Comprehensive Plan as a potential BRT station.</p> |
| <p>18</p> | <p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p>Response: Pedestrian access will be addressed at site plan and provided as required by the UDO.</p> |
| <p>19</p> | <p>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</p> <p>Response: The proposed zoning would allow the redevelopment of an infill site that has already been developed, and there are no known environmental features on the site.</p> |
| <p>20</p> | <p>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</p> <p>Response: Streets and driveways will be designed at the site plan stage in accordance with UDO requirements.</p> |

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| <p>21</p> | <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: Sidewalks will be designed at the site plan stage in accordance with UDO requirements.</p> |
| <p>22</p> | <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: Streets and street trees will be designed at the site plan stage in accordance with UDO requirements.</p> |
| <p>23</p> | <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: The requested development will allow additional height on an infill parcel, which will define the existing network. The rezoning also includes a condition requiring an urban frontage on Western Boulevard to ensure this policy is met.</p> |
| <p>24</p> | <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: Entrances will be designed at the site plan stage in accordance with UDO requirements.</p> |
| <p>25</p> | <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: Buildings will be designed at site plan in accordance with UDO requirements.</p> |
| <p>26</p> | <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: Sidewalks will be designed at the site plan stage in accordance with UDO requirements.</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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Trip generation study | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Traffic impact analysis | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| For properties requesting a Conditional Use District: | | | | | |
| 11. Completed zoning conditions, signed by property owner(s). | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| If applicable, see page 11: | | | | | |
| 12. Proof of Power of Attorney | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| For properties requesting a Planned Development or Campus District: | | | | | |
| 13. Master plan (see Master Plan submittal requirements). | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| For properties requesting a text change to zoning conditions: | | | | | |
| 14. Redline copy of zoning conditions with proposed changes. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. Proposed conditions signed by property owner(s). | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| Master Plan (Submittal Requirements) | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| To be completed by Applicant | | | To be completed by staff | | |
| General Requirements – Master Plan | Yes | N/A | Yes | No | N/A |
| 1. I have referenced this Master Plan Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh. | <input type="checkbox"/> | <input 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"/> |

January 23, 2026

Re: Notice of Neighborhood Meeting

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on February 4, 2026, from 6:00-7:00pm at the Raleigh Marriott Crabtree Valley located at 4500 Marriott Drive, Raleigh, NC 27612. The purpose of the meeting is to discuss an upcoming application to rezone a parcel of land located at 3911 Western Boulevard (PIN: 0794107492) (the "Site"). The Site is currently zoned Neighborhood Mixed Use - 3 Stories - w/ Transit Overlay District and Special Residential Parking Overlay District (NX-3-w/ TOD & SRPOD) and is proposed to be rezoned to Neighborhood Mixed Use -7 Stories- w/ Conditions - w/ Transit Overlay District and Special Residential Parking Overlay District (NX-7-CU- w/ TOD & SRPOD). 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.

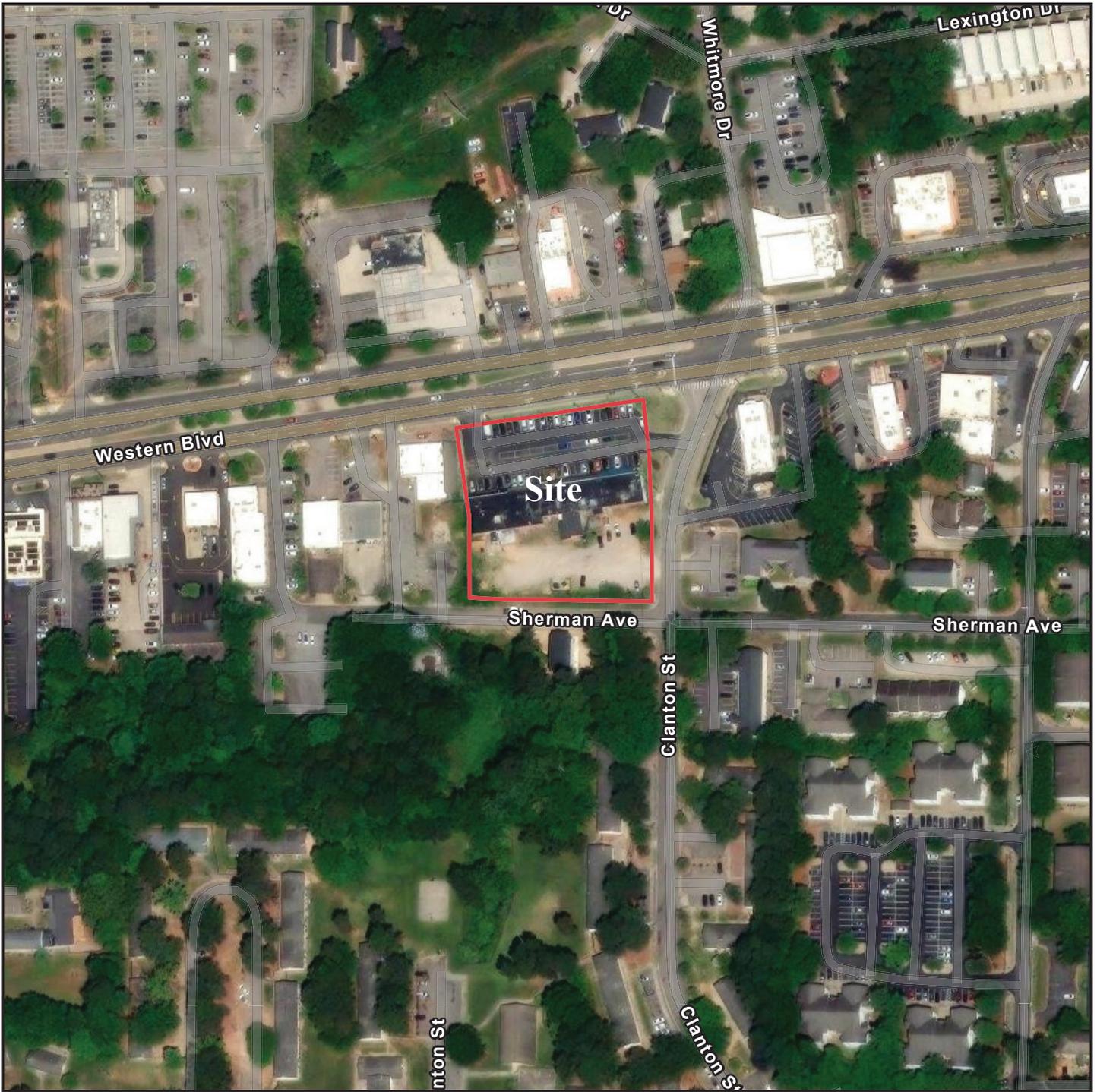
Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 500 feet of the area requested for rezoning. For this meeting, the notice is being provided to all property owners and tenants within 1000ft 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:

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

If you have any questions about this request, please contact me at (919) 835-4663 or via email at colliermarsh@parkerpoe.com.

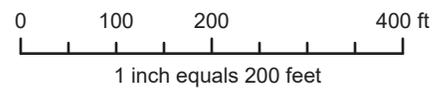
Thank you,

Collier R. Marsh

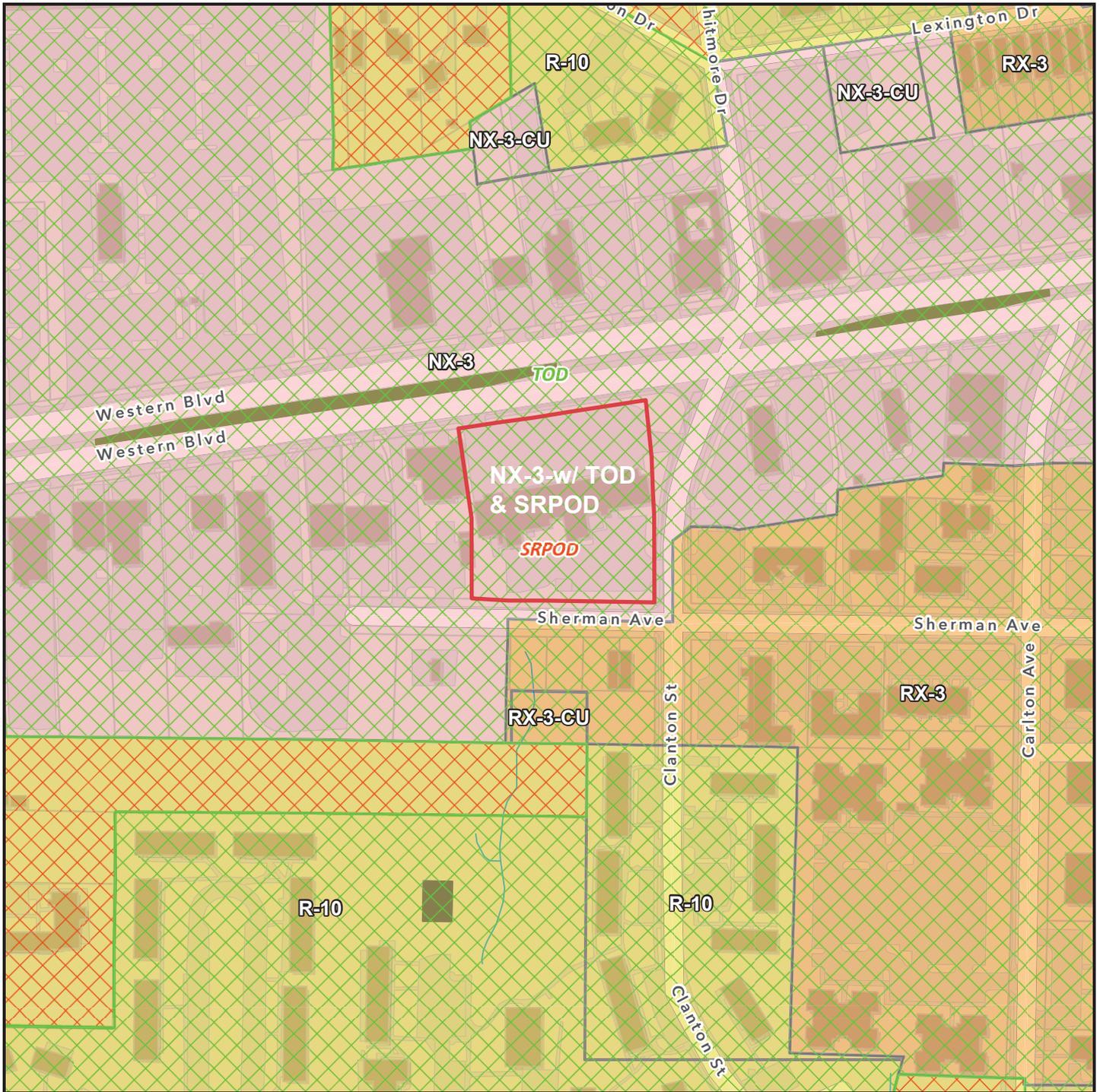


3911 Western Blvd

Vicinity Map



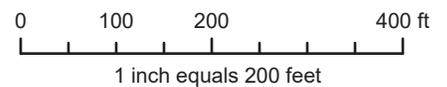
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3911 Western Blvd

Zoning Map

**Current Zoning:
NX-3-w/ TOD & SRPOD Overlays**



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SUMMARY OF ISSUES

A neighborhood meeting was held on February 4, 2026 (date) to discuss a potential rezoning located at 3911 Western Boulevard, Raleigh, NC 27606 (property address). The neighborhood meeting was held at Marriott Crabtree Valley, 4500 Marriott Drive, Raleigh, NC (location). There were approximately 9 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

| |
|--|
| Discussion of rezoning process and request |
| Discussion of height and number of units |
| Discussion of traffic |
| Discussion of Western Boulevard transit and roadway improvements |
| Discussion of current uses onsite |
| Discussion of bus stops and transit |
| Discussion of parking and noise |
| Discussion of student enrollment |

Addendum to 3911 Western Boulevard Rezoning Application

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 1.5-acre site, 3911 Western Boulevard (the “Site”), is an infill site less than a ¼-mile from North Carolina State University’s (“N.C. State”) Main Campus and South Campus. The Site is currently zoned Neighborhood Mixed Use - 3 Stories - w/ Transit Overlay District and Special Residential Parking Overlay District (NX-3-w/ TOD & SRPOD) and was developed as a commercial strip mall in 1962. With the Site’s proximity to N.C. State, it is ideally suited for student housing and meets the area’s demand for housing in walking distance to campus. The proposed rezoning to Neighborhood Mixed Use -7 Stories- w/ Conditions - w/ Transit Overlay District and Special Residential Parking Overlay District (NX-7-CU- w/ TOD & SRPOD) will allow the applicant to provide housing for students on an infill site at a scale that is appropriate given 2030 Comprehensive Plan (“Comp. Plan”) guidance, planned transit infrastructure, and the proximity to N.C. State.

1. **FLUM:** The Site is designated as “Neighborhood Mixed Use” (“NMU”) on the Future Land Use Map (“FLUM”), and the requested Neighborhood Mixed-Use (NX) zoning district directly aligns with this designation. NMU “applies to ... pedestrian-oriented retail districts” where “[r]esidential and mixed-use projects with upper-story housing are also supported.” Comp. Plan p. 3-11.

Although the NMU designation contemplates heights from three to five stories, the request for a 7-story designation is appropriate for the Site’s location on Western Boulevard, a future Bus Rapid Transit (“BRT”) route, and near N.C. State. Recommended Height Designations for NMU on Western Boulevard indicate heights from 2 to 12 stories are appropriate in the Neighborhood Center area, which are smaller centers that provide services for the local community and are largely confined to a single intersection, and where “[b]uilding height [] . . . should be up to 7 stories in the core of the station area.” See Table LU-2, Comp. Plan p. 3-14. This Site qualifies as both given its designations in the Urban Form Map and proximity to the potential future BRT station, discussed below.

The Site is also in the Western Boulevard Small Area Plan, which relates to the planned Western BRT route connecting Downtown Raleigh and Downtown Cary to create “a vibrant corridor that prioritizes transit-oriented development.” Comp. Plan p. WB-1. The SAP also recommends locating a BRT station at the intersection of Gorman Street and Western Boulevard. Comp. Plan Map AP-WB1. Activating this infill site with greater density places students in short walking distance to BRT amenities.

2. **Urban Form Map:** The Site is within a Frequent Transit Area, Transit Station Area, and Bus Rapid Transit Area on the Urban Form Map. Comp. Plan Map UD-1. The Frequent Transit Area designation applies to sites “within a quarter-mile of other frequent transit routes.” Comp.

Plan pgs. 11-4. A Transit Station Area is the half-mile radius from rail or bus transfer nodes, which is an acceptable 10-minute walking distance for most transit users. Comp. Plan pgs. 3-20, 3-24. Bus Rapid Transit Areas “are within a quarter-mile of planned BRT routes,” and the Site is located along Western Boulevard, which is a designated Bus Rapid Transit Corridor per Map LU-5. Comp. Plan p. 11-4. All of these are indicative of where the transit investment and growth is planned and where greater density is recommended, and the request includes a condition requiring an urban frontage on Western Boulevard as recommended by Transit Station Area and BRT Area policies See Comp. Plan p. 11-4.

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

a. **Policy LU 1.2 Future Land Use Map and Zoning Consistency**, *The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.* The proposed rezoning is consistent with the Neighborhood Mixed Use designation in the Future Land Use Map because it permits uses consistent with this designation and heights supported by the applicable policies, as discussed above.

b. **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 redevelopment of a one-story, surface-parked commercial site with mid-rise residential in an ideal area for residential density along the Western BRT corridor and in close proximity to N.C. State.

c. **Policy LU 8.14 Student-oriented Housing**, *Encourage student-oriented housing, including fraternities, sororities, dormitories and rent-by-the-room, multi-bedroom apartments, to locate in the area immediately adjacent to colleges/ universities, in transit-oriented development areas, or in downtown.* This request would allow additional student-oriented apartments less than ¼ mile from N.C. State’s campus and within a TOD area.

d. **Policy LU 4.18 Transit Station Area Recommended Heights**, *Building heights in transit station areas should be based on their station area type as designated on Map LU-5 Transit Station Types. Where there is not a recommended building height for a specific Future Land Use Map category in Table LU-2 Recommended Heights, or if there is internal conflict in Table LU-2 between Future Land Use Map designations and transit station areas types, recommended building height for stations areas should prevail.* The proposed 7 story height aligns with Table LU-2 and the Neighborhood Center designation on Map LU-5. Table LU-2 recommends heights from 2 to 12 stories for the Site, which is designated Neighborhood Mixed Use on the FLUM and a Neighborhood Center on Map LU-5. Further, heights up to 7 stories are recommended for Neighborhood Centers in the core of the station area, and because the Gorman Street/Western Boulevard intersection has been listed as a potential BRT station, 7 stories is appropriate here. See Comp. Plan Map AP-WB1.

e. **Policy LU 4.6 Transit-oriented Development**, *Promote transit-oriented development around planned bus rapid transit (BRT) and fixed commuter rail stations through appropriate development regulation, education, station area planning, public-private partnerships, and regional cooperation.* This request would allow the entitlement of higher density residential located directly on the Western BRT route and adjacent to the potential future BRT station.

f. **Policy LU 4.7 Capitalizing on Transit Access**, *Sites within walking distance of existing and proposed rail and bus rapid transit stations should be developed with intense residential and mixed uses to take full advantage of and support investment in transit infrastructure.* The Site is in a Frequent Transit Area, Transit Station Area, and BRT Area, and is within very close walking distance to GoRaleigh and Wolfline bus lines. The Site will have access to transit and is an appropriate location for residential use. The proposed density is appropriate in this location to provide housing in close proximity to transit and to concentrate uses along this infrastructure.

g. **Policy LU 4.8 Station Area Land Uses**, *A complementary mix of uses, including multifamily residential, offices, retail, civic, and entertainment uses, should be located within transit station areas.* The requested rezoning would increase residential entitlement on the predominantly commercial Western Boulevard corridor and in close proximity to campus uses at N.C. State. Increasing residential density here would promote a greater mix of uses in the immediate and surrounding areas.

h. **Policy LU 6.3 Mixed-use and Multimodal Transportation**, *Promote the development of mixed-use activity centers with multimodal transportation connections to provide convenient access by means other than car to residential and employment areas.* The zoning change will allow the Site to support greater residential density in an area that is served by transit, allowing the potential for residents to walk, bike, or take transit to N.C. State or surrounding employers.

i. **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 rezoning would allow more student housing by redeveloping the existing commercial building, in an area primed for redevelopment due to planned transit infrastructure.

j. **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 would allow for greater residential infill development on the Site near the intersection of Western Boulevard and Gorman Street, which is planned for BRT infrastructure and primed for redevelopment that would meet current UDO standards that enhance the urban fabric of the area.

k. **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 an infill site within the City limits. Utilities and City services are available for the Site.

4. The proposed rezoning is consistent with the following policies of the Housing (“H”) of the 2030 Comprehensive Plan:

a. **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 will permit additional residential density to support the market’s need for additional housing, especially in close proximity to transit and N.C. State’s campus. The surrounding area includes detached houses, smaller apartment buildings, and commercial uses, and the rezoning request allows more student housing and greater housing diversity.

b. **Policy H 2.17 Equitable Housing around Transit,** *Ensure that housing exists for residents at a range of incomes, including very low-income households, near bus rapid transit stations.* The proposed rezoning would increase residential entitlement on a site directly located on a planned BRT corridor and programmed for a BRT station, allowing student housing to be developed near transit amenities.

5. The proposed rezoning is consistent with the following policies of the Urban Design (“UD”) chapter of the 2030 Comprehensive Plan:

a. **Policy UD 3.3 Strip Shopping Centers,** *Ensure that zoning and parking standards discourage strip commercial shopping centers and auto-oriented building designs along Main Street and Transit Emphasis Corridors, and in City Growth, TOD and Mixed-Use Centers on the Urban Form Map.* The proposed rezoning would allow the redevelopment of a small strip commercial shopping center with parking between the building and Western Boulevard to a denser, more urban development that would be constructed in accordance with current UDO standards.

b. **Policy UD 8.1 Transit-oriented Development,** *Promote dense, mixed-use development within the core area around transit stations. Development intensity should be greatest within walking distance of existing and proposed rail stations and bus rapid transit stations.* The requested NX-7-CU w/ TOD and SRPOD zoning promotes a denser development and redevelopment of an aging commercial site with residential and other uses.

c. **Policy UD 8.2 Transit Area Transitions,** *There should be a transition of use, intensity and scale from higher-density transit corridors to adjacent neighborhoods. Developments of greater bulk and height in areas should be located immediately surrounding transit stations. As distance from such stations increases, development should taper down in bulk and height in order to balance the needs of transit-supportive density with established*

neighborhood character. The Site directly fronts a transit corridor, and the requested 7 stories achieves the higher-density development envisioned here. The proposed multifamily development would serve as a transition between commercial uses to the north and lower density multifamily to the south.

d. **Policy UD 6.1 Encouraging Pedestrian-oriented Uses,** *New development, streetscape, and building improvements in Downtown, Main Streets, and TOD areas should promote high intensity, pedestrian-oriented use and discourage automobile oriented uses and drive-through uses.* This rezoning would allow the site, developed in the 1960s, to be redeveloped under current UDO standards that require streetscape, pedestrian, and bicycle improvements.

6. The proposed rezoning is consistent with the following policies of the Western Boulevard Area Specific Guidance (“AP-WB”) of the 2030 Comprehensive Plan:

a. **Policy AP-WB 6 Repositioning Parking Lots for TOD,** *Encourage redevelopment of large surface parking lots along the Western BRT corridor. The reduced parking requirements for TOD would allow for surface lots to be redeveloped or replaced with structured parking and/or free up portion of the land for TOD.* The proposed rezoning would allow the redevelopment of a commercial strip mall with a surface parking lot along Western Boulevard.

7. The proposed rezoning is consistent with the following policies of the Economic Development (“ED”) of the 2030 Comprehensive Plan:

a. **Policy ED 1.1 Corridor Revitalization,** *Stimulate the revitalization and redevelopment of Raleigh’s aging commercial corridors and centers through the use of targeted economic development programs, zoning, land use regulations, public investments in infrastructure, and incentives.* The proposed rezoning would promote the redevelopment of 1960s commercial shopping center along an aging commercial corridor.

b. **Policy ED 4.7 Supporting Colleges and Universities,** *Promote economic stability and prosperity by supporting the area universities and colleges that contribute to developing Raleigh’s educated and creative workforce.* The rezoning request supports N.C. State by providing additional student housing less than ¼ mile from Main Campus and South Campus.

8. The proposed rezoning is consistent with the following policies of the Environmental Protection (“EP”) of the 2030 Comprehensive Plan:

a. **Policy EP 1.7, Sustainable Development,** *Promote the adaptive use of existing buildings, infill development, and brownfield development as effective sustainability practices that take development pressure off undeveloped areas.* The Site is a brownfield site, and therefore the proposed rezoning promotes brownfield development and reduces development pressure from surrounding areas with more environmentally sensitive features.

b. **Policy EP 1.1 Greenhouse Gas Reduction,** *Promote best practices for reducing greenhouse gas emissions as documented through the U.S. Mayors’ Climate Protection Agreement. This includes reducing per-capita carbon emissions by allowing residential building types that are more energy-efficient than detached houses, such as townhouses and apartments, in*

more places. It also includes allowing more people to live and work in walkable or transit-rich places. Allowing more density in those locations is a critical climate change strategy, because vehicle trips are shorter and less likely in those locations, bringing down per-capita carbon emissions. The rezoning request would increase residential entitlement on the Western BRT corridor, allowing more people to live and work in a transit-rich area in walking distance to N.C. State.

PUBLIC BENEFITS

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

The rezoning request will complement and add to the residential growth near N.C. State, which is needed as the student population and BRT transit infrastructure has grown. The proposed NX-7-CU w/ TOD and SRPOD zoning will add to the housing supply consistent with surrounding development trends of the area.