

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		
Existing zoning base district: CX		Height: 5	Frontage:
Proposed zoning base district: CX		Height: 20	Frontage:
			Overlay(s): SHOD-2; TOD; SRPOD
			Overlay(s): TOD
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			

General Information		
Date: 4/7/2025	Date amended (1):	Date amended (2):
Property address: 4500 Western Boulevard		
Property PIN: 0784815120		
Deed reference (book/page): 001954/00135		
Nearest intersection: Western Blvd/Blue Rodge Rd		Property size (acres): 12.08
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: CP 4500 Western LLC, c/o Morningstar Law Group, 434 Fayetteville St #2200, Raleigh, NC 27601		
Property owner email: jbarron@morningstarlawgroup.com ; hwinstead@morningstarlawgroup.com		
Property owner phone: 919.590.0371		
Applicant name and address: CP 4500 Western LLC, c/o Morningstar Law Group, 434 Fayetteville St #2200, Raleigh, NC 27601		
Applicant email: jbarron@morningstarlawgroup.com ; hwinstead@morningstarlawgroup.com		
Applicant phone: 919.590.0371		
Applicant signature(s): <u>Vincenzo Verdino</u> <small>Vincenzo Verdino (Apr 7, 2025 13:28 EDT)</small>		
Additional email(s):		

RECEIVED
APR 15 2025
BY: Matt MA

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted: 4/7/25	OFFICE USE ONLY Rezoning case #
Existing zoning: CX-5-TOD-SHOD 2-CRPOD	Proposed zoning: CX-20-TOD	

mfm

Narrative of Zoning Conditions Offered

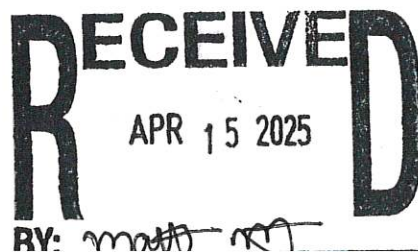
The following Principal Uses as listed in UDO Section 6.1.4. that are permitted, limited, or special uses in the CX- district shall be prohibited:

- (i) Rest home
- (ii) Cemetery
- (iii) Adult establishment
- (iv) Detention center, jail, prison

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

Property Owner(s) Signature: *Vincenzo Verdino*
Vincenzo Verdino (Apr 7, 2025 13:28 EDT)

Printed Name: Vincenzo Verdino, as Manager of CP 4500 Western LLC



Rezoning Application Addendum #1

Comprehensive Plan Analysis

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

OFFICE USE ONLY
Rezoning case #

Statement of Consistency

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

See attachment A.

Public Benefits

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

The proposed rezoning to CX-20 is reasonable and in the public interest for the following reasons:

1. Consistency with the Comprehensive Plan: The proposed rezoning aligns with the 2030 Comprehensive Plan's designation of the site as Community Mixed Use, which supports medium to large shopping centers, pedestrian-oriented retail districts, and mixed-use developments. The increased height flexibility under CX-20 is appropriate given the site's location in a transit-oriented area along a high-volume road.
2. Transit-Oriented Development (TOD): The site's location within the Bus Rapid Transit (BRT) area on Western Boulevard and its designation as a Transit Station Area make it suitable for higher-density, mixed-use development. The CX-20 zoning supports TOD principles, including walkability, diverse land uses, and public realm improvements, optimizing transit investment and accessibility.
3. Enhanced Mobility and Public Safety: Situated within a Frequent Transit Area and along a Transit Emphasis Corridor, the site benefits from existing and planned transit services. The rezoning supports policies that encourage dense residential and mixed-use development near transit, thereby promoting mobility, pedestrian safety, and reduced car dependency.
4. Economic Development and Revitalization: The site is located within an Economic Development Priority Area, where increased investment is needed. The proposed rezoning facilitates redevelopment, creating opportunities for new housing, employment, and economic activity, consistent with Policy ED 5.2 and Action ED 5.2.
5. Strategic Urban Growth: The increased height limit (up to 20 stories) is compatible with the area's very near proximity to a City Growth Center and location within a Transit Station Area, where higher density and vertical growth are encouraged to maximize land use efficiency and support sustainable urban expansion.

In summary, the proposed rezoning to CX-20 is reasonable and in the public interest as it aligns with comprehensive planning goals, supports transit-oriented development, enhances public safety and mobility, and fosters economic revitalization in a strategic urban area.

Rezoning Application Addendum #2

Impact on Historic Resources

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

OFFICE USE ONLY
Rezoning case #

Inventory of Historic Resources

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

NA

Proposed Mitigation

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

NA

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 | [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>Any future development will be consistent with the UDO and this guideline.</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>Any future development will be comparable in height and massing as required.</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>Any future development will be consistent with the UDO and this guideline.</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>Any future development will be consistent with the UDO and this guideline.</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>Any future development will comply with requirements of public/private streets.</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>Any future development will be consistent with the UDO and this guideline.</p>

7	<p>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high-volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</p> <p>Response: Any future development will adhere to building location and parking recommendations.</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: Any future development will adhere to building location, parking, loading and service restrictions.</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: Any future development will comply with urban open space.</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: Any future development will be consistent with the UDO and this guideline.</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: Any future development will be consistent with the UDO and this guideline.</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: Any future development will be consistent with the UDO and this guideline.</p>
13	<p>New public spaces should provide seating opportunities.</p> <p>Response: Any future development will provide seating opportunities.</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: Any future development will be consistent with the UDO and this guideline.</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: Any future development will be consistent with the UDO and this guideline.</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: Any future development will be consistent with the UDO and this guideline.</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: Any future development will be consistent with the UDO and this guideline.</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: Any future development will be consistent with the UDO and this guideline.</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: Any future development will be consistent with the UDO and this guideline.</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: Landscaping for any future development will be consistent with the UDO and this guideline.</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: Sidewalks and driveways will be consistent with the UDO.</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: A street trees will be consistent with the UDO and this guideline.</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: Building location and architectural elements will be consistent with the UDO and this guideline.</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: Any future development will be consistent with the UDO and this guideline.</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: Architectural details will provide interest along the primary front facade, including windows, signage and ornamentation.</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: Sidewalks will comply with applicable UDO standards and consistent with this guideline.</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"/>

Who Can Initiate a Zoning Request?

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

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

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

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

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

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

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

NOTIFICATION LETTER TEMPLATE

Date:

Re: Potential (REZONING/TEXT CHANGE TO ZONING CONDITIONS) of (SITE LOCATION)

Neighboring Property Owners and Tenants:

You are invited to attend a neighborhood meeting on (MEETING DATE and TIME). The meeting will be held at (MEETING LOCATION, INCLUDING ADDRESS) and will begin at (TIME).

The purpose of this meeting is to discuss a potential rezoning of the property located at (SITE ADDRESS AND NEARBY LANDMARKS). This site is currently zoned (CURRENT ZONING DISTRICT) and is proposed to be rezoned to (PROPOSED ZONING DISTRICT). (ANY OTHER RELEVANT DETAILS OF THE REQUEST.)

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.

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 Raleigh Planning & Development at 919-996-2682 (option 2) or rezoning@raleighnc.gov.

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

(NAME)

(CONTACT INFO)

Sincerely,

SUMMARY OF ISSUES

A neighborhood meeting was held on March 19, 2025 (date) to discuss a potential rezoning located at 4500 Western Blvd (property address). The neighborhood meeting was held at McKimmon Conference Center, 1101 Gorman Street, Raleigh, NC 27606 (location). There were approximately 14 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

See attachment B

I. Future Land Use Analysis

The subject property carries a Community Mixed Use future land use designation.

Pursuant to the 2030 Comprehensive Plan, Community Mixed Use areas accommodate medium to large shopping centers and pedestrian-oriented retail districts. These areas support diverse commercial activities including, but not limited to: supermarkets, retail establishments, office spaces, restaurants, hotels, and complementary businesses serving multiple neighborhoods. Development patterns incorporate both mid-rise and low-rise structures, with emphasis on residential development featuring ground-floor retail, particularly in transit-proximate locations. Building heights generally range from three to twelve stories in transit-oriented development areas and mixed-use centers. CX zoning predominates, with urban form standards applied contextually based on location parameters.

The proposed CX-20 rezoning aligns with this future land use designation, as enhanced height allowances in this transit-oriented development area adjacent to a high-volume thoroughfare will facilitate diverse commercial uses, including ground-floor retail serving both vertical mixed-use development at the site and surrounding neighborhoods.

II. Urban Form Analysis

The Urban Form Map delineates centers and corridors, with frontage recommendations triggered by either designation. In instances of overlapping center or corridor designations, the more urban designation's guidance takes precedence. The following analysis demonstrates consistency between the proposed rezoning and each applicable Urban Form Map designation:

A. Transit Station Area Designation

The property is designated as a Transit Station Area.

The Equitable Development Around Transit (EDAT) plan, adopted in 2021, provides guidance for future growth along the four planned Bus Rapid Transit (BRT) corridors. The plan establishes the following foundational goals to ensure equitable distribution of transit investment benefits: Enhance Affordability and Minimize Displacement, Preserve Existing Businesses, Generate Job Opportunities, Guarantee Pedestrian Safety, Grow Around Transit, and Ongoing Input, Measuring Results.

Importantly, Policy LU 4.18 states as follows:

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 station area for the site is designated as an Emerging Urban Center. "In larger and more commercially-oriented centers, *building heights of up to 20 stories are appropriate*" in Emerging Urban Centers. 2030 Comprehensive Plan, 3-14 (emphasis added).

The proposed CX-20 rezoning aligns with the express language of the 2030 Comprehensive Plan and demonstrates consistency with the Transit Station Area designation. Enhanced height flexibility facilitates increased unit count (promoting affordability, mitigating displacement, and providing workforce housing for existing businesses), creates employment opportunities, enhances pedestrian safety, and enables transit-oriented growth. The proposed rezoning also advances the following specific Transit Station Area policies:

- **Policy AP-SA 1 Grow Around Transit.** Promote efficient use of regional transit infrastructure and enhance housing options and environmental sustainability by encouraging development near BRT stations and frequent transit corridors.
- **Policy AP-SA 8 Connect People to Stations.** Fill in sidewalk gaps, improve pedestrian facilities at intersections, and design and install other first/last mile connections to BRT stations.

B. Bus Rapid Transit Designation

The property is situated within a designated Bus Rapid Transit Area along Western Boulevard.

The Western Boulevard Corridor study, adopted June 2022, encompasses the area from Wilmington Street (east) to I-40 (west). This study evaluated opportunities related to the western bus rapid transit (BRT) route connecting Downtown Raleigh and Downtown Cary, identifying four primary themes: Multimodal Connectivity, Transit-Oriented Development, Public Realm Enhancements, and Environmental Sustainability.

Policy AP-WB 7 specifically identifies this property as the "Old Kmart Site at Western/Blue Ridge" and explicitly directs to "encourage the redevelopment of [this] site [] to apply key TOD principles to allow higher density, mixed-uses, support walkability, and enhanced public realm design." The policy further acknowledges this site's "unique potential for an anchor development with a greater mix of uses."

The proposed CX-20 rezoning advances this site-specific policy through enabling increased density and facilitating anchor development with diverse uses.

C. Frequent Transit Area Designation

The subject property is designated as a Frequent Transit Area.

This designation applies to areas within a half-mile of proposed bus rapid transit corridors or within a quarter-mile of other frequent transit routes (defined as routes with peak hour headways of 15 minutes or less).

The proposed CX-20 rezoning demonstrates consistency with the Frequent Transit Area designation and specifically advances the following associated policies:

- **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. Additional density for housing and employment also is appropriate around current and future frequent transit routes.
- **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.
- **Policy AP-MT 7 Frequent and Rapid Transit.** Frequent transit should be available to connect Midtown with downtown and other major centers of the city. Supporting infrastructure, including a transit center, improved stops, and crosswalk and other pedestrian amenities, will make transit a practical option for more people. As transit use grows, consider serving the area with a bus rapid transit (BRT) connection to downtown.

D. Transit Emphasis Corridor

The subject property abuts Blue Ridge Road, a designated Transit Emphasis Corridor.

These corridors, identified in the GoRaleigh 2040 Bus Development Plan and Wake County Transit Plan, are programmed for enhanced bus service, including increased frequency, improved stop amenities, comprehensive pedestrian networks, and potential transit signal priority. Given their typical location along major thoroughfares, a hybrid frontage approach is recommended.

The proposed CX-20 rezoning aligns with the enhanced level of bus service planned for Blue Ridge Road.

E. City Growth Center Proximity

The property is situated within 1,000 feet of a designated City Growth Center.

These centers, distributed throughout the city and along major urban and transit corridors, present significant opportunities for residential and economic development and redevelopment. City Growth Centers typically occupy locations with combined highway and targeted transit access, such as key interchanges along I-440 Beltline and I-540 Outer Loop. Notable centers include New Bern/Wake Med, Crabtree Valley, expanded "Midtown" (connecting North Hills with Highwoods office park and extending south of the Beltline), Triangle Town Center, Brier Creek, and Cameron Village.

The proposed CX-20 rezoning harmonizes with the development and redevelopment opportunities presented by the nearby City Growth Center.

F. Economic Development Priority Area

The subject property is situated within an economic development priority area.

These areas were identified through comprehensive analysis as demonstrating both economic development intervention needs and opportunities.

The proposed CX-20 rezoning demonstrates consistency with this designation and specifically advances the following policy and action:

- **Policy ED 5.2 Creating Investment Opportunities.** In areas needing reinvestment and revitalization, create investment opportunities for new housing and employment through land assemblage incentives, site preparation, and public infrastructure improvements.
- **Action ED 5.2 Targeted Economic Development Plans.** Facilitate economic development plans and projects for targeted areas that have not participated in the city's economic expansion.

III. Conclusion

For the foregoing reasons, the proposed rezoning from CX-5 to CX-20 is consistent with the site's various designations under the 2030 Comprehensive Plan.

4500 Western Blvd Rezoning | First Neighborhood Meeting Report

Date: March 19, 2025

The applicant introduced the proposed rezoning to increase height from five (5) to twenty (20) stories, explaining that the intent is to rezone and hold the property until market forces change to allow for valuable vertical development. There is potential to subdivide the property for different uses. The applicant noted that the proposed conditions are still under consideration.

A participant asked if there is a specific light pollution requirement for the project.

Response: No, but general light requirements will apply.

A participant asked if there would be opportunities to speak directly with the property owners.

Response: Yes.

A participant asked about the primary focus of the development plan.

Response: There is no development plan yet, but the focus now is to simply increase the potential building height from 5 stories to 20 stories to allow for a future plan.

A participant asked why the SHOD (Special Highway Overlay District) was removed.

Response: It would severely limit the height, so removal is necessary.

A participant asked about the distance covered by the Bus Rapid Transit (BRT).

Response: A neighbor added that the BRT will connect downtown Raleigh to downtown Cary.

A participant asked if the owner is planning this for their own future redevelopment.

Response: Yes.

A participant asked about the entrance/exit plan.

Response: Blue Ridge is the only current option. A neighbor recommended adding another entrance/exit on Westgrove.

A participant asked about the fate of the apartment building at the back of the property.

Response: Not sure at this time.

A participant asked about the timeline for the project.

Response: It depends on the market.

A participant asked about the duration of the zoning process.

Response: Nearly five months from today.

A participant asked if there would be conditions associated with frontages.

Response: Urban limited frontage from TOD.

A participant asked what might be different at the second neighborhood meeting.

Response: Potentially conditions associated with traffic improvements.

A participant asked for clarification on what frontages are.

Response: They define where the building is situated relative to the street.

A participant asked about parking.

Response: Parking will likely be under the building or in structured parking facilities.

A participant asked about the overall vision for the site.

Response: Not sure yet. A neighbor added that their own vision includes taller buildings and public-facing amenities.

A participant asked whether CX zoning would require commercial space.

Response: Yes, there must be some commercial use.

The applicant thanked attendees for their participation and concluded the meeting.






4500 Rezoning Application (to sign)

Final Audit Report

2025-04-07

Created:	2025-04-07
By:	Hunter Winstead (hwinstead@morningstarlawgroup.com)
Status:	Signed
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"4500 Rezoning Application (to sign)" History

-  Document created by Hunter Winstead (hwinstead@morningstarlawgroup.com)
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