



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 12 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"/> Planned Development
	<input type="checkbox"/> Text Change to Zoning Conditions		
			OFFICE USE ONLY Rezoning case # _____
Existing zoning base district: R-4	Height: N/A	Frontage: N/A	Overlay(s): N/A
Proposed zoning base district: OX	Height: 7	Frontage: N/A	Overlay(s): N/A
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: April 30, 2026	Date amended (1):	Date amended (2):
Property address: 3725 Harden Road		
Property PIN: 0785707779		
Deed reference (book/page): 13-E-1947		
Nearest intersection: Blue Ridge Road and Harden Road		Property size (acres): 6.99
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property Owner/Applicant*		
Printed Property Owner Name and Title:		
Printed Name: <u>Debra Beach Hooks, Betty Beach Gordon, Claudia Lorane Beach, Patricia Anne Beach, Shirley Beach Church, and James Claude Beach, Jr.</u>		
Property Owner Signature(s):		
Signature: <small>Signed by:</small> <u>Barry Mann</u> <small>10102C09139F4E7</small> Barry Mann, attorney-in-fact for Debra Beach Hooks, Betty Beach Gordon, Claudia Lorane Beach, Patricia Anne Beach, Shirley Beach Church, and James Claude Beach, Jr.		
Applicant Signature (If different than Property Owner) *:		
Signature: <small>DocuSigned by:</small> <u>Jamie Schwedler</u> <small>5C514D73CD624AD...</small> Jamie Schwedler (Applicant)		

REVIEWED
By Diego Joao Murphy-Mendez at 11:40 am, May 05, 2026

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted: April 29, 2026	OFFICE USE ONLY Rezoning case #
Existing zoning: R-4	Proposed zoning: OX-7-CU	

Narrative of Zoning Conditions Offered

1. Permitted principal uses are limited to multi-unit living. The total number of residential units shall not exceed 420 units.

2. The Developer will dedicate 2% of the residential units as affordable rental units for low-income households earning no more than 60% of the Area Median Income ("AMI") adjusted by household size, for the Raleigh, N.C. Metropolitan Statistical Area, as determined and published annually by the U.S. Department of Housing and Urban Development (the "Affordable Units") for a period of no less than twenty (20) years (the "Affordability Period"). The maximum rent and income limits will follow the affordable housing standards determined annually by the City of Raleigh Housing and Neighborhoods Department (the "Department").

Affordability restrictions for the Affordable Units shall be filed and recorded before the issuance of the first certificate of occupancy ("CO") which includes any residential units. The Affordability Period applies on a per unit basis and shall commence from the date of initial occupancy for a unit that is dedicated as affordable. This date shall be provided to the City as of the date of initial occupancy for each Affordable Unit. At or before the time any Affordable Unit is dedicated, the Developer shall execute and record with the Wake County Register of Deeds a restrictive covenant in a form approved by the City and enforceable by the City which memorializes the affordable housing terms set forth in this Condition. The Developer shall certify compliance with this Condition to the City on an annual basis.

The Developer may choose to pay the City a contribution in the amount of \$40,000 per Affordable Unit in lieu of dedicating the Affordable Units described above. Full payment must be made at the time dedication of the Affordable Units would otherwise be required under this Condition and will be placed in a fund designated for the City's Affordable Housing Programs.

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: Signed by:
Barry Mann
10162C09139F4E7 _____

Printed Name (and Title): Barry Mann, attorney-in-fact for Debra Beach Hooks, Betty Beach Gordon, Claudia Lorane Beach, Patricia Anne Beach, Shirley Beach Church, and James Claude Beach, Jr.

REVIEWED
By Diego Joao Murphy-Mendez at 11:40 am, May 05, 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.	
Public Benefits	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	
See attached.	

Rezoning Application Addendum #2	
Impact on Historic Resources	OFFICE USE ONLY 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.	
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	
<p>The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:</p> <p>a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", OR;</p> <p>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.</p>	
<p>Urban form designation: City Growth Center and Transit Emphasis Corridor Click here to view the Urban Form Map.</p>	
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: The proposed development is intended to provide residential use only, which will complement the existing office and retail uses along the corridor, with streetscape and cross-sections to be evaluated in coordination with staff to ensure a compact and pedestrian-friendly form.</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: The property is not adjacent to lower density neighborhoods.</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: We are evaluating whether we are able to commit to a frontage or conditions that mimic frontage. We need feedback from any required traffic study to understand potential points of access before we make such a commitment.</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: We are evaluating whether we are able to commit to a frontage or conditions that mimic frontage. We need feedback from any required traffic study to understand potential points of access before we make such a commitment.</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: These elements will be addressed 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: These elements will be addressed at site plan.</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: We are evaluating whether we are able to commit to a frontage or conditions that mimic frontage. We need feedback from any required traffic study to understand potential points of access before we make such a commitment.</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: We are evaluating whether we are able to commit to a frontage or conditions that mimic frontage. We need feedback from any required traffic study to understand potential points of access before we make such a commitment</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: Noted. These elements will be addressed at site plan.</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: These elements will be addressed at site plan.</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: Noted. The proposed project includes higher-density residential uses that directly support activation of the adjacent open space. In addition, the surrounding area already provides a mix of retail, cafés, and restaurants, which contributes to pedestrian activity along the perimeter of the open space.</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: Noted. These elements will be addressed at site plan.</p>
13	<p>New public spaces should provide seating opportunities.</p> <p>Response:Noted. These elements will be addressed at site plan.</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: We are evaluating whether we are able to commit to a frontage or conditions that mimic frontage. We need feedback from any required traffic study to understand potential points of access before we make such a commitment.</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: We are evaluating whether we are able to commit to a frontage or conditions that mimic frontage. We need feedback from any required traffic study to understand potential points of access before we make such a commitment.</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: We are evaluating whether we are able to commit to a frontage or conditions that mimic frontage. We need feedback from any required traffic study to understand potential points of access before we make such a commitment.</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: The site is on a Transit Emphasis Corridor and within a Frequent Transit Area, where future residents will be within walking distance to bus stops.</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:Noted. These elements will be addressed at site plan.</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: The site is not within a floodplain but does contain a watercourse. We are evaluating conditions to account for and preserve these features.</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: These elements will be addressed at site plan.</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: We will evaluate whether we are able to offer a condition for larger sidewalks and defined streetscapes, and will work with staff during the zoning and site plan processes to determine this.</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: We will evaluate whether we are able to offer a condition for larger sidewalks and defined streetscapes, and will work with staff during the zoning and site plan processes to determine this.</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: These elements will be addressed at site plan.</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: These elements will be addressed at site plan.</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: These elements will be addressed at site plan.</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: We will evaluate whether we are able to offer a condition for larger sidewalks and defined streetscapes, and will work with staff during the zoning and site plan processes to determine this.</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. <u>Two</u> 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 (May be required after submittal)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Traffic impact analysis (May be required after submittal)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. If signed electronically, e-signature confirmation page(s)	<input checked="" type="checkbox"/>	<input 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"/>
For properties requesting a Planned Development or Campus District:					
12. 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:					
13. Redline copy of zoning conditions with proposed changes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. 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"/>

April 10, 2026

Re: Notice of Neighborhood Meeting

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on April 21, 2026, from 7:00-8:00pm at the Follow the Child Montessori School, located at 3601 Harden Road, Raleigh, NC 27607. The purpose of the meeting is to discuss an upcoming application to rezone a parcel of land located at 3725 Harden Road (PIN: 0785707779) (the "Site").

The Site is currently zoned Residential-4 (R-4), and is proposed to be rezoned to Office Mixed Use- 7 Stories- w/ Conditions (OX-7-CU). During the meeting, the applicant will describe the nature of the request and field any questions from the public. Enclosed are: (1) a vicinity map outlining the location of the Site; and (2) a current zoning map of the subject area.

Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 500 feet of the area requested for rezoning. For this meeting, the notice is being provided to all neighbors within 1000 feet of the Property. 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) 835-4529 or via email at jamieschwedler@parkerpoe.com.

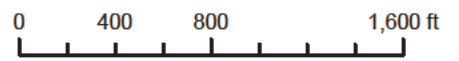
Thank you,

Jamie Schwedler



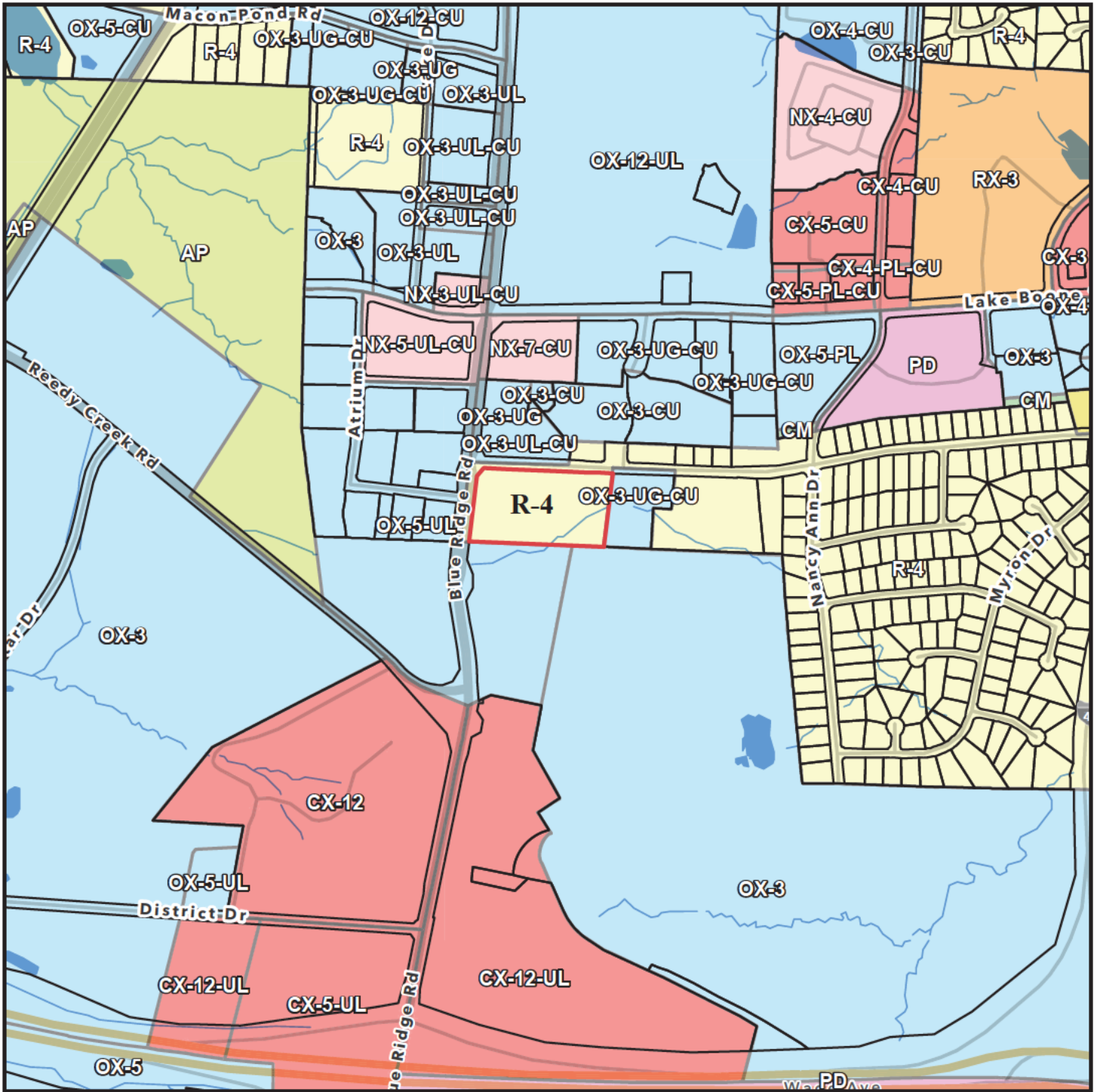
3725 Harden Road

Vicinity Map



1 inch equals 800 feet

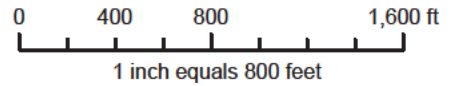
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3725 Harden Road

Zoning Map

Current Zoning: R-4



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SUMMARY OF ISSUES

A neighborhood meeting was held on April 21, 2026 at 7:00 p.m. (date) to discuss a potential rezoning located at 3725 Harden Road (property address). The neighborhood meeting was held at Follow the Child Montessori School (3601 Harden Road) (location). There were approximately 70 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Stormwater management and regulations
Existing traffic concerns - specifically, safety for ingress and egress into Meredith Woods Neighborhood from Blue Ridge Road and Lake Boone Trail.
Scope of the Traffic Impact Analysis and different models to consider
Access points for development
Transit access and broader mobility options
Plan for parking, surface or deck parking
Desire for more information on the development - requested concept plan
Questions about the project scale, density, building height, and uses

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 7 acre property at 3725 Harden Road (the “Site”) is located along the evolving Blue Ridge corridor, an area that has experienced significant office, retail, and commercial development and approvals in recent years. Major public and private investments have reinforced the corridor’s role as a regional employment center, with limited residential approvals to date relative to the scale of job growth.

Recent rezonings and development activity demonstrate the corridor’s continued evolution and increased need for housing along the corridor. The approved rezoning at 2500 Blue Ridge Road acknowledged the need for residential development to complement expanding employment uses and support area workers. Just south of the Site, the new North Carolina Department of Health and Human Services campus, anchored by a 460,000 square foot office building, is expected to bring approximately 3,200 employees to the area. In addition, the approved Raleigh Sports & Entertainment District permits up to 3 million square feet of nonresidential development and up to 4,200 dwelling units, further reinforcing Blue Ridge Road as a major employment and activity hub. UNC Rex Hospital, a 40-year anchor of regional employment, is located just half a mile north of the Site and will remain a source of employment opportunities in the corridor.

While residential units have been approved in limited locations along the corridor, additional housing is needed to directly support this growing workforce. The proposed residential use at the Site is particularly well suited to serve employees of Rex Hospital, the new DHHS campus, and future workers associated with surrounding redevelopment, reducing commute distances and supporting transit oriented development goals.

Accordingly, the request to rezone the Site from one of the City’s lowest density residential districts, R-4, to OX-7-CU, which permits higher density multi-family development, is consistent with both existing development patterns and the visions set forth in the 2030 Comprehensive Plan and the Arena–Blue Ridge Area Plan.

1. **Future Land Use Map:** The Site is designated Office & Residential Mixed Use (ORM) on the 2030 Comprehensive Plan Future Land Use Map (FLUM). The ORM designation “is applied primarily to frontage lots along major streets where low-density residential uses are no longer appropriate.” Comp. Plan p. 3-10. ORM areas “encourage a mix of residential and office use” and discourage retail uses that are not ancillary to employment or residential uses. *Id.* The Office Mixed Use District (OX) “is the closest corresponding zoning district.” *Id.* The Comprehensive Plan further contemplates building heights in excess of four stories along major corridors where adjacent uses will not be adversely impacted. *Id.*

Additionally, because the Site is within a Core/Transit area, Table LU-2 of the 2030 Comprehensive Plan recommends height up to seven stories. Comp. Plan p. 3-15. Table LU-2 supports up to 7 stories in a Core/Transit area. For purposes of Table LU-2, Core/Transit locations are where a site is “fronting along a corridor programmed for high-

capacity, frequent bus transit” and the Comprehensive Plan notes that in employment areas, taller buildings may also be contemplated on large sites with adequate buffers from low-scale areas. Comp. Plan p. 3-14. With the new DHHS building, Rex Hospital, and the planned Raleigh Sports & Entertainment District anchored by the Lenovo Center, there are approximately 12,000 jobs within less than 1 mile from the Site. In addition to those jobs, the surrounding office and museum uses are significantly separated from the Site, and the closest residential uses are several parcels and over 600 feet away. Thus, neighboring properties are not adversely impacted by the proposed height and will continue to operate harmoniously within the evolving corridor.

The proposed rezoning is consistent with this guidance. The Site fronts Blue Ridge Road and is surrounded by institutional and office uses, including the North Carolina Museum of Art to the south and office and medical uses to the north, east, and west. The surrounding context can accommodate additional height and intensity. In addition, the Site falls by almost 50 feet (or 3 stories) from Blue Ridge Road to the Site’s eastern border. The proposed rezoning advances the Comprehensive Plan’s intent by supporting a mix of residential and office uses in an area with substantial employment growth and by allowing height that is appropriate for a major corridor location.

2. **Urban Form Map:** The Site is designated as a City Growth Center, Frequent Transit Area, and Blue Ridge Road is designated Transit Emphasis Corridor. “Core/Transit” areas, are defined as “located... along a corridor programmed for high-capacity, frequent bus transit.” Comp. Plan p. 3-14. Thus, the Site is within a Core/Transit area. The City Growth Center designation indicates that the Site is “where significant infill development and redevelopment are anticipated in the future,” and “an urban and/or hybrid approach to frontage is recommended to encourage walkability, [but] built conditions and site constraints may require alternative approaches.” Comp. Plan p. 11-4. The Frequent Transit Area designation applies to sites “within a quarter-mile of other frequent transit routes.” *Id.* Transit Emphasis Corridors are those “identified in the GoRaleigh 2040 Bus Development Plan or Wake County Transit Plan and programmed for a much higher level of bus service, including frequent buses, improved stop amenities, a more complete pedestrian network and potential traffic signal priority for transit. As these corridors often follow major streets, a hybrid approach to frontage is recommended.” Comp. Plan p. 11-5. Additionally, Blue Ridge Road is designated as a “Frequent Bus Network” on the Transit Station Area Map. Comp. Plan LU-5. Currently, there is one GoRaleigh bus line on Blue Ridge Road, and two others within walking distance on Lake Boone Trail to the north and District Drive to the south. The proposed rezoning will facilitate much denser residential density to support these transit investments, in an area that has been earmarked for significant growth on infill development sites the Urban Form Map.

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 Office &

Residential Mixed Use designations 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 1.3 Conditional Use District Consistency**, *All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan.* The proposed conditions for Affordable Housing and residential uses in a City Growth Center increases the consistency of this proposed rezoning.
- c. **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 enable redevelopment of an underutilized Site along a major corridor, which currently contains only three single-family homes. The proposed rezoning will allow the Site to be developed with greater height and intensity, providing multifamily housing that contributes to the vibrancy of the Blue Ridge Corridor and serves as a transition between the employment and office uses to the north and the NC Museum of Art, a cultural and recreational asset, to the south.
- d. **Policy LU 2.5 Healthy Communities**, *New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.* The proposed rezoning will enable redevelopment that will include bicycle and pedestrian infrastructure in accordance with current UDO standards, in an area where the NC Museum of Art and nearby greenways attract frequent foot and bike traffic. By permitting additional housing close to these recreational amenities, more residents will have easy access to enjoy them.
- e. **Policy LU 4.4 Reducing Vehicle Miles Traveled Through Mixed-use**, *Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).* Locating multi-family housing along a corridor that already features nearby employment, retail, and recreational opportunities has the potential to reduce vehicle miles traveled (VMT) by enabling residents to access these destinations by walking or biking.
- 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 located in close proximity to GoRaleigh bus lines, providing convenient access to transit and making it a prime location for multi-family use. Allowing seven stories in this area is appropriate, as it supports

housing and jobs near transit and helps concentrate development along key infrastructure.

- g. **Policy LU 5.1 Reinforcing the Urban Pattern**, *New development should be visually integrated with adjacent buildings, and more generally with 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.* The proposed rezoning will permit increased building height and density at a prominent location along the Blue Ridge Corridor. Redeveloping the three existing homes on this sizable parcel into a multi-family project will provide a more suitable and contemporary addition alongside the decades-old office buildings on Blue Ridge, most of which were constructed in a suburban style with large surface parking lots. This Site will be redeveloped in accordance with current UDO standards and will introduce density that integrates well with the surrounding area.
- h. **Policy LU 6.2 Complementary Land Uses and Urban Vitality**, *A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers to maintain the city’s livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistently with this policy.* The Site is in a City Growth Center on the Urban Form Map and is designated for intense development, and the proposed rezoning would facilitate a significant addition of new housing stock to this corridor. This area currently offers a variety of employment and recreational opportunities, making it an excellent spot to enhance the vibrancy of the Blue Ridge Corridor by introducing additional housing.
- i. **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 change from R-4 to OX-7-CU will allow this Site to support more residential density in an employment area that is served by transit, allowing the potential for residents to walk, bike, or take transit to jobs in the surrounding office buildings and other nearby employment areas.
- j. **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 will enable the transformation of three single-family homes into numerous multifamily residential units, addressing the current shortage of multifamily housing options in the area.
- k. **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.* This 7-

acre Site’s frontage along Blue Ridge Road is currently undeveloped, creating a “gap” within the Blue Ridge Corridor. By utilizing the site’s topography and situating higher-density development near Blue Ridge Road, this infill project will transform an underused parcel at the heart of the corridor.

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

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 proposed rezoning will permit more housing on the Site than the current zoning. This change will enable more people to live and work in a walkable, transit-friendly area. Residents will have increased opportunities to travel without relying on cars, benefiting from a supply of housing close to existing jobs in government and health care sectors.

5. The Site is within the Arena-Blue Ridge Small Area Plan and the proposed rezoning is consistent with the following policies of the Arena-Blue Ridge Area Specific Guidance (“AP-AB”) of the 2030 Comprehensive Plan:

- a. **Policy AP-AB 1, Complete Streets and Network Connectivity**, *Implement Complete Streets guidelines in the study area to tailor road functionality to contexts and users. Improve transportation network connectivity by creating additional street connections and linking greenway, bicycle, and pedestrian paths.* The proposed additional residential units at the edge of the Health and Wellness District in the Arena-Blue Ridge Area will provide an attractive place for District workers to live within walking distance of office and medical jobs.

- b. **Policy AP-AB-35, Connectivity and Pedestrian Friendliness**, *Reconfigure street connections to accommodate an interconnected and pedestrian-friendly district as redevelopment occurs.* The proposed additional residential units at the edge of the Health and Wellness District in the Arena-Blue Ridge Area will create an attractive place for workers in the District to live, where they will be able to walk to office and medical jobs.

- c. **Action AP-AB-13, Trail Connections**, *Connect existing trails to north and west. Extend the trail to connect the Health District to Schenck Forest.* The rezoning and redevelopment of the Site will enhance pedestrian and bicycle access between the Health District and the Reedy Creek Trail, which connects the NC Museum of Art to Schenck Forest. Recent bicycle and pedestrian construction along the corridor make the Site well connected to the City’s greenway system.

- d. **Policy AP-AB 7 Mixed-Use Development Intensities**, *Encourage mixed-use developments that serve visitors as well as residents. Enable greater land use intensity near transit corridors and regional attractions.* The area currently features a diverse range of employment, commercial, cultural, recreational, and single-family uses. The proposed rezoning would introduce more multi-family housing, further increasing the mix of uses and supporting a more vibrant community. Additionally, the proposed rezoning will allow for more intense development adjacent to the Blue Ridge Road transit corridor and in close proximity to major regional attractions such as the NC Museum of Art and the Lenovo Center, contributing to the overall mix of development in the area.

Public Benefits


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

The proposed rezoning will directly contribute to expanding the housing supply, supporting the growth and redevelopment anticipated along the Blue Ridge corridor and in close proximity to Wade Avenue, 440, and I-40. By permitting increased density at this infill development Site, the City will be better equipped to accommodate new residents, particularly those drawn by rising employment opportunities in the area.

**3725 Harden Road Rezoning
4/21/26 Neighborhood Meeting Sign-In Sheet**

Name	Address	Email
ARNIE DWELL	3209 CALDWELL DR	
Carol & Gene Cobb	2025 Nancy Ann Dr	
DAVID SHEA	3425 Doyle Rd	
Andrew Lipetzky	2013 Myron Dr.	
Stephanie Horton	3433 Doyle	
John + Julia Shutt	3309 Harden	
Elias & Sirine Schtakleff	3201 Caldwell	
Uickie Dunn	2008 Nancy Ann	
Pam Petry	3324 Harden Rd	
John Petry	" "	
Alan Araras	3425 Harden Rd	
Maureen Araras	" "	
Zhang Liu	3401 Harden Rd	
Ade Ejire	3301 Mesa Ct.	
Randy + Margie BENEFIELD	3409 Harden Rd	
TRIST BARDEN	1209 TRAILWOOD DR	
Hannah Reckhow	Raleigh Planning & Development	

**3725 Harden Road Rezoning
4/21/26 Neighborhood Meeting Sign-In Sheet**

Name	Address	Email
Patrick Cronin	3416 Harden Rd Patch 27607	
WOOD JACKSON	2018 MTDEN DRIVE	
Douglas Patrick	58 Motor Pkwy, Commack NY, 11725	
Chris Capece	58 Motor Pkwy Commack NY 11725	
Alan Ferris	3417 Caldwell Blvd	
Henry M Lancaster F	2208 MYRON DR	
TIM YARBOROUGH	2117 Jaraman Dr. 27604	
Michael & Julia Pjetraj	2201 Nancy Ann Dr	
James C Beecher Jr.	408 THOMPSON RD	
Alexander Ellenbogen	1915 MYRON DR	
Sam & Bill Black	2105 Nancy Ann Rd	
Tim FEATHERY	1927 MYRON DR	
Rick Mein	650 W. North Street	
Catherine Corbett	3409 Doyle Rd	
Jim Paunier	367 Meredith St.	
Marcia Gumpetz	367 Meredith St	
Lincoln Hancock	2005 Nancy Ann	
Gwen Bolt	3340 Harden Rd	
Bai Li	3320 Harden Rd	

**3725 Harden Road Rezoning
4/21/26 Neighborhood Meeting Sign-In Sheet**

Name	Address	Email
Suee Robertson	3309 Mesa Court	
DICK STEWART	3421 DOYLE RD	
Tom West	3412 Doyle Rd.	
Stuart Leen	3101 Doe Hill CT	
Robert Morris	1901 Myron Dr.	
LINDA CORNETTI	2200 W. CHARLOTTE CT	
Elizabeth Hudjins	3414 Harden Rd	
Brooke Jackson	2018 Myron Dr	
Helen Kallander	2304 Myron Dr, Apt. 104	
KARL HUDSON II	824 BRYAN ST	
Charlie Rapwa	2109 NANCY ANN	
Bruce Brannson	3416 NOEL CT	
Kay LeMoine	3400 Doyle Rd	
Clay Rasmeyer		
Tom Turner	3404 Harden Rd	
Susan Leonard	3432 Doyle Rd	
Jerry Leonard	" " "	
April Keen	3601 Harden (FCM)	
Scott Duce	7209 CADWELL DR	

**3725 Harden Road Rezoning
4/21/26 Neighborhood Meeting Sign-In Sheet**

Name	Address	Email
Graham Rountree	3436 Doyle Rd. Raleigh	
Joe Voelker	3412 HARDEN RD. N.C. 27607	
Bo Thompson	2024 NANCY ANN DR	
Mark Otterson	2101 Nancy Ann Dr	
Patricia + Bart Danielsen	3405 Harden Rd	
Mary Bugger	3204 Caldwell Dr	
Jennifer Haysgood	3428 Harden Rd.	
CHAD MURRAY	2006 BEECHAM CIR.	
Ashley Merritt	2213 Nancy Ann DR	
John Lampe	3305 Harden Rd	
Randy Benefield	3409 HARDEN Rd	
Margo Benefield	3409 HARDEN Rd	