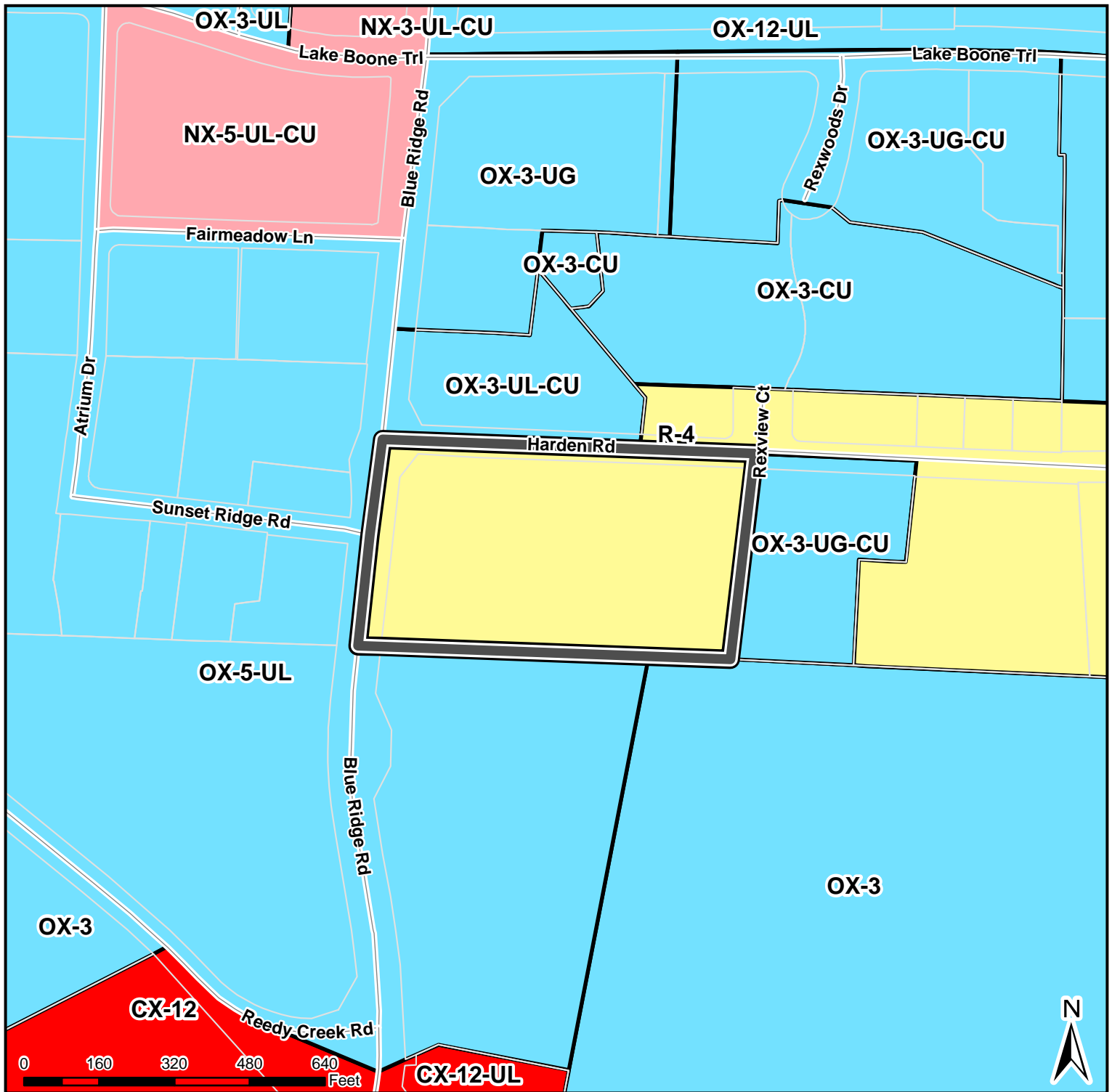
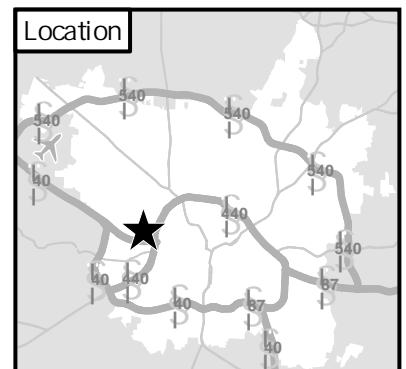


Existing Zoning

Z-28-2023



Property	3725 Harden Rd
Size	6.99 acres
Existing Zoning	R-4
Requested Zoning	NX-7-CU





Rezoning Application and Checklist

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Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 18 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	General Use	X Conditional Use	Master Plan	Office Use Only Rezoning case #
	Text change to zoning conditions			
Existing zoning base district: R	Height: 4	Frontage: N/A	Overlay(s): N/A	
Proposed zoning base district: NX	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: N/A				

General Information			
Date:	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: N/A		Total square footage: N/A
	Total parcels: N/A		Total buildings: N/A
Property owner name and address: 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.			
Property owner email: mann@manningfulton.com			
Property owner phone: 919-787-8880			
Applicant name and address: Jamie Schwedler; 301 Fayetteville Street, Suite 1400, Raleigh, NC 27601			
Applicant email: jamieschwedler@parkerpoe.com			
Applicant phone: (919) 835-4529			
Applicant signature(s):		DocuSigned by: <i>Barry Mann</i> 2FC335A39160465...	
Additional email(s):			

RECEIVED

By Sean Stewart at 9:44 am, Jun 01, 2023

Conditional Use District Zoning Conditions

Zoning case #:	Date submitted:	Office Use Only Rezoning case # _____
Existing zoning: R-4	Proposed zoning: NX-7-CU	

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 sales/rental; detention center, jail, prison.
2. Drive-through or drive-in facilities are not permitted.

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.

DocuSigned by:

Property Owner(s) Signature: Barry Mann

2FC335A39160465...

Barry Mann, attorney-in-fact for Debra Beach Hooks, Betty Beach Gordon,

Printed Name(s): Claudia Lorane Beach, Patricia Anne Beach, Shirley Beach Church, and James Claude Beach, Jr.**RECEIVED****By Sean Stewart at 9:44 am, Jun 01, 2023**

Rezoning Application Addendum #1	
Comprehensive Plan Analysis	Office Use Only Rezoning case # _____
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	
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	
Public Mitigation	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
N/A	

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", "Mixed-Use Center", or "Transit Station Areas", 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.

Policy UD 7.3:

The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit Emphasis Corridors or in City Growth, TOD and Mixed-Use Centers, including preliminary site plans and development plans, petitions for the application of Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions.

The Applicant must respond to the **Downtown Urban Design Guidelines** contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within "Downtown" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Policy DT 7.18:

The design guidelines in Table DT-1 shall be used to review rezoning, alternative means of compliance, special use permits, and planned development master plan applications in downtown.

Please [click here](#) to download the Design Guidelines Addendum if required.

Urban Form Designation: See attached guidelines addendum	Click here to view the Urban Form map.
--	--

Please continue to the next page for the Rezoning Checklist Submittal Requirement.

Urban Design Guidelines Addendum

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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", "Mixed-Use Center", or "Transit Station Areas", 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.

Policy UD 7.3:

The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit Emphasis Corridors or in City Growth, TOD and Mixed-Use Centers, including preliminary site plans and development plans, petitions for the application of Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions.

Urban Form Designation:

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

1

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

Response: Mix of uses anticipated to be arranged in a compact and pedestrian-friendly form.

2

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

Response: Property is not adjacent to lower density neighborhoods.

3

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

Response: An adequate road network will be provided at site plan.

4

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

Response: These elements will be addressed at site plan.

5	New development should be composed of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.
	Response: These elements will be addressed at site plan.
6	A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.
	Response: These elements will be addressed at site plan.
7	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.
	Response: These elements will be addressed at site plan.
8	If the site is located at a street intersection, the main building of a complex or main part of a single building should be placed at the corner. Parking, loading, or service should not be located at an intersection.
	Response: These elements will be addressed at site plan.
9	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.
	Response: These elements will be addressed at site plan.
10	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.
	Response: These elements will be addressed at site plan.
11	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.
	Response: These elements will be addressed at site plan.
12	A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor “room” that is comfortable to users.
	Response: Urban open space will be addressed at site plan.

13	New public spaces should provide seating opportunities.
	Response: Noted. This will be addressed at site plan.
14	Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.
	Response: These elements will be addressed at site plan.
15	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.
	Response: These elements will be addressed at site plan.
16	Parking structures are clearly an important and necessary element of the overall urban infrastructure, but, given their utilitarian elements, can have 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.
	Response: Noted. This will be addressed at site plan.
17	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.
	Response: The property is on Blue Ridge Road, which has significant transit resources. This request would facilitate more density near that transit.
18	Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.
	Response: Noted. This will be addressed at site plan.
19	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.
	Response: Noted. This will be addressed at site plan.
20	All development should incorporate high-quality, productive landscapes that serve multiple functions. Such functions include noise mitigation and absorption; capturing and cleaning of particulate matter; collection and filtering of stormwater; and reduction of the urban heat island effect. Strategies include green walls, trellises, carefully planted trees, green infrastructure, and green roofs.
	Response: Noted. This will be addressed at site plan.

21	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.
	Response: Noted. This will be addressed at site plan.
22	Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and other areas where walkability is a focus should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising, and outdoor seating.
	Response: Noted. This will be addressed at site plan.
23	Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees that complement the face of the buildings and that shade the sidewalk. Residential streets should provide for an appropriate tree 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 ¼" caliper and should be consistent with the city's landscaping, lighting, and street sight distance requirements.
	Response: Noted. This will be addressed at site plan.
24	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.
	Response: Noted. This will be addressed at site plan.
25	The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances should be designed to convey their prominence on the fronting facade.
	Response: Noted. This will be addressed at site plan.
26	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.
	Response: Noted. This will be addressed at site plan.
27	The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.
	Response: Noted. This will be addressed at site plan.

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 Development 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 or downtown 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 of area to be rezoned and properties with 500 feet of area to be rezoned	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Trip generation study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Traffic impact analysis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Conditional Use District:	Yes	N/A	Yes	No	N/A
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 18:	Yes	N/A	Yes	No	N/A
12. Proof of Power of Attorney or Owner Affidavit	<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:	Yes	N/A	Yes	No	N/A
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:	Yes	N/A	Yes	No	N/A
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"/>

Please continue to the next page for the Master Plan Submittal Requirements checklist.

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 and 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 two 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"/>

May 5, 2023

Re: Notice of Neighborhood Meeting

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on May 17, 2023, from 7:00-8:00pm in the Pioneer Building at the Method Park Community Center, located at 514 Method 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:

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

If you have any questions about this request, please contact me at (919) 835-4529 or via email at jamieschwedler@parkerpoe.com.

Thank you,

Jamie Schwedler



3725 Harden Road

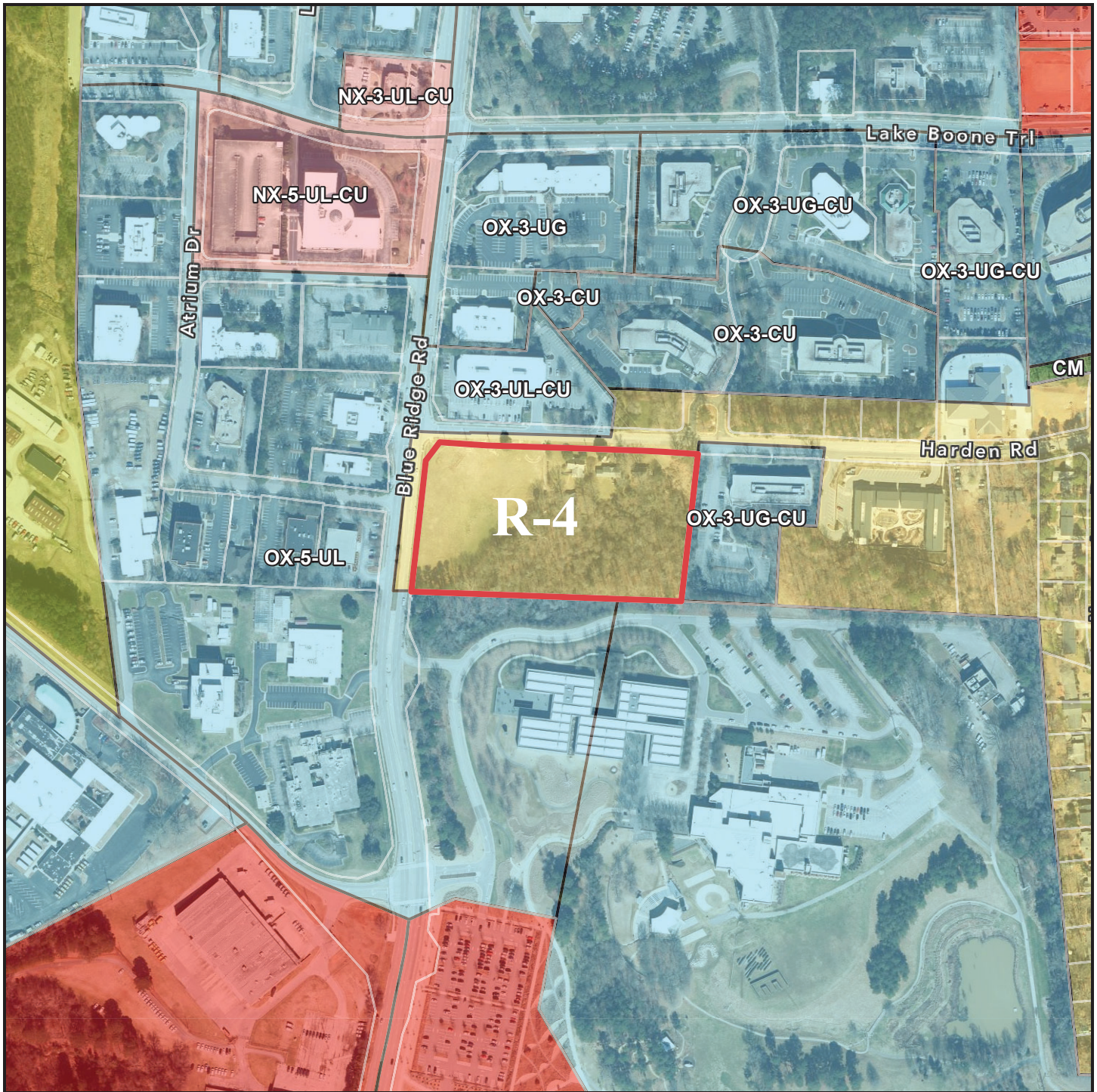


0 200 400 800 ft
1 inch equals 400 feet

Vicinity Map

Disclaimer

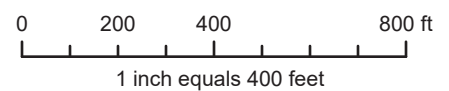
*iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.*



3725 Harden Road

Zoning Map

Current Zoning: R-4



Disclaimer

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SUMMARY OF ISSUES

A neighborhood meeting was held on 5/17/2023 (date) to discuss a potential rezoning located at 3725 Harden Rd (property address). The neighborhood Meeting was held at Method Road Community Center (location). There were approximately 18 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Desire for more information about the development, unit count, how buildings will look
Preference for mixed use, retail added in
Plan for parking--surface or deck parking
Access points for development
Vehicle safety on Harden Rd; desire for a traffic signal at Harden/Blue Ridge intersection
Stormwater management and regulations
Rentals vs owners; price-point of apartments
Continuity of streetscape, bike-friendly development

[illegible]

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, 3725 Harden Road (the “Site”), is at a key transition point on the transit-rich Blue Ridge corridor, between long-established primarily medical office uses to the north surrounding Rex Hospital, and the Public Facilities uses to the south, including the state-owned property currently under redevelopment, and the adjacent NC Museum of Art. This request to take the Site from one of the City’s lowest-density residential districts, R-4, to a mixed-use district that permits an appropriate blend of commercial and higher-density residential uses, NX-7-CU, is directly consistent with the 2030 Comprehensive Plan and Arena-Blue Ridge Area Plan visions for this Site.

1. **FLUM:** The site is designated as “Office & Residential Mixed Use” (“ORM”) in the Future Land Use Map (“FLUM”), and the requested Neighborhood Mixed-Use (NX) designation fits this context. Office & Residential Mixed Use “is applied primarily to frontage lots along major streets where low-density residential uses are no longer appropriate,” and “encourages a mix of residential and office use.” 2030 Comprehensive Plan, p. 3-10, 3-11. While “OX (Office Mixed-Use) is the closest corresponding zoning district,” NX and OX are similar districts in terms of allowed residential and commercial uses, but NX has more flexibility for those commercial uses to be integrated into the development. This potential for integrated commercial uses will make mixed-use a more viable option for the Site, which is directly consistent with the ORM description and policies from the Arena-Blue Ridge Area Plan. In addition, other properties in the vicinity with an ORM FLUM designation have NX zoning, particularly when the property is on a major corridor or at an intersection, similar to this Site. The NX-zoned properties just to the north of the Site at the intersection of Blue Ridge Road and Lake Boone Trail are a good example of this, and provide a consistent model to be applied here.

The request for a 7-story designation is also consistent with the Comprehensive Plan. In ORM, “[h]eights would generally be limited to four stories when near neighborhoods, with additional heights allowed for larger sites and locations along major corridors where adjacent uses would not be adversely impacted.” The Site’s size, surrounding uses, and location on Blue Ridge Road – a heavily travelled corridor - make it appropriate for this anticipated “additional height” of up to 7 stories. In addition, Recommended Height Designations for Office & Residential Mixed Use on Blue Ridge Road indicate a 7-story maximum is appropriate in the Core/Transit areas. Table LU-2. This Site qualifies as both given its designations in the Urban Form Map, discussed below.

2. **Urban Form Map:** The Site is within a Core/Transit area because it is in a designated City Growth Center, a Frequent Transit Area, and on a Transit Emphasis Corridor on the Urban Form Map. Map UD-1. The City Growth Center designation indicates that the Site is “where significant infill development and redevelopment are anticipated in the future,” and a urban or hybrid approach to frontage is recommended to encourage walkability, but built conditions and site constraints may require alternative approaches. The Transit Emphasis Corridors are those “identified in the Wake County Bus plan and programmed for a much higher level of bus-based

service, including frequent buses, amenities at every stop, the completion of the pedestrian network, and potentially traffic signal priority for transit.” The Frequent Transit Area designation applies to sites “within a quarter-mile of other frequent transit routes.” Comp. Plan 11-4, 11-5. There is currently 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 the Urban Form Map. Given the challenge of an urban frontage with the particular Site constraints, elements of a hybrid frontage will be explored as the case progresses.

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 limiting uses that are inconsistent with the surrounding uses 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 allow for redevelopment of an underutilized site on a major corridor, which currently has only three single-family homes. The proposed rezoning will allow the Site to develop with greater height and intensity to provide a mix of multifamily and retail uses to add to the vitality of the Blue Ridge Corridor, acting as a transition between the employment/office uses to the north and a cultural and recreational asset, the NC Museum of Art, 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 facilitate a redevelopment that will be required to provide bicycle and pedestrian infrastructure pursuant to current UDO requirements, in an area that sees frequent pedestrians and cyclists at the NC Museum Of Art and nearby greenways. The rezoning will allow more housing near these recreational resources, allowing more people to readily take advantage of 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).* This request will allow for the

development of a mixture of residential and small-scale commercial amenities near an existing neighborhood on the other end of Harden Road, as well as many nearby employers and recreational opportunities. This mix of uses has the potential to reduce VMT by placing the places where more people live, work, and play within walking or biking distance.

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 Core Transit Area, and is within very close walking distance three GoRaleigh bus lines. The Site will have access to transit and is an appropriate location for the proposed mixed uses. The designation of 7 stories is appropriate in this location to provide housing and jobs in close proximity to transit and to concentrate uses along this 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 allow for greater height and density in a key location on the Blue Ridge Corridor. The proposed mixed-use redevelopment of the three homes on this large parcel will be a better fit with the 20+ year-old office buildings on Blue Ridge. Most of these buildings developed in a more suburban style with surface parking, and this Site will redevelop under current UDO standards, like the CX-12 DHHS redevelopment just to the south, with density that will fit in the area and complement the NC Museum Of Art to the south.

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 and designated for mixed-use development, and the proposed rezoning would facilitate this. It is in an area that lacks much residential density, but where many other employment and recreational opportunities exist, making this an ideal location to add to the vitality of the Blue Ridge Corridor.

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 NX-7-CU will allow this site to support a greater mix of uses, including much 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 allow the redevelopment of three single-family homes into many more multifamily residential units, in an area that does not have many existing multifamily housing options.

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.* The 7-acre Site’s Blue Ridge frontage is completely vacant, which has left a gap in the Blue Ridge Corridor. The ability to work with the topography of the site and place greater density close to Blue Ridge Road, and positioned between two 12 story zoning designations to the north (Rex Hospital) and south (DHHS Headquarters) will allow this infill development to transition an underutilized site in the center of the corridor.

l. **Policy LU 10.1 Mixed Use Retail**, *Encourage new retail development in mixed-use developments.* The requested NX zoning will allow for new retail uses than the current R-4 zoning allows, and potential for this contemplated multifamily residential development to be a mixed-use project.

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

a. **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 zoning would permit more housing on the site compared to existing zoning, as well as small scale commercial amenities. This will allow for more people to live and work in a walkable, transit-oriented location in the city. People living or working in this development will be more likely to get around without a car, and this provides a large supply of housing near existing jobs in government and health care. In addition, the ability to provide commercial uses in this development will provide walkable amenities for the existing residents, workers, and visitors in the area.

7. The proposed rezoning is in an Economic Development Target Area, and is thus consistent with the following policies of the Economic Development Element (“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 will help revitalize the Blue Ridge Corridor and activate a mostly-vacant site adjacent to the NC Museum of Art with new, multifamily residential development that incorporates small-scale commercial uses.

b. **Policy ED 1.2 Mixed-use Redevelopment**, *Promote mixed-use redevelopment strategies as a means of enhancing economic development in commercial corridors and creating*

transit- and pedestrian-friendly environments. The Neighborhood Mixed Use designation will allow for more flexibility of commercial uses to activate the mixed-use, transit- and pedestrian-friendly development of the property. These job-creating uses will be accessible by the nearby GoRaleigh bus lines and stops near to the site.

c. **Policy ED 5.5 Retrofitting Older Office Environments,** *Encourage the intensification and retrofitting of existing office clusters with new pedestrian-friendly residential and retail uses to provide attractive and competitive live-work destinations that reduce dependence on auto travel.* The Site is in a transition area from an older existing office cluster to the north and the NC Museum of Art to the south. The NX-7-CU zoning will allow a multifamily with small-scale retail development to come to this area, which should enhance its ability to attract workers to the area and reduce their dependence on cars.

8. 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 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.* This rezoning will permit a mixed-use development at greater density and intensity on the Blue Ridge transit corridor and immediately adjacent to the NC Museum of Art.

b. **Policy AP-AB 36 Hotel/Mixed Use Development,** *Support a mixed-use development on the North Carolina Museum of Art side of Blue Ridge Road with potential for a hotel.* The proposed rezoning would allow a mixed-use development on the NC Museum of Art side of Blue Ridge Road, as envisioned by the community when this small area plan was adopted over ten years ago.

c. **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 and commercial amenities 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. The frontage improvements that will be required with redevelopment of this property will also improve the pedestrian connectivity in the area.

d. **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 proposed rezoning and redevelopment of the Site will bring better pedestrian and cycling connections from the Health District to the Reedy Creek Trail that runs through the NC Museum of Art to Schenck Forest.

PUBLIC BENEFITS

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

This rezoning request will complement and add to the growth and redevelopment long envisioned, and currently beginning on the Blue Ridge Corridor. It will add to the housing supply and provide small-scale commercial amenities where there are relatively limited options today. This intensification of the Site is appropriate at its location on Blue Ridge Road, in close proximity to many office employment and recreational opportunities, and will increase the City's ability to absorb new residents in an area already served by transportation infrastructure.