



Rezoning Application and Checklist

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

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

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
Existing zoning base district: IX		Height: 3	Frontage: PL
Proposed zoning base district: CX		Height: 5	Frontage:
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number: Z-27B-2014			

General Information		
Date: September 23, 2024	Date amended (1):	Date amended (2):
Property address: 326 Chapanoke Road		
Property PIN: 1702432102		
Deed reference (book/page): 018888/02355		
Nearest intersection: Chapanoke Rd and S. Wilmington St		Property size (acres): 6.10
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Wake County, PO Box 550, Raleigh, NC 27602		
Property owner email: c/o Jamie Schwedler, jamieschwedler@parkerpoe.com		
Property owner phone: c/o Jamie Schwedler, 919-835-4564		
Applicant name and address: Jamie Schwedler		
Applicant email: jamieschwedler@parkerpoe.com		
Applicant phone: 919-835-4564		
Applicant signature(s):		
Additional email(s):		

Wake County

DocuSigned by:

 By: 5918901A3401431...
 Mark Forestieri, Director of Facilities, Design & Construction

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning: IX-3-PL w/ TOD	Proposed zoning: CX-5-CU	

Narrative of Zoning Conditions Offered

1. The total number of residential units shall not exceed 200 units, and permitted Commercial Uses (as defined in UDO Article 6) shall not exceed 12,000 square feet.
2. In addition to those otherwise prohibited by the UDO, the following uses as defined in UDO Article 6 are prohibited: cemetery; outdoor sports or entertainment facility (>250 seats); vehicle sales; vehicle repair (major); car wash; vehicle fuel sales; self-service storage; jail/ prison; adult entertainment; check cashing; payday loan facility; tattoo/piercing parlor; taxidermist; wedding chapel.

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.

Wake County

DocuSigned by:
Mark Forestieri
 By: _____
5918901A3401431...
 Mark Forestieri, Director of Facilities, Design & Construction

Rezoning Application Addendum #1	
Comprehensive Plan Analysis	OFFICE USE ONLY Rezoning case # <hr/>
The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.	
Statement of Consistency	
Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.	
See attached addendum.	
Public Benefits	
Provide brief statements explaining how the rezoning request is reasonable and in the public interest.	
See attached addendum.	

Rezoning Application Addendum #2	
Impact on Historic Resources	OFFICE USE ONLY Rezoning case # <hr/>
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	
Inventory of Historic Resources	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
N/A	
Proposed Mitigation	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
N/A	

Urban Design Guidelines

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", OR;
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban form designation: Mixed-Use Center (partial)

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 such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.

Response:

The proposed CX district will provide an appropriate mix of uses within walking distance of each other.

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:

Appropriate transitions will be incorporated into the layout of the site at the site plan stage.

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 thoroughfare or arterial.

Response:

The applicant will work with transportation staff to ensure that there is adequate connectivity to the road network of the surrounding community.

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 Thoroughfare Plan.

Response:

The applicant will work with transportation staff to ensure that there is adequate connectivity to the road network of the surrounding community.

5

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.

Response:

The applicant will work with transportation staff to ensure that there is adequate connectivity to the road network of the surrounding community.

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:

The requested zoning will allow additional uses and density on the site which will permit vertical redevelopment to define streets and shared spaces.

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

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

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

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

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

September 6, 2024

Re: Notice of Neighborhood Meeting

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on September 17, 2024, from 7:00-8:00pm at the Peach Road Cultural Center located at 911 Ileagnes Road, Raleigh, NC 27603. The purpose of the meeting is to discuss an upcoming application to rezone a parcel of land located at 326 Chapanoke (PIN: 1702432102) (the "Site"). The Site is currently zoned Industrial Mixed Use-3 Stories - Parking Limited Frontage w/ Transit Overlay District (IX-3-PL w/ TOD) and this proposal would rezone the Site to Commercial Mixed Use - 5 Stories - w/ Conditions (CX-5-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 parcel; and (2) a current zoning map of the subject area.

Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 500 feet of the area requested for rezoning. For this meeting, the notice is being provided to all property owners and tenants within 1000ft of the Site. Any landowner or tenant who is interested in learning more about this project is invited to attend. Information about the rezoning process is available online; visit www.raleighnc.gov and search for "Rezoning Process." If you have further questions about the rezoning process, please contact:

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

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

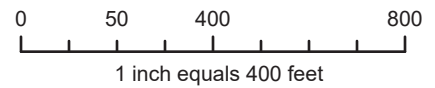
Thank you,

Jamie S. Schwedler



326 Chapanoke Road

Vicinity Map



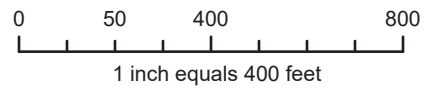
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326 Chapanoke Road

Zoning Map

Current Zoning: IX-3-PL w/ TOD Overlay



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SUMMARY OF ISSUES

A neighborhood meeting was held on September 17, 2024 (date) to discuss a potential rezoning

located at 326 Chapanoke Road (property address). The

neighborhood meeting was held at Peach Road Cultural Center, 911 Ileagnes Rd, Raleigh, NC (location).

There were approximately 5 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Discussion of rezoning process
Discussion of Comprehensive Plan and zoning request
Discussion of transportation
Discussion of affordable housing
Discussion of sidewalks and bike paths

REZONING APPLICATION ADDENDUM #1 - 326 CHAPANOKE ROAD

DEVELOPMENT SUMMARY

This request seeks to rezone 326 Chapanoke Road to permit a mixed-use and multifamily development providing affordable housing and amenities to Wake Technical Community College (“Wake Tech”) students and Raleigh residents. The rezoning applicant, Raleigh Community Partners, was formed as a result of a collaboration between Wake County, Gilbane Development Company, Greystone Affordable Development/ Harmony Housing Affordable Development, and F7 International Development. Affordable housing will be provided pursuant to a restrictive covenant on the property and an agreement between the parties.

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.

FLUM: The subject property is designated as “Business and Commercial Services” on the Future Land Use Map (“FLUM”). The Business and Commercial Services category envisions higher-impact commercial activities, including “live-work units or housing combined with an employment-generating ground floor” in certain areas. Comp. Plan pg 3-12.

Although IX is the primary corresponding zoning district for this FLUM designation, the site’s proximity to S. Wilmington Street and other parcels zoned CX make the CX zoning request appropriate here. In addition, the request includes a zoning conditions that limit the maximum number of residential units to 200 and the maximum area of retail uses to 12,000 square feet. This will ensure any development is appropriate and compatible with the surrounding commercial and industrial area. This request also supports the need for additional housing supply and is consistent with City policies addressing compact development and providing housing variety, discussed below.

Urban Form: The subject property is designated as a Frequent Transit Area, Bus Rapid Transit (BRT) Area, Transit Station Area, and Mixed-Use Center along an Urban Thoroughfare on the Urban Form Map. Frequent Transit Areas are “areas within a half mile or within a quarter-mile of other frequent transit routes, defined as transit with schedule waits of 15 minutes or less during peak hours.” *See* Comp. Plan, p. 11-4. BRT Areas “are within a quarter-mile of planned BRT routes.” Comp. Plan pg. 11-4. A Transit Station Area is the half-mile radius from rail or bus transfer nodes, which is an acceptable 10-minute walking distance for most transit users. Comp. Plan pgs. 3-20, 3-24. Mixed-use Centers are “special areas where a more walkable and mixed-use development pattern is desired.” Comp. Plan pg. 11-4. As such, rezoning this vacant infill site will promote Raleigh’s goals of concentrating growth in transit areas and mixed-use centers. Comp. Plan pg 3-8.

The site is also located in the Southern Gateway Small Area Plan, which envisions coordinating public infrastructure investments and redevelopment priorities to promote a mix of residential, office, and retail uses adjacent to established neighborhoods. Comp. Plan. pg. SG-1.

Comprehensive Plan: The proposed rezoning is also consistent with the following policies of the 2030 Comprehensive Plan:

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. As noted above, the requested CX-5 zoning is consistent with the FLUM designations of Business and Commercial Services because it is in close proximity to Community Mixed Use designations, and the proposed CX zoning is directly across the street from multiple CX designations.*

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 ensure further consistency with the property’s Business and Commercial Services designation by providing for a mixed-use residential development, and limiting uses inconsistent with this designation.*

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 non-contiguous development. The proposed rezoning will allow for more compact residential development while also being sensitive to the site’s natural features and the area’s commercial character. The proposed rezoning of this vacant site, which is surrounded by institutional, industrial, park, and commercial uses, will also create a consistent residential and commercial mixed use area along this portion of S. Wilmington Street.*

Policy LUC 4.9 - Corridor Development. *Promote pedestrian-friendly and transit-supportive development patterns along multimodal corridors designated on the Growth Framework Map, and any corridor programmed for “transit intensive” investments such as reduced headways, consolidated stops, and bus priority lanes and signals. The proposed rezoning is located along an Urban Thoroughfare Corridor, in close proximity to Interstate 40, and promotes pedestrian connectivity along the corridor.*

Policy LU 5.5 - Transitional and Buffer Zone Districts. *Maintain and enhance zoning districts which serve as transitional or buffer areas between residential and commercial districts and which also may contain institutional, non-profit, and office-type uses. Zoning regulations and conditions for these areas should ensure that development achieves appropriate height and density transitions, and protects neighborhood character. The proposed rezoning will improve transition zones between the existing industrial use, adjacent commercial uses, and Wake Tech’s campus by coordinating commercial, residential, and student amenities in one development.*

Policy LU 7.1 - Encouraging Nodal Development. *Discourage auto-oriented commercial “strip” development and instead encourage pedestrian oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them. The proposed rezoning allows for a pedestrian-oriented commercial and residential development at the intersection of S. Wilmington Street and Chapanoke Road. Because the site is currently vacant and surrounded by commercial businesses, it will increase the cohesiveness with the nearby business and campus.*

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 permit a greater variety of housing types than the current IX zoning.*

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 site is currently vacant and positioned between a fast food restaurant and art school. The proposed rezoning would allow commercial and residential infill development that bolsters the commercial character of the area.

Policy LU 8.11 - Development of Vacant Sites. *Facilitate the development of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures that would address these.* The proposed rezoning would facilitate the development of a vacant lot that now has the opportunity to be developed through a unique partnership between Wake County, Wake Tech, and private developers.

Policy LU 11.4 - Rezoning/Development of Industrial Areas. *Allow the rezoning and/or redevelopment of industrial land for non-industrial purposes when the land can no longer viably support industrial activities or is located such that industry is not consistent with the Future Land Use Map. Examples include land in the immediate vicinity of planned transit stations.* The proposed zoning will transition the property from industrial to commercial and residential uses, which is consistent with this policy and the Future Land Use Map and Urban Form Map designations for this site.

Policy ED 4.7 Supporting Colleges and Universities. *Promote economic stability and prosperity by supporting the area universities and colleges that contribute to developing Raleigh’s educated and creative workforce.* The proposed rezoning will permit the development of a residential mixed-use development targeted towards Wake Tech students on a vacant site adjacent to campus.

Policy ED 8.4 - Leveraging Academic Institutions. *Work closely with the State of North Carolina, local colleges, universities, research institutions, and the Chamber of Commerce to maximize their contributions in shaping the city’s economic future.* This project is the result of the collaboration between Wake County, Wake Tech, and private developers to maximize the use of a vacant site along an urban thoroughfare and in close proximity to Wake Tech’s campus, commercial amenities, and Interstate 40.

Policy H 1.8 – Zoning for Housing. *Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.* This request will provide additional residential density to support the market’s need for additional housing. With the area surrounding the site primarily characterized by detached houses and townhouses, the proposed rezoning will also allow for additional housing types.

Policy H 2.12 - Minimize Displacement. *Minimize residential displacement resulting from redevelopment activity and provide replacement housing.* The proposed rezoning will not displace current residents because it is currently zoned industrial and undeveloped.

Policy H 2.15 - Affordable Units in TODs. *Prioritize zoning and financial incentives for inclusion of affordable housing near transit stations, particularly for persons with disabilities.* The proposed development would permit greater housing density for an affordable housing development in a Frequent Transit Area, BRT Area, Transit Station Area, and TOD overlay.

Policy UD 8.1 - Transit-oriented Development. *Promote dense, mixed-use development within the core area around transit stations. Development intensity should be greatest within walking distance of existing and proposed rail stations and bus transit stations.* The proposed rezoning would enable a dense, mixed-use development in a Transit Station Area, BRT Area, and Frequent Transit Area. The site is within walking distance of multiple transit stops.

Policy AP-SG 4 - Redevelopment with Public Private Partnerships. *Seek opportunities for public-private partnerships to catalyze major redevelopment projects identified within the Southern Gateway. Plan district with supporting infrastructure investments.* The development of this vacant site is the result of the partnership between public and private parties.

PUBLIC BENEFITS

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

The requested rezoning will benefit the public by creating more housing choices and supporting the market's need for additional housing. The added housing supply will help to improve housing supply and resulting affordability. In addition, the requested zoning will allow for development that provides commercial and flexible amenities for Wake Tech students and the community as a whole.