



# 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](http://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](mailto:rezoning@raleighnc.gov).

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	OFFICE USE ONLY Rezoning case #
	<input type="checkbox"/> Text change to zoning conditions		
Existing zoning base district: R-10, RX-3, and CM		Frontage: N/A	Overlay(s): SRPOD
Proposed zoning base district: RX		Height: 4	Frontage: N/A
Overlay(s): SRPOD			
<b>Helpful Tip:</b> <a href="#">View the Zoning Map</a> 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:	Date amended (1):	Date amended (2):
Property address: See attached ownership addendum		
Property PIN: See attached ownership addendum		
Deed reference (book/page): See attached ownership addendum		
Nearest intersection: Avent Ferry Road & Chappell Drive		Property size (acres): 8.95 ac
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: See attached ownership addendum		
Property owner email:		
Property owner phone:		
Applicant name and address: Ashley Honeycutt Terrazas; 301 Fayetteville Street, Suite 1400, Raleigh NC 27601		
Applicant email: <a href="mailto:ashleyterrazas@parkerpoe.com">ashleyterrazas@parkerpoe.com</a>		
Applicant phone: (919) 835-4043		
Applicant signature(s):		
Additional email(s):		

**Hwy 52 & Uni, L.L.C.,**  
a North Carolina limited liability company

Signed by:  
By:   
1F7485BC100542E...  
Vijay K. Shah, Manger

**REVIEWED**

By Metra Sheshbaradaran at 10:19 am, Sep 22, 2025

REVISION 11.08.24

[raleighnc.gov](http://raleighnc.gov)



# Rezoning Application and Checklist

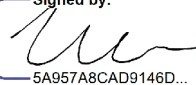
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	Total parcels: N/A	Total buildings: N/A
Property owner name and address: See attached ownership addendum		
Property owner email:		
Property owner phone:		
Applicant name and address: Ashley Honeycutt Terrazas; 301 Fayetteville Street, Suite 1400, Raleigh NC 27601		
Applicant email: <a href="mailto:ashleyterrazas@parkerpoe.com">ashleyterrazas@parkerpoe.com</a>		
Applicant phone: (919) 835-4043		
Applicant signature(s):		
Additional email(s):		

**Dominion Raleigh, LLC,**  
a North Carolina limited liability company

Signed by:  
  
 By: \_\_\_\_\_  
 5A957A8CAD9146D...  
 Mark D. Taylor, Member

**REVIEWED**

By Metra Sheshbaradaran at 10:20 am, Sep 22, 2025

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Avent Ferry Student Housing Rezoning Application  
Ownership Addendum

Owner Information

**Parcel 1**

Site Address:	650 Chappell Drive
Pin:	0793356894
Deed Reference (book/page):	17550/83
Acreage:	1.00 ac
Owner:	Hwy 52 & Uni, L.L.C.
Owner Address:	6819 Creek Wood Drive, Chapel Hill, NC 27514-7445

**Parcel 2**

Site Address:	2615 Avent Ferry Road
Pin:	0793365128
Deed Reference (book/page):	17903-1885
Acreage:	0.31 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

**Parcel 3**

Site Address:	2617 Avent Ferry Road
Pin:	0793355939
Deed Reference (book/page):	17903-1885
Acreage:	0.65 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

**Parcel 4**

Site Address:	610 Chappell Drive
Pin:	0793366103
Deed Reference (book/page):	17903-1885
Acreage:	0.49 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

**Parcel 5**

Site Address:	616 Chappell Drive
Pin:	0793366071
Deed Reference (book/page):	17903-1885
Acreage:	0.53 ac
Owner:	Dominion Raleigh, LLC c/o Mark Taylor
Owner Address:	3834 Sutherland Avenue, Knoxville, TN 37919-5164

**Parcel 6**

Site Address: 633 Chappell Drive  
Pin: 0793450865  
Deed Reference (book/page): 17903-1885  
Acreage: 0.95 ac  
Owner: Dominion Raleigh, LLC c/o Mark Taylor  
Owner Address: 3834 Sutherland Avenue, Knoxville, TN 37919-5164

**Parcel 7**

Site Address: 635 Chappell Drive  
Pin: 0793451712  
Deed Reference (book/page): 17903-1885  
Acreage: 0.37 ac  
Owner: Dominion Raleigh, LLC c/o Mark Taylor  
Owner Address: 3834 Sutherland Avenue, Knoxville, TN 37919-5164

**Parcel 8**

Site Address: 639 Chappell Drive  
Pin: 0793451624  
Deed Reference (book/page): 17903-1885  
Acreage: 0.37 ac  
Owner: Dominion Raleigh, LLC c/o Mark Taylor  
Owner Address: 3834 Sutherland Avenue, Knoxville, TN 37919-5164

**Parcel 9**

Site Address: 670 Chappell Drive  
Pin: 0793358763  
Deed Reference (book/page): 17903-1885  
Acreage: 0.60 ac  
Owner: Dominion Raleigh, LLC c/o Mark Taylor  
Owner Address: 3834 Sutherland Avenue, Knoxville, TN 37919-5164

**Parcel 10**

Site Address: 703 Chappell Drive  
Pin: 0793451526  
Deed Reference (book/page): 17903-1885  
Acreage: 0.39 ac  
Owner: Dominion Raleigh, LLC c/o Mark Taylor  
Owner Address: 3834 Sutherland Avenue, Knoxville, TN 37919-5164

**Parcel 11**

Site Address: 2604 Broadwell Drive  
Pin: 0793357668  
Deed Reference (book/page): 17903-1885  
Acreage: 0.52 ac  
Owner: Dominion Raleigh, LLC c/o Mark Taylor  
Owner Address: 3834 Sutherland Avenue, Knoxville, TN 37919-5164



**Parcel 12**

Site Address: 2610 Broadwell Drive  
Pin: 0793356663  
Deed Reference (book/page): 17903-1885  
Acreage: 0.45 ac  
Owner: Dominion Raleigh, LLC c/o Mark Taylor  
Owner Address: 3834 Sutherland Avenue, Knoxville, TN 37919-5164

**Parcel 13**

Site Address: 2618 Broadwell Drive  
Pin: 0793355568  
Deed Reference (book/page): 17903-1885  
Acreage: 0.50 ac  
Owner: Dominion Raleigh, LLC c/o Mark Taylor  
Owner Address: 3834 Sutherland Avenue, Knoxville, TN 37919-5164

**Parcel 14**

Site Address: 2624 Broadwell Drive  
Pin: 0793354784  
Deed Reference (book/page): 17903-1885  
Acreage: 0.49 ac  
Owner: Dominion Raleigh, LLC c/o Mark Taylor  
Owner Address: 3834 Sutherland Avenue, Knoxville, TN 37919-5164

**Parcel 15**

Site Address: 2714 Broadwell Drive  
Pin: 0793352548  
Deed Reference (book/page): 17903-1885  
Acreage: 0.44 ac  
Owner: Dominion Raleigh, LLC c/o Mark Taylor  
Owner Address: 3834 Sutherland Avenue, Knoxville, TN 37919-5164

**Parcel 16**

Site Address: 610 Sure and Steadfast Court  
Pin: 0793353623  
Deed Reference (book/page): 17903-1885  
Acreage: 0.50 ac  
Owner: Dominion Raleigh, LLC c/o Mark Taylor  
Owner Address: 3834 Sutherland Avenue, Knoxville, TN 37919-5164

**Parcel 17**

Site Address: 611 Sure and Steadfast Court  
Pin: 0793354651  
Deed Reference (book/page): 17903-1885  
Acreage: 0.39 ac  
Owner: Dominion Raleigh, LLC c/o Mark Taylor  
Owner Address: 3834 Sutherland Avenue, Knoxville, TN 37919-5164

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case #
Existing zoning: R-10, RX-3, & CM w/ SRPOD	Proposed zoning: RX-4-CU w/ SRPOD	

Narrative of Zoning Conditions Offered
1. The following principle uses as defined in UDO Art. 6 shall be prohibited: Cemetery and Parking Facility.

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.

Hwy 52 & Uni, L.L.C.,  
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Signed by:  
By:   
1F7485BC100542E...  
Vijay K. Shah, Manger

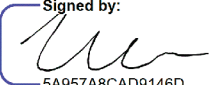
**REVIEWED**  
By Metra Sheshbaradaran at 10:20 am, Sep 22, 2025

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Mark D. Taylor, Member

**REVIEWED**  
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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	<b>OFFICE USE ONLY</b> 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: Transit Emphasis Corridor

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 rezoning request would allow additional residential density for student housing within walking distance of NC State's campus and Lake Raleigh.

**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:**

The proposed development is comparable in height and massing to the surrounding area, which is comprised of multiple student housing apartment complexes.

**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:**

An adequate road network will be provided at site plan. The development will likely have access points along Chappell Drive and Broadwell Drive.

**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:**

An adequate road network will be provided at site plan. The development will likely have access points along Chappell Drive and Broadwell Drive.

**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:**

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:**

The requested development will allow additional height on multiple infill parcels, which will define the existing street network.

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><b>Response:</b></p> <p>Although these elements will be more specifically addressed at site plan, the zoning request includes conditions requiring a build-to minimum, streetscape commitment, and prohibition on parking between the building and Avent Ferry Road.</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><b>Response:</b></p> <p>The site is located at the corner of Avent Ferry Road and Chappell Drive, where zoning conditions prohibit parking between the street and building. Loading and service area location(s) will comply with UDO requirements.</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><b>Response:</b></p> <p>Open space areas will be provided as required by the UDO and are anticipated to be located near environmental features at the corner of Avent Ferry Road and Chappell Drive, where they will be visible from the right of way and sidewalks.</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><b>Response:</b></p> <p>Urban spaces will be provided as required by the UDO.</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><b>Response:</b></p> <p>Open space areas will be provided as required by the UDO.</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><b>Response:</b></p> <p>Open spaces areas will be provided as required by the UDO.</p>
13	<p>New public spaces should provide seating opportunities.</p> <p><b>Response:</b></p> <p>Public spaces will be provided as required by the UDO.</p>

14	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p><b>Response:</b></p> <p>Although these elements will be more specifically addressed at site plan, the zoning request includes conditions requiring a build-to minimum, streetscape commitment, and prohibition on parking between the building and Avent Ferry Road.</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><b>Response:</b></p> <p>Although these elements will be more specifically addressed at site plan, the zoning request includes conditions requiring a build-to minimum, streetscape commitment, and prohibition on parking between the building and Avent Ferry Road.</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><b>Response:</b></p> <p>Parking structures will be screened as required by the UDO.</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><b>Response:</b></p> <p>The development is within walking distance of multiple transit stops, including two on Avent Ferry Road and two on Crest Road.</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><b>Response:</b></p> <p>Pedestrian access will be provided as required by the UDO.</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><b>Response:</b></p> <p>The proposed development minimizes intervention with environmental features located along Avent Ferry Road and Chappell Drive by providing a custom frontage condition rather than a more prescriptive UDO frontage that would impact these environmental 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><b>Response:</b></p> <p>Streets and driveways will be designed at the site plan stage in accordance with UDO requirements.</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><b>Response:</b></p> <p>Although sidewalks will be designed at the site plan stage, it is anticipated that sidewalks will connect to the existing sidewalk network and be designed in accordance with UDO requirements.</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><b>Response:</b></p> <p>Street trees in accordance with the UDO and the zoning condition requiring a Main Street or Mixed Use Streetscape on Avent Ferry Road.</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><b>Response:</b></p> <p>Spatial definition of the buildings will be provided as required by the UDO.</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><b>Response:</b></p> <p>Primary entrances will be designed at the site plan stage as required by the UDO.</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><b>Response:</b></p> <p>Building design will be determined at the site plan stage, but the additional height requested and redevelopment of this infill assemblage will provide more visual interest and creativity.</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><b>Response:</b></p> <p>Sidewalks will comply with applicable UDO standards.</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 <b>Rezoning Checklist</b> 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 <a href="#">Fee Guide</a> 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 checked="" type="checkbox"/>	<input 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"/>
<b>For properties requesting a Conditional Use District:</b>					
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"/>
<b>If applicable, see page 11:</b>					
12. Proof of Power of Attorney	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>For properties requesting a Planned Development or Campus District:</b>					
13. Master plan (see Master Plan submittal requirements).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>For properties requesting a text change to zoning conditions:</b>					
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 <b>Master Plan Checklist</b> 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 5, 2025**

**Re: Notice of Neighborhood Meeting**

Neighboring Property Owners and Residents:

You are invited to attend a neighborhood meeting on September 16, 2025, from 7-8pm at the Pullen Park Community Center, located at 408 Ashe Avenue, Raleigh, NC 27606. The purpose of the meeting is to discuss an upcoming application to rezone 17 parcels of land located at 2615 Avent Ferry Road (PIN: 0793365128), 2617 Avent Ferry Road (PIN: 0793355939), 610 Chappell Drive (PIN: 0793366103), 616 Chappell Drive (PIN: 0793366071), 633 Chappell Drive (PIN: 0793450865), 635 Chappell Drive (PIN: 0793451712), 639 Chappell Drive (PIN: 0793451624), 650 Chappell Drive (PIN: 0793356894), 670 Chappell Drive (PIN: 0793358763), 703 Chappell Drive (PIN: 0793451526), 2604 Broadwell Drive (PIN: 0793357668), 2610 Broadwell Drive (PIN: 0793356663), 2618 Broadwell Drive (PIN: 0793355568), 2624 Broadwell Drive (PIN: 0793354784), 2714 Broadwell Drive (PIN: 0793352548), 610 Sure and Steadfast Court (PIN: 0793353623), and 611 Sure and Steadfast Court (PIN: 0793354651) (the "Site"). The Site is currently zoned Residential-10 w/ Special Residential Parking Overlay District (R-10 w/ SRPOD), Residential Mixed Use- 3 stories- w/ Special Residential Parking Overlay District (RX-3 w/ SRPOD), and Conservation Management w/ Special Residential Parking Overlay District (CM w/ SRPOD). This proposal would rezone the Site to Residential Mixed Use- 4 stories-w/ Conditions- w/ Special Residential Parking Overlay District (RX-4-CU w/ SRPOD). During the meeting, the applicant will describe the nature of the proposed rezoning 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. 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](http://www.raleighnc.gov) and search for "Rezoning Process." If you have further questions about the rezoning process, please contact:

Metra Sheshbaradaran  
Raleigh Planning & Development  
(919) 996-2638  
[metra.sheshbaradaran@raleighnc.gov](mailto:metra.sheshbaradaran@raleighnc.gov)

If you have any questions about this rezoning, please contact me at (919) 835-4043 or via email at [ashleyterrazas@parkerpoe.com](mailto:ashleyterrazas@parkerpoe.com).

Thank you,

Ashley Honeycutt Terrazas





**2615/2617 Avent Ferry Road;  
610/616/633/635/639/650/670/703 Chappell Drive;  
2604/2610/2618/2625/2714 Broadwell Drive; &  
610/611 Sure and Steadfast Court**



0 100 200 400 ft  
1 inch equals 200 feet

## Vicinity Map

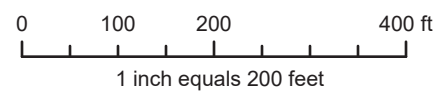
### Disclaimer

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.





**2615/2617 Avent Ferry Road;  
 610/616/633/635/639/650/670/703 Chappell Drive;  
 2604/2610/2618/2625/2714 Broadwell Drive; &  
 610/611 Sure and Steadfast Court**



## Zoning Map

**Current Zoning: R-10 w/ SRPOD;  
 RX-3 w/ SRPOD; &  
 CM w/ SRPOD**

### Disclaimer

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## SUMMARY OF ISSUES

A neighborhood meeting was held on September 16, 2025 (date) to discuss a potential rezoning located at assemblage of 17 properties at Avent Ferry Rd & Chappell Dr (property address). The neighborhood meeting was held at Pullen Community Center, 408 Ashe Ave (location). There were approximately 3 (number) neighbors in attendance. The general issues discussed were:

### Summary of Issues:

Discussion about rezoning and site plan process and development timeline
Differences between permitted densities, height, and uses under existing and requested zoning
Discussion about buffering and explanation of required neighborhood transitions
Future plans and frontage upgrade requirements on Avent Ferry Rd and Chappell Dr
Discussion about timing of traffic study and study of Chappell Dr/Avent Ferry intersection
Transit stop options on Avent Ferry for students

[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 8.95-acre assemblage, which is bordered by Avent Ferry Road, Chappell Drive, and Broadwell Street (the “Site”), is currently a collection of older small-scale rental housing. The Site is less than a mile from N.C. State’s Main Campus and adjacent to Centennial Campus, which also connects to the end of Chappell Drive. Due to this area’s proximity to N.C. State, student housing is in high demand, and that need for housing that is close and convenient to campus has only grown as N.C. State’s student population has expanded.

The proposed RX-4-CU rezoning represents a modest increase to the multifamily density that is already permitted on the Site today, but will allow the applicant to provide more infill housing for students at a scale that is consistent with nearby zoning and uses. Furthermore, applying a uniform zoning district to the currently split-zoned Site will allow for a more streamlined design and site planning process.

1. **FLUM**: The Site is designated as “Office & Residential Mixed Use” (“ORM”) on the Future Land Use Map (“FLUM”) that encompasses the older housing to the south of Avent Ferry, adjacent to Centennial Campus. According to the 2030 Comprehensive Plan, ORM are areas “frontage lots along major streets where low-density residential uses are no longer appropriate, as well as office parks and developments suitable for a more mixed-use development pattern . . . that encourages a mix of residential and office use.” In addition, “[h]eights would generally be limited to four stories when near neighborhoods.” Comp. Plan p. 3-10.

The proposed RX zoning will allow for a denser housing and more uses where the current “low-density residential uses are no longer appropriate,” and will help stimulate more development and investment in this area. In addition, the proposed four-story height designation will ensure an appropriate height and scale for the Site, given that it is adjacent to Avent Ferry Rd, which has transit service, but is still adjacent to smaller-scale student rental properties and is not at a major, four-leg intersection.

The Site is also in the Avent Ferry Corridor Plan, which primarily relates to encouraging more pedestrian connectivity and streetscape improvements along the Avent Ferry Rd corridor between Western Blvd and I-40. When the Site is redeveloped, the UDO will require that the three streets that it fronts will be improved with pedestrian and/or bicycle facilities and street trees, which will help meet these goals and policies.

Thus, RX-4-CU zoning that allows slightly more housing on the Site is consistent with the recent trends in the area, the Avent Ferry Area Plan’s call for a greater mix of uses, and the need for housing in the City.

2. **Urban Form Map:** The Site is within a Frequent Transit Area, and Avent Ferry Rd is a Transit Emphasis Corridor and an Urban Thoroughfare on the Urban Form Map. Map UD-1. The Frequent Transit Area designation applies to sites “within a quarter-mile of other frequent transit routes.” Comp. Plan 11-4, 11-5. Avent Ferry Rd is a Transit Emphasis Corridor and an Urban Thoroughfare because it already has multiple transit routes that are primarily utilized by N.C. State students, including two GoRaleigh bus routes and four Wolfline routes, and is planned to have amenities and better multi-modal infrastructure to support existing and potentially expanded transit services.

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 2.2 Compact Development,** *New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and noncontiguous development.* The request will allow for the redevelopment of an infill site with more residential density than what is existing today in an area that needs more student housing close to N.C. State so that students can walk, bike, or take transit to classes.

c. **Policy LU 3.2 Location of Growth,** *The development of vacant properties should occur first within the City's limits, then within the City's planning jurisdiction, and lastly within the City's USAs to provide for more compact and orderly growth, including provision of conservation areas.* The proposed rezoning Site is within the City limits. It is an infill site in a developed area near N.C. State. Utilities and City services are available for the Site.

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

e. **Policy LU 5.6 Buffering Requirements,** *New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height*

and/or density step downs, and other architectural and site planning measures that avoid potential conflicts. The UDO already requires appropriate buffers for any development on this Property pursuant to Article 3.5 Neighborhood Transitions.

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

g. **Policy LU 8.1 Housing Variety,** *Accommodate growth in newly developing or redeveloping areas of the city through mixed-use neighborhoods with a variety of housing types.* The proposed rezoning would allow more student housing to be provided by redeveloping older existing housing.

h. **Policy LU 8.10 Infill Development,** *Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.* The proposed rezoning would allow appropriate infill development on the Site that would not differ much from the form of what can be developed under the current R-10, RX-3, and CM zoning.

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

a. **Policy H 1.8 Zoning for Housing,** *Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.* The proposed rezoning allows more student housing where fewer housing units are located today.

5. The proposed rezoning is consistent with the following policies of the Avent Ferry Corridor Area Specific Guidance (“AP-AF”) of the 2030 Comprehensive Plan:

a. **Policy AP-AF 11 Pedestrian-oriented Building Frontage,** *Suburban and auto-oriented frontage types, such as Parking Limited, should not be considered along Avent Ferry Road between Western Boulevard and Gorman Street. However, exceptions should apply to specific sites where existing trees and landscaping, including berms, are well established along the frontage. In such cases, the existing context should be reserved through the conditional zoning*

*process. Streetyards and building placement should obscure the visibility of parking areas from Avent Ferry road. This rezoning is proposing to orient buildings toward streets and bring them as close to the street as possible, in light of site constraints and environmental features on the site. Parking will not be visible from Avent Ferry. The buildings in the redevelopment will have ample pedestrian access, and street improvements will improve pedestrian facilities on all three public streets that border the Site.*

### **PUBLIC BENEFITS**

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

The rezoning request will complement and add to the residential growth near N.C. State, which is needed as the student population has grown. The proposed RX-4-CU zoning will add to the housing supply consistent with surrounding development trends of the area.