Docusign Envelope ID: [redacted]

Rezoning Application and Checklist

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

Raleigh

Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 12 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email rezoning@raleighnc.gov.

Rezoning Request				
Rezoning Type	☐ General use	☒ Conditional use	☐ Planned Development	**OFFICE USE ONLY** Rezoning case #
	☐ Text Change to Zoning Conditions			
Existing zoning base district: CX	Height: 20	Frontage: None	Overlay(s): None	
Proposed zoning base district: CX	Height: 30	Frontage: None	Overlay(s): None	
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: TCZ-16-23				

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: 1010 & 1020 St. Albans Drive		
Property PIN: 1715-17-9703; 1715-27-1547		
Deed reference (book/page): Book 16847, Page 2029		
Nearest intersection: St. Albans Drive & Benson Drive	Property size (acres): 2.86 acres	
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:

Property Owner/Applicant*

Printed Property Owner Name and Title:

Printed Name: St. Albans Holdings LLC, by Thomas A. Saieed, Jr., Manager

Printed Name: _____

Property Owner Signature(s):

DocuSigned by:

Signature [redacted]

Signature: _____

Applicant Signature (If different than Property Owner) *:

Signature: _____

Signature: _____

RECEIVED
By Diego Joao Murphy-Mendez at 12:26 pm, Nov 20, 2026

Contact Information	
Property Owner/Applicant*	
Name & Title:	Steven Beattie, President of DeWitt Carolinas, Inc.
Email:	Steven.Beattie@dewittcarolinas.com
Phone:	
Name & Title:	
Email:	
Phone:	
Point of Contact (If different than above)**	
Point of Contact Name:	Michael Birch, Smith Anderson Blount Dorsett Mitchell & Jernigan LLP
Email:	mbirch@smithlaw.com
Phone:	919.821.6933
Point of Contact Name:	
Email:	
Phone:	

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Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	**OFFICE USE ONLY** Rezoning case #
Existing zoning: CX-20-CU	Proposed zoning: CX-30-CU	

Narrative of Zoning Conditions Offered

See attached Exhibit A

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

Property Owner(s) Signature: [redacted]

Printed Name (and Title): Thomas A. Saieed, Jr., Manager of St. Albans Holdings LLC

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By Diego Joao Murphy-Mendez at 12:26 pm, Nov 20, 2026

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EXHIBIT A – NARRATIVE OF ZONING CONDITIONS OFFERED

1. The following principal uses listed in the Allowed Principal Use Table shall be prohibited: cemetery; major utilities – all types; adult establishment; vehicle fuel sales; detention center, jail, prison; light industrial – all types; light manufacturing – all types; car wash; vehicle repair – all types. Any eating establishment with a drive-thru window shall be located at least 300 feet from the right-of-way from St. Albans Drive.

2. Electric car charging stations shall be provided with each development at the following rates: (i) two per 100,000 square feet of gross floor area of commercial use, (ii) two per 100 dwelling units of multi-unit living, and (iii) two per 100 hotel rooms.

3. Subject to the approval of the appropriate governmental authority, each new crosswalk crossing St. Albans Drive shall have a mid-crossing bollard-protected pedestrian refuge, prominent permanent prismatic reflective crosswalk warning signs, and signs communicating the pedestrian's right-of-way or actuated pedestrian countdown timers. Such crosswalk improvements crossing St. Albans Drive shall be installed prior to issuance of the first certificate of occupancy for development of property at the intersection at which the specific crosswalk is located. Subject to the approval of the appropriate governmental authority, each new crosswalk crossing a public street (including Benson Drive, Quail Hollow extension, and any other public street on the property intersecting with St. Albans Drive) at the intersection with St. Albans Drive shall include prominent permanent prismatic reflective crosswalk warning signs, and signs communicating the pedestrian's right-of-way or actuated pedestrian countdown timers. Such crosswalk improvements crossing each of these streets shall be installed prior to issuance of the first certificate of occupancy for development of property at each intersection identified in this condition.

4. Subject to the approval of the appropriate governmental or utility authority, all meters, breakers, transformers, switches, junctions, backflows, or other type of wet or dry utility structure which is raised above the ground or constructed surface shall be architecturally screened or not otherwise visible from St. Albans Drive. The screening required by this condition shall be installed prior to the issuance of a certificate of occupancy for the property on which the screened items are located.

5. In addition to the streetscape required as part of the street cross-section for St. Albans Drive, evergreen trees measuring at least 8 feet tall at the time of planting shall be planted at a rate of at least 6 trees per 100 linear feet and evergreen shrubs measuring at least 3 feet tall and 2 feet wide at the time of planting shall be planted at a rate of at least 36 shrubs per 100 linear feet, all within that area between the St. Albans Drive right-of-way and the adjacent building or vehicular surface area.

Property Owner Signature: DocuSigned by: [redacted]

Printed Name (and Title): Thomas A. Saieed, Jr., Manager of St. Albans Holdings LLC

EXHIBIT A – NARRATIVE OF ZONING CONDITIONS OFFERED

6. At least one emergency phone shall be located on each level of a parking structure.

7. Pole-mounted lighting located between St. Albans Drive right-of-way and a building shall be limited to a maximum height of 18 feet and shall be of full cutoff design.

8. The properties subject to this rezoning (Lot 7 and Lot 10, as shown on the plat recorded in Book of Maps 2021, Pages 1992-1996, Wake County Registry) shall remain subject to the trip generation limitations set forth in Condition 18 of the Text Change to Conditions case TCZ-16-23.

9. The following build-to standards shall apply: (i) there shall be a build-to area along public streets measuring between 0' to 80'; (ii) the building coverage within the build-to area along a primary street is 50%; (iii) the building coverage within the build-to area along a side street is 25%; and (iv) no more than a single loaded bay of parking can be located outside of the public right-of-way, between the building and the adjoining public right-of-way. This condition does not apply to an Open Lot or Civic Building building type.

Property Owner Signature DocuSigned by: [redacted]

Printed Name (and Title): Thomas A. Saieed, Jr., Manager of St. Albans Holdings LLC

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 Exhibit B

Public Benefits

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

See attached Exhibit B

Docusign Envelope ID: [redacted]

EXHIBIT B

Statement of Consistency:

The property is designated Regional Mixed Use (RMU) on the Future Land Use Map (FLUM), which encourages a high intensity mix of residential, office, hotel, retail and regional-serving uses. The Comprehensive Plan states CX is the closest corresponding zoning district to the RMU designation. The rezoning request maintains the base district of CX, and therefore the rezoning request is consistent with the FLUM.

The property is located within a City Growth Center, located within a Frequent Transit Area, and located along a Transit Emphasis Corridor (St. Albans Drive) and Urban Thoroughfare (Benson Drive), all as shown on the Urban Form Map. The City Growth Center designation encourages significant infill development/redevelopment and, similar to the Transit Emphasis Corridor and Urban Thoroughfare designations, suggests a hybrid approach to frontage. The Frequent Transit Area designation recommends an urban frontage approach, but all these designations note context is important when considering the appropriate frontage. The existing zoning condition regulating frontage is being maintained as part of this rezoning, and is consistent with the Urban Form Map guidance given the context of the surrounding area.

Considering the RMU FLUM designation and the Core/Transit Urban Form Map designation, Table LU-2 Recommended Height Designations recommends a maximum height of 20 stories. Additionally, the Core/Transit area description acknowledges that taller buildings may be appropriate on large sites. The property is located within a large City Growth Center and well-buffered from low-scale areas, such that a building in excess of the 20-story maximum recommendation in Table LU-2 is appropriate. Therefore, the rezoning request for a maximum of 30 stories is consistent with the Comprehensive Plan height guidance.

The property is located within the Midtown Area Plan boundary. This area plan does not provide any specific height guidance or zoning frontage for the property subject to the rezoning. Policy AP-MT 10 is not applicable because Map AP-MT 1 does not impose a height transition on the property and the property is located more than 700 feet from the closest lower-scale residential area. Because Map AT-MT 1 does not provide specific height guidance for the property, Policy AP-MT 11 and Policy AP-MT 12 are not applicable. A condition of this ensures this rezoning does not increase the amount of allowable residential units above that currently permitted on the property and within the overall development (all properties subject to TCZ-16-23), therefore Policy AP-MT 13 is not applicable or otherwise recommend the provision of affordable units.

This rezoning is consistent with the following Comprehensive Plan policies: LU 1.2, LU 1.3, LU 2.2, LU 3.2, LU 4.4, LU 4.5, LU 5.1, LU 6.1, LU 6.2, LU 6.3, LU 7.6, LU 10.4, and AP-MT 4.

Based on the above, the rezoning request is consistent with the Future Land Use Map, Urban Form Map, and overall Comprehensive Plan.

Docusign Envelope ID: [redacted]

Public Benefits:

This rezoning request is reasonable and in the public interest because it allows for a flexible mix of residential, office, hotel and retail uses within a Regional Mixed Use area designated as a City Growth Center, where a majority of the City's growth is encouraged. The additional building height requested by this rezoning will accommodate the growth encouraged in this area while still allowing for the central park within the center of the development. Additionally, providing the mix of living, working, shopping, and dining opportunities provides localized and regional benefits through a reduction in vehicle-miles traveled, locating development within walking distance from residential neighborhoods and proximate to existing and planned frequent bus transit, and increased pedestrian and bike-friendly opportunities.

Rezoning Application Addendum #2	
Impact on Historic Resources	
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	**OFFICE USE ONLY** Rezoning case #

Inventory of Historic Resources

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

None

Proposed Mitigation

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

None

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:	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 request permits residential, office and retail uses, consistent with this guideline.
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 site is not adjacent to low density residential.
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:** Development of the property will be subject to the UDO block perimeter standards, which are consistent with this guideline.
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:** Development of the property will be subject to the UDO block perimeter standards, which are consistent with this guideline.
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:** Development of the property will be subject to the UDO block perimeter standards, which are consistent with this guideline
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 development anticipates consistency with this guideline.

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:** Building placement will be provided consistent with the UDO.
8	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. **Response:** Building placement will be provided consistent with the UDO
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:** Open space areas will be provided consistent with the UDO.
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:** Urban space areas will be provided consistent with the UDO.
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:** Sidewalks and open spaces will be provided consistent with the UDO.
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:** Open space areas will be provided consistent with the UDO.
13	New public spaces should provide seating opportunities. **Response:** Public spaces will be provided consistent with the UDO.

14	Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments. **Response:** Parking will be provided consistent with the UDO.
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:** Parking will be provided consistent with the UDO.
16	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 cane make a significant improvement. **Response:** Parking will be provided consistent with the UDO.
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 within walking distance of existing and future transit stops.
18	Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network. **Response:** The proposed development will provide pedestrian access in accordance with the UDO.
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:** There are no known sensitive natural resources on the property.
20	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:** The development anticipates consistency with this guideline.

21	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. **Response:** The development anticipates consistency with this guideline.
22	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. **Response:** Sidewalks will be provided in accordance with the UDO.
23	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:** Street trees will be provided in accordance with the UDO.
24	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. **Response:** Spatial definition of buildings will be provided in accordance with the UDO.
25	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:** The development anticipates consistency with this guideline.
26	The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function. **Response:** The development anticipates consistency with this guideline.

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	X				
2. Pre-application conference.	X				
3. Neighborhood meeting notice and report	X				
4. Rezoning application review fee (see Fee Guide for rates).	X				
5. Completed application submitted through Permit and Development Portal	X				
6. Completed Comprehensive Plan consistency analysis	X				
7. Completed response to the urban design guidelines	X				
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.	X				
9. Trip generation study (May be required after submittal)		X			
10. Traffic impact analysis (May be required after submittal)		X			
11. If signed electronically, e-signature confirmation page(s)	X				
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	X				
For properties requesting a Planned Development or Campus District:					
12. Master plan (see Master Plan submittal requirements).		X			
For properties requesting a text change to zoning conditions:					
13. Redline copy of zoning conditions with proposed changes.		X			
14. Proposed conditions signed by property owner(s).		X			

REZONING OF PROPERTY CONSISTING OF +/- 2.86 ACRES,
LOCATED ON THE SOUTH SIDE OF ST ALBANS DRIVE, BETWEEN SKYGARDEN WAY AND BENSON DRIVE, IN THE CITY OF RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS AND TENANTS ON MAY 19, 2026

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning case of 1010 & 1020 St. Albans Drive with nearby neighbors on Tuesday, May 19, 2026, at 6:00 p.m. This meeting was held at the Eastgate Neighborhood Center at 4200 Quail Hollow Drive, Raleigh, NC 27609.

The property considered for this potential rezoning totals approximately 2.86 acres, and is located on the south side of St. Albans Drive, between Skygarden Way and Benson Drive, in the City of Raleigh, having the following address and PINs: 1010 St. Albans Drive (PIN 1715-17-9703) and 1020 St. Albans Drive (PIN 1715-27-1547).

All owners and tenants of property within 500 feet of the subject property were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A summary of the items discussed at the meeting is attached hereto as **Exhibit C.** Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.

EXHIBIT A – NEIGHBORHOOD MEETING NOTICE

EXHIBIT B – MAILING LIST FOR MEETING NOTICES

EXHIBIT C – ITEMS DISCUSSED

1. Building height permitted by current zoning
2. Building height permitted by proposed rezoning
3. Building height guidance of Future Land Use Map and Urban Form Map
4. Building height guidance of Midtown Area Plan
5. Applicability of other policies in the Midtown Area Plan
6. Traffic or trip generation impacts of the proposed rezoning
7. Conditions associated with proposed rezoning, as compared to existing conditions
8. Impact of development along St. Albans Drive on the ability to widen St. Albans Drive in the future
9. Status of roadway improvements in the area associated with other projects
10. Aspects of recently approved rezoning at North Hills
11. Implications of Council's decision regarding the Six Forks Road Improvement Project
12. Timing of the multi-modal bridge over I-440
13. Attending meeting of the Midtown CAC
14. Timing of next steps in the process
15. Updates on new restaurants and improvements within The Exchange project

EXHIBIT D – MEETING ATTENDEES

1. Larry Helfant
2. Anne Sherron