

2030 Comprehensive Plan FY2023 and 2024 Progress Report



Raleigh
Planning

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A Introduction

The 2030 Comprehensive Plan was adopted by City Council in October 2009. During the adoption process, City Council and staff committed to an annual review so that recent trends could be analyzed and past decisions compared with the policy guidance contained within the plan. Additionally, Action Item IM 3.2 states that an annual progress report shall be prepared that includes key accomplishments, critical issues, and key implementing agencies. Each year, staff provides a detailed account of the past year's actions, and how these actions align with policy direction contained within the plan. If recent actions or emerging trends shift policy, a recommendation to amend the plan may be provided. This report examines the zoning decisions of fiscal years 2023 and 2024, covering the periods from July 1, 2022, to June 30, 2023, and July 1, 2023, to June 30, 2024.

Also included in this report is an overview of Raleigh's next Comprehensive Plan and engagement activities. The new plan, *Reflecting Raleigh*, forecasts to 2050 and will focus on sustainable and equitable growth; policy development; and community engagement. The upcoming fiscal years 2025 and 2026 progress report will be the last report published about the 2030 Comprehensive Plan.



B Rezoning Cases

Comprehensive Plan Action Item LU 1.4 states that the City should “maintain the currency of the Future Land Use Map (FLUM) through periodic re-evaluation and revision of the map based on analysis of growth and development needs and trends, small area studies and special area studies.”

One opportunity to review the Future Land Use Map is in concert with recent rezoning actions. North Carolina law requires that the City Council make a finding on each rezoning decision regarding consistency with the Comprehensive Plan and whether the amendment is reasonable and in the public interest. Staff performs an analysis of rezoning requests to make two determinations on the consistency of each request based on the land use classification in the Future Land Use Map and any applicable policy guidance contained within the plan.

An inconsistent request is for a zoning district that is different from what is envisioned in the Future Land Use Map or the Comprehensive Plan overall. The Council can and does approve rezoning requests deemed inconsistent with the Future Land Use Map and/or the 2030 Comprehensive Plan, but a finding of inconsistency places greater emphasis on showing how the decision advances the public interest.

This section presents a summary of the rezoning actions taken during fiscal years 2023 (July 1, 2022, to June 30, 2023) and 2024 (July 1, 2023, to June 30, 2024), with additional information about rezoning requests that were deemed inconsistent with the Future Land Use Map, the Comprehensive Plan, or both.

FY2023 Zoning Decisions

Of the 140 rezoning requests active during this

reporting period, 94 (67%) were resolved prior to the start of the next fiscal year (Table 1).

Of the 94 requests that were resolved during the fiscal year, the City Council approved 84 and denied two. Eight requests were withdrawn prior to Council action. Fifty-five (55) of the approved rezoning requests were deemed consistent by staff with land use planning policy. Of the remaining approved rezoning requests, 21 were deemed inconsistent with the Future Land Use Map only, two were deemed inconsistent with the overall 2030 Comprehensive Plan only, and six were deemed inconsistent with both, or doubly inconsistent. One of the denied requests was deemed inconsistent with the Future Land Use Map and consistent with the Comprehensive Plan. The other denied request was deemed consistent with both the map and the plan.

FY2024 Zoning Decisions

Forty-one (41) complete rezoning requests were submitted in Fiscal Year 2024. Another 46 rezoning requests were submitted in previous years and still pending at the start of the fiscal year on July 1, 2023. Of the 87 rezoning requests active during this reporting period, 63 (72%) were resolved prior to the start of the next fiscal year (Table 2).

Fifty-nine (59) requests were approved during the fiscal year; no requests were denied during the reporting period. Four requests were withdrawn prior to Council action. Thirty-six (36) of the approved rezoning requests were consistent with land use planning policy. Of the remaining approved rezoning requests, 16 were deemed inconsistent with the Future Land Use Map only, four were deemed inconsistent with the overall 2030 Comprehensive Plan only, and three were deemed inconsistent with both the map and the plan, or doubly inconsistent.

Table 1. Rezoning Requests Originated or Resolved During FY2023

	<i>Active Cases</i>
Submitted prior to and still pending in FY2023 (before July 1, 2022)	72
Submitted during FY2023 (after July 1, 2022)	68
Total	140
	<i>Resolved Requests</i>
Approved FY2023	84
Denied FY2023	2
Withdrawn FY2023	8
Total	94
	<i>Unresolved Requests</i>
Submitted prior to FY2023	4
Submitted during FY2023	42
Total	46

Figure 1. Consistency of Approved and Denied Rezoning During FY2023

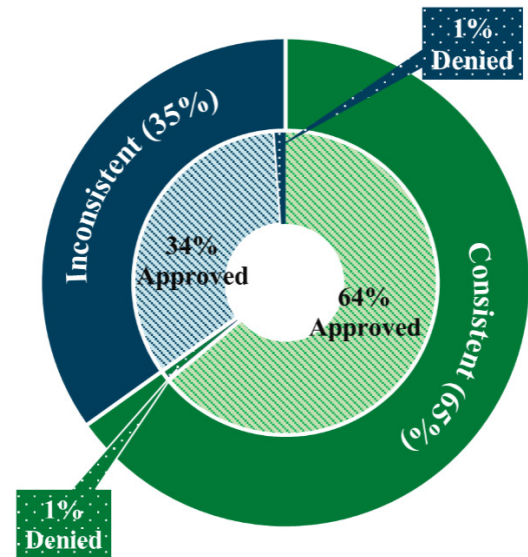
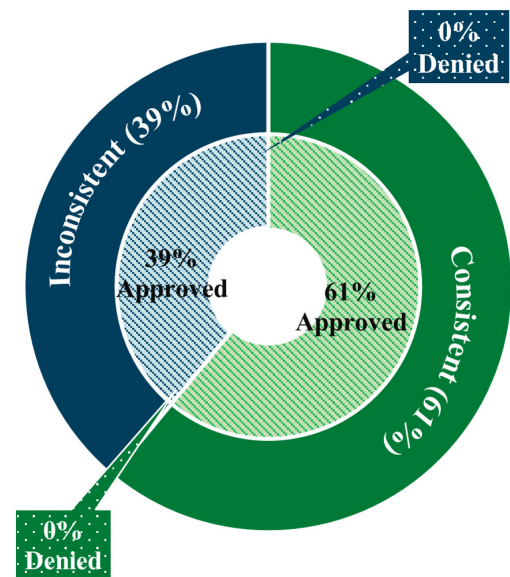


Table 2. Rezoning Requests Originated or Resolved During FY2024

	<i>Active Cases</i>
Submitted prior to and still pending in FY2024 (before July 1, 2023)	46
Submitted during FY2024 (after July 1, 2023)	41
Total	87
	<i>Resolved Cases</i>
Approved FY2024	59
Denied FY2024	0
Withdrawn FY2024	4
Total	63
	<i>Unresolved Cases</i>
Submitted prior to FY2024	6
Submitted during FY2024	18
Total	24

Figure 2. Consistency of Approved and Denied Rezoning During FY2024



Approved Requests Found Inconsistent with the Future Land Use Map and/or Comprehensive Plan

Approved FY2023

Z-17-21 (Oaks at Mayview, near East Whitaker Mill Road (MP-1-21)) 17.96 acres were rezoned from RX-4, CX-3, and R-10 to RX-4-CU, NX-5-CU, and RX-3-CU. Zoning conditions limit non-residential land uses and dwelling units; limit persons dwelling units can service to persons 55 and older; require crosswalks with median refuge islands be installed on East Whitaker Mill Road and Bernard Street; establish an additional building setback; and limit parking between the building and the street. The conditions also increase the block perimeter requirement for the site; require a landscaped buffer along a portion of the northern property line; require stormwater control greater than UDO requirements; require a sidewalk to be constructed along Bernard Street and Mills Street; and prohibit certain land uses. The request featured three FLUM designations: Institutional; Moderate Scale Residential; and Neighborhood Mixed Use. It was inconsistent with portions designated Institutional and Moderate Scale Residential, respectively, and inconsistent with the Comprehensive Plan overall. Consistent policies included those related to compact development, housing variety, and aging in place; inconsistent policies concerned FLUM and zoning consistency; connectivity; eliminating transportation gaps; bicycle and pedestrian connectivity; frontage; and impacts to historic sites. The request was deemed to be in the public interest as it would increase facilitate additional housing options and employment space in an emerging

walkable area of the city and would generally be required to house residents 55 and older which would allow for older residents to remain in the community. It was submitted on April 21, 2021, and approved on February 7, 2023.

Z-63-21 (912 Hodges Street) 13.28 acres were rezoned from CX-3; CX-3-PL; R-10; and CM to PD. The corresponding base zoning district was OX-7-UL. Zoning conditions require the area north of Hodges Road be used for recreational and parking uses only; limit the majority of the site to no more than five (5) stories, except for the northwest corner which would allow up to seven (7) stories; limit residential, office, and commercial uses; maintain an existing pond on-site and provide for landscaped areas; and provide for the construction of a bridge across Crabtree Creek to connect to the Crabtree greenway trail. The rezoning site featured the FLUM designations of Public Parks & Open Space, Neighborhood Mixed Use, and Moderate Scale Residential. It was deemed inconsistent with the latter two designations, and consistent with the Comprehensive Plan overall. Consistent policies referenced access to transit; compact development; bicycle and pedestrian connectivity; and zoning for housing. It was determined to be in the public interest as it would provide more opportunities for housing and employment in an area with access to alternative transportation modes; allow more units and building types to be built; allow for additional housing choices for residents of different age groups; support community-serving businesses; and facilitate bicycle and pedestrian connections. It was submitted on September 29, 2021, and approved on September 6, 2022.

Z-64-21 (9304 Baileywick Road, a portion of 9316 Baileywick Road) 11.4 acres were rezoned from Wake County R-40W to R-1-CU with SHOD-1 and FWPOD overlays. The request

was associated with annexation petition AX-26-21. Zoning conditions prohibit all uses other than schools; limit building height to no more than three stories; prohibit buildings, parking and driveways, and sports fields from being located within 500 feet of I-540; require green stormwater infrastructure measures be included upon development; require landscape buffering; establish cross-access requirements; and alter the minimum requirement for block perimeter. The rezoning site did not have a FLUM designation as it was located outside of the City of Raleigh's ETJ and corporate limits; therefore, it was deemed inconsistent with the Future Land Use Map. The request resulted in a FLUM amendment to Institutional for the entire site. The request was inconsistent overall with the Comprehensive Plan. Consistent policies included those related to the zoning of annexed lands; watershed management; protection of the water supply (Falls Lake); forested buffers; sustainability; frontage; and two policies specific to the Falls Lake small area plan (density and impervious surface limits). Inconsistent policies concerned FLUM and zoning consistency; provision of utility services outside of city limits; and two policies specific to the Falls Lake small area plan (zoning and utilities). The request was determined to be reasonable and in the public interest as it would allow for the expansion of an elementary/middle school in a growing part of Raleigh and includes a requirement for green stormwater infrastructure measures above and beyond those otherwise required by the UDO. It was submitted on September 29, 2021, and approved on February 7, 2023.

Z-66-21 (a portion of 3900 Mitchell Mill Road)

2.0 acres were rezoned from R-4 to CX-3-CU. Zoning conditions prohibit certain uses. They also prohibit the apartment building type; limit the hours of operations for eating establishments and retail sales; prohibit drive-throughs; require greenway easement

dedication; and require five additional plantings of evergreen shrubs above requirements of UDO Section 7.2.7. The site featured the FLUM designations of Moderate Scale Residential and Public Parks & Open Space; it was inconsistent with the former designation. The request was consistent overall with the Comprehensive Plan citing policies related to managing the impacts of commercial development and uses; greenway corridors; compact development; buffering; environmental protection of streams and rivers; and two policies specific to the Wake Crossroads small area plan. The request was deemed to be in the public interest as it would increase the housing supply and available space for office and retail uses within the Wake Crossroads mixed use center and would dedicate additional open space for a key greenway corridor connecting to the Neuse River Trail. It was submitted on September 29, 2021, and approved on September 6, 2022.

Z-72-21 (Lake Wheeler Road, Daladams Street, Moring Street, Mercury Street, Maywood Avenue) 51 parcels totaling 31.29 acres were rezoned from R-6, IX-3, CM, CX-3-CU, NX-3, and NX-3-PL to CX-20-UL-CU. Zoning conditions prohibit certain uses, establish parking and pedestrian requirements, require a transition yard, and cap the number of dwelling units and size of other land uses. They also limit the maximum building height, establish standards for exterior building materials, require a higher level of notice of lease termination, require a building setback along Maywood, require additional stormwater management, require dedication of affordable housing units, and require buildings along Lake Wheeler Road to be the mixed-use type. The zoning conditions also require provision of a city bikeshare station, a public art installation, green stormwater infrastructure, a contribution be made to the Walnut Creek Corridor Fund, a pedestrian path and dog waste stations be constructed

across the site, and provision of at least 300 parking spaces to be open to the public. The rezoning site featured the following FLUM designations: Regional Mixed Use; High Scale Residential; Low Scale Residential; Office & Residential Mixed Use; and Public Parks & Open Space. The portions not designated Regional Mixed Use were deemed inconsistent with the Future Land Use Map. The request was inconsistent overall with the Comprehensive Plan. Consistent policies included those related to compact development; complementary land uses; pedestrian access; frontage; infrastructure impacts; and mixed-use development. Inconsistent policies were related to the impacts and scale of commercial development; ancillary retail; density transitions; and reinforcing the urban pattern. The request was deemed to be in the public interest as it would permit many housing units, allowing more people to live near downtown in an area programmed for frequent transit service along South Saunders Street. Furthermore, neighbors were amenable to the requested height along the portion of the site fronting Lake Wheeler Road. It was submitted on October 27, 2021, and approved on May 2, 2023.

Z-88-21 (Colby Drive, Wake Forest Road, Hardimont Road) 27.8 acres were rezoned from RX-3 and CM to RX-5-CU. Zoning conditions apply limitations to build-to requirements and parking locations along Bland Road and Wake Forest Road; limit building height; and require 180 days' written notice of lease termination prior to redevelopment. The rezoning site had the FLUM designations of Moderate Scale Residential, Medium Scale Residential, Public Parks & Open Space, and Community Mixed Use. The request was inconsistent with the portions of the site designated Moderate Scale Residential, Medium Scale Residential, and Public Parks & Open Space consistent with the Comprehensive Plan overall. Consistent policies

concerned compact development; buffering requirements; zoning for housing; and three policies specific to the Midtown-St. Albans small area plan. The request was deemed to be in the public interest as it would increase the number of housing units permitted on the site, potentially adding housing to supply and supporting relative affordability of housing in Raleigh. It would also increase in entitlement is located on a Transit Emphasis Corridor along a major road, facilitating efficient use of city infrastructure. It was submitted on December 2, 2021, and approved on November 15, 2022.

Z-02-22 (6325 and 6720 Rock Quarry Road) 62.78 acres were rezoned from Wake County R-30 and City of Raleigh R-6-CU to City of Raleigh RX-3-CU, CX-4-CU, and CX-5-CU. The request was associated with annexation AX-01-22; a portion of the site falls within the Southeast Special Study Area (SESSA). Zoning conditions applicable to the entire property require at least one constructed wetland to be incorporated as part of the overall stormwater management plan. Zoning conditions within the portion of the site rezoned to the RX-3-CU district limit the maximum number of residential units to 300. Zoning conditions within the portion of the site rezoned to the CX-4-CU district prohibit uses otherwise allowed in CX district and require a connection between the public sidewalk along either Rock Quarry Road or Whitfield Road to the adjacent recorded greenway easement. Zoning conditions within the portion of the site rezoned to the CX-5-CU district prohibit uses otherwise allowed in CX and limit the maximum number of residential units to 400. The request was inconsistent with the site's FLUM designation of Low Scale Residential and inconsistent with the 2030 Comprehensive Plan. Consistent policies included those related to mixed-use and nodal development, respectively; housing variety; and zoning for housing. Inconsistent policies were

related to FLUM and zoning consistency; the zoning of annexed lands and location of growth; and including open space in new development. It was deemed to be in the public interest as it would increase the potential housing supply on-site while encouraging an integrated mix of uses that could potentially provide commercial amenities to future residents. It was submitted January 11, 2022, and approved March 21, 2023.

Z-03-22 (1245 & 1251 Daladams Street) 1.01 acres were rezoned from R-6 to RX-3-CU. Zoning conditions limit the maximum number of residential units and prohibit certain uses. The request was inconsistent with the site's FLUM designation of Low Scale Residential, but consistent with the Comprehensive Plan overall, citing policies related to housing variety; zoning for housing; healthy communities; and compact development. It was determined to be in the public interest as it would provide for new market rate housing to help relieve pressure from higher income households out-bidding lower income households for the limited supply of lower-priced units. It was submitted January 11, 2022, and approved August 16, 2022.

Z-06-22 (3630 & 3634 Ardmore Drive and 3511 Integrity Drive) 3.47 acres were rezoned from IX-5-CU with SHOD-2 and R-4 to IX-5-CU, removing the SHOD-2 overlay. The request resulted in the consolidation of the site and removal of several zoning conditions related to Board of Adjustment review; stormwater and landscaping requirements; building height; and right-of-way reimbursement. It also added a condition prohibiting certain uses. The request was consistent overall with the Future Land Use Map designation of Business and Commercial Services, which covers the majority of the site, and inconsistent with the portion of the site designated Low Scale Residential. The request was inconsistent with the Comprehensive Plan overall. Consistent policies were related to

FLUM and zoning consistency and preserving industrial land; inconsistent policies were related to commercial development impacts; scale of commercial uses; mitigating the impacts of industrial land uses; density transitions; and buffering requirements. The request was deemed to be in the public interest as it would allow additional commercial and industrial development in an area that is already developed with those uses and well-suited to support them. It was submitted January 27, 2022, and approved August 16, 2022.

Z-07-22 (6700 and 7022 Capital Boulevard) 121.47 acres were rezoned from CX-5-PK-CU with SHOD-2 overlay to CX-5-CU, maintaining the overlay. Zoning conditions set standards for development of the property, limit non-residential uses, restrict development within the floodplain, require multi-modal transportation improvements, and establish a landscape buffer. The rezoning site featured the following FLUM designations: Office & Residential Mixed Use; Medium Scale Residential; and Public Parks & Open Space. The request was deemed inconsistent with the portion designated Office & Residential Mixed Use but consistent with the Comprehensive Plan overall. Consistent policies concerned compact development; building identity; development of vacant sites; zoning and infrastructure impacts; and connectivity. It was determined to be in the public interest as it would increase the supply and variety of housing stock; improve connectivity; protect forested floodplains; and facilitate the development of a high-priority trail identified in the City's Greenway Master Plan. It was submitted on January 19, 2022, and approved on September 6, 2022.

Z-09-22 (West Cabarrus Street and West Davie Street) 4.85 acres were rezoned from DX-4-SH and DX-7-SH to DX-20-SH-CU. Zoning conditions prohibit several uses otherwise

permitted in DX; require additional parking deck screening and lighting; require preservation of an existing historic structure; and require the provision of a multi-modal path. The request was inconsistent with the site's FLUM designation of Community Mixed Use, but consistent with the 2030 Comprehensive Plan overall, citing policies related to transit access and land uses near BRT stations; pedestrian-friendly development; frontage; and three policies specific to the Downtown West Gateway small area plan. The request was deemed to be in the public interest as it would permit additional housing to be built in a walkable and transit-supportive area of the city, which would allow more people to live in a high opportunity area with convenient access to jobs, educational opportunities, and recreational amenities in Downtown Raleigh. Furthermore, the proposed zoning conditions would preserve the 'Head House' historic structure. It was submitted January 19, 2022, and approved September 20, 2022.

Z-10-22 (2501 Ratchford Drive) 5.94 acres were rezoned from IX-3 with SHOD-2 overlay to CX-20-CU, removing the overlay. Zoning conditions prohibit certain uses; require transportation related improvements; require the dedication of additional outdoor amenities; limit commercial uses; restrict surface parking; and require a bikeshare station be dedicated. The rezoning site featured two FLUM designations: Higher Scale Residential and Public Parks & Open Space. The request was inconsistent with the portion of the site designated Higher Scale Residential and consistent with the Comprehensive Plan overall. Consistent policies included those related to mixed-use developments; compact development; development along corridors; complementary land uses; and zoning for housing. The request was deemed to be in the public interest as it would allow for additional housing supply in an

area served by transit and near employment opportunities. It was submitted January 25, 2022, and approved November 15, 2022.

Z-15-22 (501 Washington Street) 1.5 acres were rezoned from R-10 and NX-3 to NX-3-CU. Zoning conditions permit principal uses allowed in R-10 districts; restrict certain uses within the building footprint; limit the hours of operation for food trucks; and limit the hours of operation and maximum number of attendees for indoor and outdoor events. The request was inconsistent with the site's FLUM designation of Moderate Scale Residential but consistent with the Comprehensive Plan overall. Consistent policies were related to managing the impacts of commercial development; density transitions and buffers; infill compatibility; and mixed-use development. The request was determined to be in the public interest as it would resolve issues related to a longstanding non-conforming use, and included conditions that would mitigate the impact of commercial uses on the site on adjacent residential lots above and beyond the requirements of the UDO. It was submitted October 16, 2022, and approved on October 18, 2022.

Z-16-22 (706 Hillsborough Street and 105 North Boylan Avenue (NW)) 0.89 acres were rezoned from OX-3-DE with North Boylan NCOD and OX-7-UL to OX-20-UL-CU, removing the North Boylan NCOD from the site. Zoning conditions prohibit certain uses; require additional parking deck screening; and provide for a public art installation. The request was inconsistent with the site's FLUM designation of Office & Residential Mixed Use, and consistent with the Comprehensive Plan overall, citing policies related to compact development; access to transit; zoning for housing; frontage; and underutilized sites in downtown. The request was deemed to be in the public interest as it would permit additional housing and

mixed-use to be built in a walkable and transit supportive area of the city. Furthermore, it would allow more people to live and work in a high-opportunity area with convenient access to jobs, educational, and recreational amenities. It was submitted on February 21, 2022, and approved October 4, 2022.

Z-25-22 (701 Corporate Center Drive) 13.46 acres were rezoned from OP-4-PK with SHOD-1 to CX-7-CU, removing the SHOD-1 overlay. Zoning conditions prohibit some uses normally permitted in CX; require protective yards; cap medical, office, and research and development uses to a maximum of 500,000 square feet; cap retail sales and restaurant/bar uses to no more than 50,000 square feet; limit residential entitlement to no more than 400 units; and limit parking between new buildings and the street. The request was inconsistent with the site's FLUM designation of Office/Research & Development, but consistent with the Comprehensive Plan overall, citing policies related to compact development; complementary land uses; ancillary retail; buffering; frontage; and reducing the impact of surface parking lots. The request was deemed to be in the public interest as it would increase the commercial entitlement on the site, which has direct access to Chapel Hill Road and I-40, facilitating the efficient use of transportation infrastructure. It was submitted on March 25, 2022, and approved on November 1, 2022.

Z-41-22 (2301 & 2309 Old Milburnie Road) 11.76 acres were rezoned from R-4 with SHOD-1 to RX-4-CU, maintaining the SHOD-1 overlay. The request was not associated with a request for annexation. Zoning conditions limit the maximum number of residential units and specify a contribution to the city to support additional fire service in the area. The request was inconsistent with the site's FLUM designation of Low Scale Residential

and inconsistent with the Comprehensive Plan overall. Consistent policies included those related to compact development; zoning for housing; housing variety; and forested buffers. Inconsistent policies concerned the zoning of annexed lands and FLUM and zoning consistency. The request was determined to be in the public interest as it would increase the number of housing units that could be built on the site, including housing types that are relatively affordable. It was submitted on May 3, 2022, and approved on May 16, 2023.

Z-51-22 (7725 Buffalo Road) 4.50 acres were rezoned from R-4 to NX-3-CU. Zoning conditions permit only residential uses permitted in the R-6 zoning district and certain commercial uses. They also provide a maximum of one access point on Buffalo Road and Old Milburnie Road, respectively, and limit retail square footage. The request was inconsistent with the FLUM designation of Low Scale Residential, but consistent with the Comprehensive Plan overall, citing policies encouraging compact development, placemaking, housing variety, retail in mixed use, and commercial development at scale. It was submitted on June 9, 2022, and approved on November 1, 2022.

Z-52-22 (10854 Globe Road) 16.47 acres were rezoned from CX-3-PK to CX-5-PL-CU. Zoning conditions prohibit several commercial uses. They also require all building and parking areas to meet a minimum setback; provide direct pedestrian access from the public sidewalk along Globe Road; limit the number of dwelling units; limit office and retail square footage; and specify building materials for exterior façades. The request was inconsistent with the FLUM designation of Low Scale Residential and inconsistent with the Comprehensive Plan overall, citing policies related to infill development, density transitions, and buffering requirements. The request was deemed in the

public interest as the request would expand the housing supply and provide additional employment opportunities and access to commercial amenities and services. It was submitted on June 9, 2022, and approved on January 17, 2023.

Z-53A-22 (15 Summit Avenue) 0.67 acres were rezoned from R-6 to RX-4-UL. The request was for a general use district and no zoning conditions were proposed. The request was inconsistent with the site's FLUM designation of Public Parks & Open Space but deemed consistent with the Comprehensive Plan overall. Consistent policies included those related to increasing the supply and diversity of housing near BRT station areas; affordable housing in Transit Oriented Development; land uses in station areas; encouraging pedestrian-oriented uses; and access to transit. The request was deemed to be in the public interest as it would increase housing options for households with incomes below AMI and increase the potential for housing and commercial development within walking distance of BRT. It was submitted on June 9, 2022, and approved on January 24, 2023. This request was part of a larger City of Raleigh-initiated rezoning related to Dix Edge affordable housing (Z-53-22, 25.91 acres total across three properties). The portion of the request to rezone the other two properties (Z-53B-22, 151 Water Works Street and a portion of 1500 South Wilmington Street) was denied on April 4, 2023.

Z-55-22 (West Johnson Street Assemblage) 1.59 acres were rezoned from NX-3-UL to CX-12-UL-CU. Zoning conditions prohibit the several commercial uses; limit building height; prohibit certain building materials; outline streetscape standards; and specify amenities to be included upon development. They also specify requirements and use standards for buildings along the western property line. The

rezoning site featured FLUM designations of Office & Residential Mixed Use and Higher Scale Residential. It was deemed inconsistent with the latter designation but consistent with the Comprehensive Plan overall. Consistent policies included those related to transit access; the impacts of commercial development; pedestrian-friendly development; housing variety; and downtown edges and transition areas. The request was deemed in the public interest as it would allow for increased land use intensity in the urban core of Raleigh with high access to transit and employment options. It was submitted on June 21, 2022, and approved on April 4, 2023.

Z-56-22 (909 Rock Quarry Road) 0.74 acres were rezoned from R-10 to NX-4-UL-CU. Zoning conditions prohibit certain commercial uses. The request was inconsistent with the FLUM designation of Office & Residential Mixed Use, but consistent with the Comprehensive Plan overall, citing policies that relating to compact and nodal development; scale and design of commercial usage; and frontage in mixed-use districts. It was submitted on June 24, 2022, and approved on October 18, 2022.

Z-59-22 (Shaw University Assemblage) 17 properties totaling 26.5 acres were rezoned from R-10, OX-3, OX-3-DE, OX-4, OX-5, and OX-12, with partial Prince Hall HOD and South Park NCOD overlays to OX-3-CU, DX-12-SH-CU, DX-20-SH-CU, DX-30-CU, and DX-30-SH-CU, removing the Prince Hall HOD and South Park NCOD overlays. Zoning conditions prohibit several uses otherwise allowed in the DX- district; require height transitions to the residential development to the east and southwest of the site; specify that several historic buildings will either remain in place with redevelopment of the site or be relocated with subsequent archaeological surveys required; require a minimum amount of structured parking

to be shared parking; require a Traffic Impact Analysis and construction of a median on Martin Luther King Jr. Boulevard; require dedication of transit easements at certain locations; require a pedestrian access way and/or public street at a specified location; require a new bikeshare station for development; and require vibration-sensitive equipment be installed within certain buildings when new development occurs within 100 feet. The rezoning site featured three FLUM designations: Institutional, Central Business District, and Moderate Scale Residential. The request was inconsistent with portions designated Institutional and Moderate Scale Residential, but consistent with the Comprehensive Plan overall. Consistent policies included those related to student-oriented housing; institutional uses and higher education; transit access and accessibility; commercial development impacts; and several downtown-specific policies. The request was deemed to be in the public interest as it would help a historically Black university to expand its programming and facilities such that it could provide more educational, cultural, and social opportunities; and would allow more space for housing and employment in an area served by transit and with goods and services nearby. It was submitted on July 1, 2022, and approved on June 20, 2023.

Z-65-22 (Hillsborough & North Boylan Assemblage) 2.04 acres were rezoned from OX-3-DE with North Boylan NCOD and NX-7-UL to DX-20-SH-CU, removing the North Boylan NCOD. Zoning conditions prohibit some land uses; require an application be submitted with the Raleigh Historic Development Commission to relocate or give salvage notice of historic buildings; require an archeological assessment be conducted on the Elmwood property; require documentation of 618 Hillsborough Street site; require notice of building or material salvage of certain specified houses; and prohibit some

building materials for street-facing exterior façades. The rezoning site featured two FLUM designations: Office & Residential Mixed Use and Central Business District. The request was inconsistent with the former and consistent with the latter. It was consistent with the Comprehensive Plan overall, citing policies related to compact development; transit access; the preservation of cultural and historic resources; and higher-density development and mixed use in downtown. The request was deemed to be in the public interest as it would increase entitlement on a site with access to a variety of transportation modes and would require a mixed-use building type which encourages integrated land uses and shorter trips. It was submitted on July 28, 2022, and approved on March 7, 2023.

Z-69-22 (3540 Auburn Knightdale Road) 43.95 acres were rezoned from Wake County R-30 to City of Raleigh R-6-CU. The request was associated with petition annexation AX-22-22. Zoning conditions limit the maximum number of residential units; require landscape buffers; preserve at least 20% of the site as open space; and require at least one constructed wetland be incorporated in the stormwater management plan. The request was consistent with the site's FLUM designation of Low Scale Residential, but inconsistent with the Comprehensive Plan overall. Consistent policies included those related to compact development, open space dedication in new developments, zoning of annexed lands, housing variety, and large sites outside the ETJ. Inconsistent policies included those concerning zoning and infrastructure impacts, location of growth, and infrastructure concurrency. The request was determined to be in the public interest as it would add to the housing supply; represented a transitional land use between the publicly-owned Randleigh tract, which may contain a mix of civic and institutional uses in the future, and recently-

developed areas of low scale residential development emanating from west of the site; and reflected some of the proposed recommendations of the Southeast Special Area Study regarding stormwater management and the preservation of open space. It was submitted on August 17, 2022, and approved on April 18, 2023.

Z-71-22 (849 West Morgan Street) 0.26 acres were rezoned from OX-5-UL with SRPOD to CX-5-UL-CU retaining the overlay. Zoning conditions prohibit several commercial uses. The request was inconsistent with the FLUM designation of Office & Residential Mixed Use, but consistent with the Comprehensive Plan overall, citing policies that encourage healthy communities, reducing vehicle miles traveled through mixed use, and managing the impacts of commercial development. It was submitted on August 26, 2022, and approved on January 17, 2023.

Z-74-22 (Levister Court) 0.06 acres were rezoned from RX-3 with TOD to NX-3-CU, maintaining the TOD overlay. Zoning conditions limit the hours of operation of retail sales uses and prohibit several commercial uses. The request was inconsistent with the site's FLUM designation of Public Parks & Open Space, but consistent with the Comprehensive Plan overall, citing policies related to the scale of new commercial uses; encouraging micro-retail, and reducing vehicle miles traveled through mixed use development. It was submitted on September 27, 2022, and approved on March 7, 2023.

Z-76-22 (1915 Jones Franklin Road) 0.61 acres were rezoned from R-4 with SHOD-1 and SWPOD overlays to OX-3, maintaining both overlays. The request was for a general use district and no zoning conditions were proposed. The request was inconsistent with the site's FLUM designation of Low Scale Residential, but

consistent with the Comprehensive Plan overall. Consistent policies included those related to housing variety, zoning for housing, and density transitions. The request was deemed to be in the public interest as it would permit a mix of uses compatible with the surrounding area and support a small business. It was submitted on September 29, 2022, and approved on February 7, 2023.

Z-81-22 (3304 Clearfield Drive) 8.5 acres were rezoned from IX-3 with SHOD-2 to CX-12-CU, maintaining the overlay. Zoning conditions prohibit several commercial uses; require a landscape buffer abutting I-540; limit non-residential square footage; require green stormwater infrastructure (GSI) measures upon development; apply greenway easement dedication requirements to non-residential development; require all primary buildings to be designed to achieve a green building certification; require dedication of open space area; limit disturbance along the border of Gresham Lake; and provide for a pedestrian connection to the future City of Raleigh greenway. The request was inconsistent with the site's FLUM designation of Business & Commercial Services, but consistent with the Comprehensive Plan overall, citing policies related to housing variety; zoning for housing; frontage; infill development; and development of vacant sites. This request was determined to be reasonable and in the public interest because development of the site would facilitate construction of the extension of Sumner Boulevard; add to the supply and variety of housing next to a city growth center; and would bring an unutilized and constrained infill parcel into productive use. It was submitted on October 4, 2022, and approved on March 7, 2023.

Z-01-23 (5509 Rock Quarry Road) 2.50 acres were rezoned from R-4 to NX-3-PL-CU. Zoning conditions require cross access subject to

the requirements of UDO Section 8.3.5.D.5. and prohibit certain commercial uses. The request was inconsistent with the site's FLUM designation of Moderate Scale Residential, but consistent with the Comprehensive Plan overall, citing policies related to compact development; location of growth; housing variety; and the scale of new commercial uses. The request was deemed to be in the public interest as it would provide convenient access to a limited range of retail uses for the surrounding community and allow for additional housing near an existing City park and public school. It was submitted on January 4, 2023, and approved on June 6, 2023.

Approved FY2024

Z-16-20 (Hodge Road Assemblage) Six (6) parcels totaling 526 acres were rezoned from Wake County R-30 to City of Raleigh PD. The request was associated with annexation AX-12-2020. Zoning conditions provide a 150-foot-wide greenway easement along the entire site boundary adjacent to the Neuse River, and a minimum 4,000-linear-foot greenway trail within the easement, subject to approval by the City. They also limit non-residential principal uses; prohibit some uses; utilize the approved TIA to determine maximum trip generation; require that a minimum of 20% of townhomes be alley loaded; preserve the burial site of former NC Governor and Senator, David Stone; require the dedication of a parcel of land at least three acres in size to the City for a future public fire/safety station; set aside land for the landing area of a future greenway bridge; require an active recreation area; require an undisturbed buffer for the project; require at least 10,000 square feet of land reserved for native plants; and establish a building setback from the Neuse River. The request was inconsistent with the site's FLUM designations

of Low Scale Residential and Rural Residential, and inconsistent with the Comprehensive Plan overall. Consistent policies referred to large site development; large sites outside the ETJ; community facilities; zoning for housing; and greenway systems. Inconsistent policies concerned FLUM and zoning consistency; infrastructure impacts; the zoning of annexed lands and location of growth; connectivity; infrastructure; and density transitions. The request was determined to be in the public interest as it would increase the supply of new housing by as many as 1,850 units. Furthermore, approximately two-thirds of those units would be townhouses and multi-unit dwellings, which are more efficiently serviced, generally less expensive, and have lower levels of greenhouse gas emissions than single-family detached dwellings. It was submitted on April 21, 2021, and approved on September 5, 2023.

Z-50-21 (Fairview Road and Bickett Boulevard Assemblage) 1.01 acres were rezoned from IX-3 to NX-4-CU. Zoning conditions limit the overall development scenario; restrict the size of commercial land uses; establish a maximum number of multifamily residential units; prohibit some land uses; limit building height; limit hours of operation and use of amplified outdoor music for non-residential uses; restrict truck delivery site access; restrict parking deck access; require certain screening of parking; and require certain transportation improvements. The request was inconsistent with the site's FLUM designation of Medium Scale Residential, but consistent with the Comprehensive Plan overall, citing policies related transit access; land uses and recommended heights near BRT stations; housing variety and zoning for housing; design guidelines; frontage; and rezoning and development of industrial areas. It was deemed to be in the public interest as it would increase housing entitlement near a future BRT route; permit a variety of housing types; and continue

to permit neighborhood-serving commercial uses. It was submitted on September 7, 2021, and approved on November 21, 2023.

Z-47-22 (2924 Computer Drive) 4.66 acres were rezoned from OX-3 with SHOD-1 and SHOD-2 overlays to OX-12-CU, removing the SHOD-1 and maintaining the SHOD-2 overlay, respectively. Zoning conditions limit maximum building height to eight (8) stories; prohibit some uses; cap residential, office and retail sales uses; specify building frontage on new streets through the site; limit parking in front of buildings; require green stormwater infrastructure be included upon development; and require a landscaped buffer along a portion of the southern property boundary. The rezoning site featured two FLUM designations: Office & Residential Mixed Use and Public Parks & Open Space. Although the requested OX- base district corresponds to the Office & Residential Mixed Use FLUM designation, it was deemed to be inconsistent as the requested height (eight stories) exceeded the maximum height recommended for that designation within a larger mixed-use center (seven stories). The request was also inconsistent with the Comprehensive Plan overall. Consistent policies were related to compact development; zoning for housing; frontage; and forested buffers. Inconsistent policies concerned FLUM consistency and three policies specific to the Midtown-St. Albans small area plan related to land use transitions, zoning consistency, and recommended heights. The request was deemed to be in the public interest as it would increase entitlement for housing and employment to locate near existing transportation infrastructure, including the location of a proposed multimodal bridge connecting across I-440. It was submitted on May 25, 2022, and approved on July 5, 2023.

Z-90-22 (Diamond Drive & Rock Quarry Road) 1.88 acres were rezoned from R-4 to R-10-CU.

Zoning conditions prohibit all uses except single-unit, living, two-unit living, and multi-unit living; limit residential density; and require certain protections around a community well located on an adjacent parcel. The request was inconsistent with the site's FLUM designation of Low Scale Residential, but consistent with the Comprehensive Plan overall, citing policies related to compact and infill development and zoning for housing. It was submitted on November 15, 2022, and approved on September 5, 2023.

Z-06-23 (5715 Glenwood Avenue) 2.60 acres were rezoned from OX-5-PK to CX-5-CU. Zoning conditions prohibit many uses otherwise permitted in CX; require specific use standards for personal service uses; limit residential density; limit retail and office square footage; prohibit parking between the building and the street; create specific frontage-like guidelines for new buildings developed on the site; and establish standards for interior and exterior lighting equipment and outdoor signage fixtures. The request was inconsistent with the site's FLUM designation of Office & Residential Mixed Use, but consistent with the Comprehensive Plan overall, citing policies related to transit access and development along transit corridors; pedestrian-friendly development; frontage; and density transitions. The request was determined to be in the public interest as it would allow for new commercial space and support economic development. It was submitted on January 27, 2023, and approved on August 15, 2023.

Z-08-23 (2499 Ratchford Drive) 3.49 acres were rezoned from IX-3 with SHOD-2 to CX-20-CU, removing the SHOD-2 overlay. Zoning conditions prohibit some higher-impact land uses; require at least one outdoor amenity area near the existing greenway; restrict development by peak hour vehicle trips; restrict the location of buildings and surface parking; require

pedestrian facing entrances and connections; and require a bikeshare station. The conditions also require separated bike lanes be constructed along the 2499 and 2501 Ratchford Drive frontages. The rezoning site featured the FLUM designations of Higher Scale Residential and Public Parks & Open Space; the request was inconsistent with the former but consistent with the Comprehensive Plan overall. Consistent policies included those that encourage compact development; development along transit corridors; and reducing vehicle miles traveled through mixed use development. The request was determined to be in the public interest as it would allow a greater mix of land uses, including housing and commercial destinations, near a major transportation corridor with access to frequent bus service. It was submitted on February 16, 2023, and approved on August 15, 2023.

Z-10-23 (511 Carolina Pines Avenue & 2640 Cherry Circle) 15.61 acres were rezoned from R-10-CU to RX-5-CU. Zoning conditions prohibit cemeteries and telecommunications towers as principal uses; require the construction of a greenway; limit residential entitlement; and prohibit parking in some areas on the site. The rezoning site featured three FLUM designations: Low Scale Residential, Moderate Scale Residential, and Public Parks & Open Space. The request was inconsistent with the site's FLUM designations of Low Scale Residential and Moderate Scale Residential, but consistent with the Comprehensive Plan overall, citing policies related to transportation connectivity; access to transit; housing variety and zoning for housing; infill development and compatibility; and two policies specific to the Southern Gateway small area plan. The request was deemed to be in the public interest as it would provide additional residential entitlement on a site near a future BRT station and help advance the street plan by providing additional connectivity through the

site to Carolina Pines Avenue. It was submitted on February 21, 2023, and approved on August 15, 2023.

Z-13-23 (0, 4209, 4217 Watkins Road) 29.37 acres were rezoned from City of Raleigh R-4 and Wake County R-30 to City of Raleigh R-6-CU. Of the total site area, 2.55 acres were in the ETJ, and 26.82 acres were in the City's short-range Urban Service Area (USA). A portion of the site falls within the future Northeast Special Study Area (NESSA). The request was associated with petition annexation AX-09-23. Zoning conditions prohibit the cemetery use and limit the total amount of traffic generated by the site for peak AM and PM hours. They also require certain guidelines in the event of a subdivision or submittal of a Tier 3 site plan. The request was consistent with the site's FLUM designation of Low Scale Residential, but inconsistent with the Comprehensive Plan overall. Consistent policies included those related to zoning for housing and infrastructure concurrency, whereas inconsistent policies concerned the zoning of annexed lands; zoning and infrastructure impacts; location of growth, in context of large sites outside the ETJ. The request was deemed to be in the public interest as it would increase the amount and type of housing that could be built on the site, which would increase the city's overall housing supply. It was submitted on March 1, 2023, and approved on January 2, 2024.

Z-14-23 (1534 Kirkland Road) 1.16 acres were rezoned from R-4 with SHOD-2 and SRPOD overlays to CX-3-CU, maintaining both overlays. Zoning conditions prohibit certain uses that are otherwise permitted in CX. The request was inconsistent with the site's FLUM designation of Business & Commercial Services, but consistent with the Comprehensive Plan overall. Consistent policies included those related to compact development; development at freeway interchanges; the scale of new commercial

uses; and zoning for housing. The request was determined to be in the public interest as it would allow for more intensive mixed-use development, including residential, in an area with good regional transportation access that is close to area parks and greenways, and with many existing commercial and residential uses in walking distance. It was submitted on February 28, 2023, and approved on August 15, 2023.

Z-17-23 (1504 Jones Franklin Road) 2.05 acres were rezoned from OX-3-CU to OX-4-CU. Zoning conditions require increased tree planting along Jones Franklin Road for any non-residential uses developed on-site and prohibit the several commercial uses otherwise allowed in OX. The request was inconsistent with the site's FLUM designation Office/Research & Development but consistent with the Comprehensive Plan overall. Consistent policies included those related to compact development; development at freeway interchanges; the scale of commercial uses; housing variety; and planning for the technology sector. The request was determined to be in the public interest as it would allow for higher intensity mixed use development, including residential, in an area with good regional transportation access and with many nearby existing commercial and residential uses. It was submitted on March 14, 2023, and approved on November 7, 2023.

Z-18-23 (Wilson Street & Garner Road Assemblage) 20.72 acres were rezoned from R-6 and R-10 to RX-4-CU. Zoning conditions require dedication of affordable units; limit principal uses and building types near the existing stream; and limit traffic generation thresholds. The request was inconsistent with the site's FLUM designation of Moderate Scale Residential, but consistent with the Comprehensive Plan overall, citing policies concerning zoning for housing and housing diversity; reducing vehicle miles traveled; access

to transit; and one specific to the Garner-Tryon small area plan. The request was deemed in the public interest as it would result in an increase in the variety and amount of housing that could be built on-site, which could increase Raleigh's overall housing supply and combat affordability pressure; and would provide 10 affordable units for a period of at least 30 years. It was submitted on April 5, 2023, and approved on March 19, 2024.

Z-25-23 (6401 Poole Road) 0.76 acres were rezoned from R-6-CU to NX-3-CU. Zoning conditions limit the total number of dwelling units; limit the hours of operation for any commercial uses on the site; prohibit some commercial uses; and prohibit parking in some areas on the site. The request was inconsistent with the site's FLUM designation Low Scale Residential but consistent with the Comprehensive Plan overall. Consistent policies included those related to infill compatibility, complementary land uses, and housing variety. The request was deemed in the public interest as it could increase the housing supply by increasing the total residential entitlement allowed on the site; allow for multifamily housing, in addition to the detached, attached, and townhouse housing types permitted under the existing zoning, which would increase the range of housing types available to residents; and allow for limited commercial uses in an area not well-served by retail. It was submitted on June 5, 2023, and approved on November 7, 2023.

Z-26-23 (301 Glenwood Avenue, 617 West North Street & 612 West Lane Street) 1.69 acres were rezoned from DX-3-SH; OX-3-DE; OX-3-DE-CU; OX-3-DE with North Boylan NCOD; and OX-3-DE-CU with North Boylan NCOD, to DX-20-UL-CU, removing the NCOD from the site. Zoning conditions provide for at least one public art installation; the dedication of an easement for

a bikeshare station upon request by the City; prohibit certain uses; require that at least 80% of the site's frontage on Glenwood Avenue be occupied by a building façade no more than 15 feet from the right-of-way; and require that a fee per unit be placed in a fund designated for the City's affordable housing programs. The request was inconsistent with the site's FLUM designation of Office & Residential Mixed Use but consistent with the Comprehensive Plan overall. Consistent policies included those related to higher-density development and public realm amenities; vertical mixed use; frontage; underutilized sites in downtown; public art and public open space; and transit access and land uses near BRT station areas. The request was deemed to be in the public interest as it would increase entitlement on-site in an area with access to a variety of transportation options, which include lower-emission options like transit, cycling, and walking; would increase the housing supply; and encourage more intensive development and more integrated land uses. It was submitted on May 18, 2023, and approved on January 16, 2024.

Z-29-23 (8113 Ligon Mill Road) 105.16 acres were rezoned from Wake County R-30 to City of Raleigh R-10-CU and RX-3-CU. The request was associated with petition annexation AX-25-23. Zoning conditions limit residential density; require at least 20 acres of the site be preserved as open space; limit uses within the apartment building type to congregate care and continuing care; require all buildings be set back at least 20 feet from the right of way of Ligon Mill Road; require a contribution by the developer to the City of Raleigh Fire Department ; require the developer make a contribution to the city for 1% of approved dwelling units; and require the property owner provide notice to surrounding residents prior to any blasting on-site. The request was consistent with the site's FLUM designations of Low Scale Residential and Public

Parks & Open Space, but inconsistent with the Comprehensive Plan overall. Consistent policies included those related to zoning for housing and infrastructure concurrency; inconsistent policies were related to zoning and infrastructure impacts and location of growth in large sites outside the ETJ. The request was deemed to be in the public interest as it would increase the amount and type of housing that could be built on the site with the potential to increase the City's overall housing supply. It was submitted on June 5, 2023, and approved on November 21, 2023.

Z-33-23 (3206 Old Buffaloe Road) 1.58 acres were rezoned from R-6 to CX-3-GR-CU. Zoning conditions provide for a buffer along the eastern property line, to meet Neighborhood Transition requirements and comply with applicable Neuse River Basin Riparian Buffer rules. They also prohibit several principal uses otherwise allowed in CX. The request was inconsistent with the site's FLUM designation of Office & Residential Mixed Use, but consistent with the Comprehensive Plan overall, citing policies concerning compact development; the scale of commercial uses; housing variety; frontage; and access to transit. The request was deemed to be in the public interest as it would allow for an increased variety and supply of housing, which could contribute to Raleigh's overall housing supply, and allow for commercial uses that could provide more goods and services to existing nearby residents. It was submitted on June 13, 2023, and approved on March 5, 2024.

Z-35-23 (0 Gorman Street) 17.88 acres were rezoned from CM with SRPOD to RX-3-GR-CU with SRPOD. Zoning conditions prohibit uses other than multifamily residential; restrict rents for dwelling units on the property to 60% of area median income for at least 30 years; limit the maximum number of dwelling units; prohibit construction within a portion of the property;

prohibit structures, impervious surfaces fill, and storage of construction materials in the 100-year floodplain; require a multi-use path be constructed between the site's internal pedestrian network and Walnut Creek Trail; delineate a minimum of thirty percent (30%) of the property's net site area as tree conservation area; delineate the portions of the property undisturbed by construction activity, and require delivery of a written offer to grant a conservation easement over such areas to two bona fide land trusts or conservancies; and require additional stormwater mitigation measures, establish standards for water quality protection, and apply impervious surface limits. The site featured the FLUM designations of Private Open Space and Public Parks & Open Space. The request was inconsistent with the portion of the site designated Private Open Space, but consistent with the Comprehensive Plan overall. Consistent policies included those related to compact development; affordable housing; housing diversity; and transit access. The request was determined to be in the public interest as it would encourage affordable housing, providing 140 affordable units in an area with a higher percentage of low-income populations, and increase entitlement in an area close to frequent transit and walking distance of commercial amenities. It was submitted on June 27, 2023, and approved on May 7, 2024.

Z-40-23 (13120 Strickland Road) 16.25 acres were rezoned from R-4-CU with SHOD-1 and FWPOD overlays to R-10-CU, maintaining both overlays on-site. Zoning conditions provide for affordable housing units; establish minimum building setbacks from adjacent parcels; provide for a protective yard along some shared parcel boundaries; adjust block perimeter standards; offer pedestrian cross-access to neighboring properties; regulate stormwater flow; limit impervious surface; require building and parking setbacks, respectively, from Strickland

Road; require the use of green stormwater infrastructure; apply standards for sediment basins, require a watercourse buffer along the perennial stream; and require land in the watershed to be preserved via a conservation easement. The request was inconsistent with the site's FLUM designation of Rural Residential and inconsistent with the Comprehensive Plan overall, citing consistent policies related to housing variety; connectivity and pedestrian networks; and density transitions. The request was deemed to be in the public interest as it would provide meaningful and substantial affordable housing. It was submitted on August 6, 2023, and approved on June 4, 2024.

Z-41-23 (Portions of 8301 & 8317 Buffaloe Road) 27.41 acres were rezoned from CX-3-CU to CX-4-CU. The request is associated with the River Towne development. Zoning conditions commit to a two (2) acre land dedication to the City of Raleigh for a future Fire/Public Safety station, if requested by the city; limit retail square footage on-site; limit residential entitlement; provide for a streetyard along Buffaloe Road; and limit any ground signage to medium- or low-profile types. They also prohibit some commercial uses otherwise allowed in CX. The request was inconsistent with the site's FLUM designations of Neighborhood Mixed Use and Low Scale Residential but consistent with the Comprehensive Plan overall. Consistent policies included those related to managing the impacts of commercial development and housing variety. The request was deemed to be in the public interest as it would continue to allow a variety of housing on-site, which would increase Raleigh's overall housing supply, and allow limited commercial uses near future residential development which could potentially improve residents' access to goods and services to fulfill daily needs. It was submitted on August 15, 2023, and approved on March 19, 2024.

Z-43-23 (405, 407, & 407 ½ Carolina Avenue)

0.56 acres were rezoned from R-10 with SRPOD and TOD overlays to R-10, maintaining the SRPOD and removing the TOD overlay, respectively. The request was for a general use district and no zoning conditions were proposed. The request was consistent with the site's FLUM designation of Moderate Scale Residential, but inconsistent with the Comprehensive Plan overall. Consistent policies concerned FLUM and zoning consistency and recommended heights in BRT station areas, whereas inconsistent policies were related to transit-oriented development; transit-access; land uses in station areas; and missing middle housing types. The request was determined to be in the public interest as it would unify a split zoning designation on one of the parcels included in the assemblage. It was submitted on September 26, 2023, and approved on June 18, 2024.

Z-46-23 (North Boylan Assemblage) 0.39 acres were rezoned from OX-3-DE with North Boylan NCOD to OX-12-UL-CU, removing the NCOD from the site. Zoning conditions prohibit several uses normally permitted in the OX district; limit building height; and require the property owner make a voluntary contribution to the city's affordable housing programs in lieu of dedicating affordable units. The request was inconsistent with the site's FLUM designation of Office & Residential Mixed Use but consistent with the Comprehensive Plan overall. Consistent policies included those related to transit access and land uses in BRT station areas; zoning for housing and housing in downtown; vertical mixed use; retail growth; and higher density development near Downtown Raleigh. The request was deemed in the public interest as it would allow for development at greater heights than currently permitted on-site in exchange for removal of the North Boylan NCOD, which restricts height. It was submitted on September 5, 2023, and approved on May 7, 2024.

Z-50-23 (1530 Varsity Drive) 3 acres were rezoned from RX-5-GR-CU with SRPOD to RX-7-UL-CU, with removal of the SRPOD. Zoning conditions prohibits some land uses; set a maximum number of housing units; prohibit vinyl and EIFS siding; require provision of a contribution to the City for affordable housing; require a city bikeshare station; and require tenant notice and a relocation stipend. The request was inconsistent with the site's FLUM designation of Neighborhood Mixed Use, but consistent with the Comprehensive Plan overall, citing policies related to student-oriented housing; compact development; frontage; and equitable housing near transit areas. The request was determined to be in the public interest as it would permit additional housing units to be located adjacent to a major university, potentially allowing more students to live closer to campus, and permit additional housing units near commercial areas and a major street (Avent Ferry Road), which could potentially shorten trips and facilitate the use of non-motorized forms of transportation. It was submitted on September 27, 2023, and approved on April 16, 2024.

Z-51-23 (430 Buck Jones Road) 0.36 acres were rezoned from NX-3 with TOD to CX-3-CU, removing the TOD overlay. Zoning conditions prohibit or limit certain uses normally allowed in CX, including car wash; require bar, tavern, nightclub, or lounge uses to adhere to NX limited use standards; and establish standards for vehicle fuel sales which approximate NX limited use standards. They would also require new buildings on site not intended for vehicle fuel sales to meet certain build-to, frontage, and streetscape requirements. The request was consistent with the site's FLUM designation of Neighborhood Mixed Use as conditions approximated NX standards, but inconsistent with the Comprehensive Plan overall. Consistent policies concerned FLUM and

zoning consistency; buffering requirements; and the scale of new commercial uses. Inconsistent policies were related to Transit-Oriented Development; access to transit; housing variety and missing middle housing types; and frontage. The request was determined to be in the public interest as it would permit vehicle fuel sales on a site with an existing business, where that use was formerly permitted prior to application of the TOD, to serve the surrounding community. The request also included conditions which approximate NX limited use standards for vehicle fuel sales and prohibit or limit several higher impact uses normally permitted in CX. It was submitted on October 6, 2023, and approved on April 16, 2024.

Z-53-23 (5324 Rock Quarry Road) 0.92 acres were rezoned from R-4 to R-10-CU. Zoning conditions limit access to the site to Interlock Drive and require cross-access to the properties abutting the site and fronting Rock Quarry Road. The request was inconsistent with the site's FLUM designation of Low Scale Residential but consistent with the Comprehensive Plan overall. Consistent policies included those related to neighborhood-scale housing, housing variety, and compact development. The request was deemed in the public interest as it would increase the amount and types of housing that could be built on the site, increasing the housing options available to residents and potentially lowering the cost of housing in the city by increasing the supply. It was submitted on October 24, 2023, and approved on April 16, 2024.

Future Land Use Map Changes Resulting from Fiscal Years 2023 and 2024 Decisions

The approval of rezoning requests that are inconsistent with the Future Land Use Map or Comprehensive Plan increased marginally between fiscal years 2022 and 2023.

Approximately 33 % of approved requests in Fiscal Year 2022 were inconsistent with either FLUM or the plan. In Fiscal Year 2023, that rate was approximately 35%. Between fiscal years 2023 and 2024, the rate of approval increased to 39%.

In Fiscal Year 2023, seven of the map amendments were from a designation where residential uses were not recommended, such as Public Parks & Open Space, Office/Research & Development, and Institutional, to designations that recommend residential uses. Twenty-two of the map amendments were to designations that recommend more intensive commercial uses.

In Fiscal Year 2024, six of the map amendments were to designations that recommend more intensive residential development and more compact housing patterns. Nine of the amendments were to designations that recommend more intensive commercial uses.

Table 3 summarizes all changes made to the Future Land Use Map due to approved inconsistent rezoning requests in fiscal years 2023 and 2024.

Table 3. FY2023 and FY2024 Future Land Use Map Amendments

Request	Original FLUM Designation(s)	New FLUM Designation(s)
FY2023		
Z-17-21 (Oaks at Mayview, near East Whitaker Mill Road)	Institutional (1)	Medium Scale Residential (1)
		Neighborhood Mixed Use (1)
	Moderate Scale Residential (2)	Medium Scale Residential (2)
Z-63-21 (912 Hodges Street)	Neighborhood Mixed Use	Community Mixed Use
	Moderate Scale Residential	
Z-64-21 (9304 Baileywick Road, a portion of 9316 Baileywick Road)	N/A	Institutional
Z-66-21 (a portion of 3900 Mitchell Mill Road)	Moderate Scale Residential	Community Mixed Use
Z-72-21 (Lake Wheeler Road, Daladams Street, Moring Street, Mercury Street, Maywood Avenue)	Higher Scale Residential	Regional Mixed Use
	Low Scale Residential	
	Office & Residential Mixed Use	
	Public Parks & Open Space	
Z-88-21 (Colby Drive, Wake Forest Road, Hardimont Road)	Moderate Scale Residential	Higher Scale Residential
	Medium Scale Residential	
	Public Parks & Open Space	
Z-02-22 (6325 and 6720 Rock Quarry Road)	Low Scale Residential	Community Mixed Use
		Medium Scale Residential
Z-03-22 (1245 & 1251 Daladams Street)	Low Scale Residential	Moderate Scale Residential
Z-07-22 (6700 and 7022 Capital Boulevard)	Office & Residential Mixed Use	Community Mixed Use
Z-09-22 (West Cabarrus Street and West Davie Street)	Community Mixed Use	Central Business District
Z-10-22 (2501 Ratchford Drive)	Higher Scale Residential	Community Mixed Use
Z-15-22 (501 Washington Street)	Moderate Scale Residential	Office & Residential Mixed Use

Z-16-22 (706 Hillsborough Street and 105 North Boylan Avenue (NW))	Office & Residential Mixed Use	Central Business District
Z-25-22 (701 Corporate Center Drive)	Office/Research & Development	Community Mixed Use
Z-41-22 (2301 & 2309 Old Milburnie Road)	Low Scale Residential	Medium Scale Residential
Z-51-22 (7725 Buffaloe Road)	Low Scale Residential	Neighborhood Mixed Use
Z-52-22 (10854 Globe Road)	Low Scale Residential	Community Mixed Use
Z-53A-22 (Dix Edge Affordable Housing: 15 Summit Avenue)	Public Parks & Open Space	Moderate Scale Residential
Z-55-22 (West Johnson Street Assemblage)	Higher Scale Residential	Community Mixed Use
Z-56-22 (909 Rock Quarry Road)	Office & Residential Mixed Use	Neighborhood Mixed Use
Z-59-22 (Shaw University Assemblage)	Institutional (1)	Central Business District (1)
	Moderate Scale Residential (2)	Office & Residential Mixed Use (2)
Z-65-22 (Hillsborough & North Boylan Assemblage)	Office & Residential Mixed Use	Central Business District
Z-71-22 (849 West Morgan Street)	Office & Residential Mixed Use	Community Mixed Use
Z-74-22 (Levister Court)	Public Parks & Open Space	Neighborhood Mixed Use
Z-76-22 (1915 Jones Franklin Road)	Low Scale Residential	Office & Residential Mixed Use
Z-81-22 (3304 Clearfield Drive)	Business & Commercial Services	Regional Mixed Use
Z-01-23 (5509 Rock Quarry Road)	Moderate Scale Residential	Neighborhood Mixed Use
FY2024		
Z-16-20 (Hodge Road Assemblage)	Low Scale Residential (1)	Moderate Scale Residential (1)
	Rural Residential (2)	Low Scale Residential (2)
		Moderate Scale Residential (2)
		Neighborhood Mixed Use (2)

Z-50-21 (Fairview Road and Bickett Boulevard Assemblage)	Medium Scale Residential	Neighborhood Mixed Use
Z-47-22 (2924 Computer Drive)	Office & Residential Mixed Use	Community Mixed Use
Z-90-22 (Diamond Drive & Rock Quarry Road)	Low Scale Residential	Moderate Scale Residential
Z-06-23 (5715 Glenwood Avenue)	Office & Residential Mixed Use	Community Mixed Use
Z-08-23 (2499 Ratchford Drive)	Higher Scale Residential	Community Mixed Use
Z-10-23 (511 Carolina Pines Avenue & 2640 Cherry Circle)	Low Scale Residential	Medium Scale Residential
	Moderate Scale Residential	
Z-14-23 (1534 Kirkland Road)	Business & Commercial Services	Community Mixed Use
Z-17-23 (1504 Jones Franklin Road)	Office/Research & Development	Office & Residential Mixed Use
Z-18-23 (Wilson Street & Garner Road Assemblage)	Moderate Scale Residential	Medium Scale Residential
Z-25-23 (6401 Poole Road)	Low Scale Residential	Neighborhood Mixed Use
Z-26-23 (North Boylan Assemblage)	Office & Residential Mixed Use	Central Business District
Z-33-23 (3206 Old Buffalo Road)	Office & Residential Mixed Use	Community Mixed Use
Z-35-23 (O Gorman Street)	Private Open Space	Moderate Scale Residential
Z-40-23 (13120 Strickland Road)	Rural Residential	Moderate Scale Residential
Z-41-23 (Portions of 8301 & 8317 Buffalo Road)	Neighborhood Mixed Use	Community Mixed Use
	Low Scale Residential	
Z-46-23 (North Boylan Assemblage)	Office & Residential Mixed Use	Community Mixed Use
Z-50-23 (1530 Varsity Drive)	Neighborhood Mixed Use	Office & Residential Mixed Use
Z-53-23 (5324 Rock Quarry Road)	Low Scale Residential	Moderate Scale Residential

Fiscal Years 2023 and 2024 Text Changes to Zoning Conditions (TCZ) Decisions

Requests to change zoning conditions that add, remove, or revise zoning conditions, but do not result in a zoning map amendment are called text changes to zoning conditions (TCZ). There were seven total TCZ requests submitted during Fiscal Year 2023 and three submitted during Fiscal Year 2024.

Of the Fiscal Year 2023 requests, three were approved within that time period and four remained unresolved into the following fiscal year. All requests were deemed consistent with the Future Land Use Map and Comprehensive Plan overall. One of the requests submitted in Fiscal Year 2023 was withdrawn in Fiscal Year 2024.

Of the Fiscal Year 2024 requests, two were approved within that time period. One of the two was deemed both inconsistent with the Comprehensive Plan and inconsistent with the Future Land Use Map, resulting in a map amendment from Rural Residential to General Industrial. The other was deemed consistent with the Future Land Use Map and Comprehensive Plan overall. One request submitted during the reporting period is still pending.

Table 4. Text Changes to Zoning Conditions Originated or Resolved During FY2023

	Active Cases
Submitted before July 1, 2022, and pending on July 1, 2023	0
Submitted during FY2023 (after July 1, 2022)	7
Total	7
	Resolved Cases
Approved FY2023	8
Denied FY2023	0
Withdrawn FY2023	0
Total	8
	Unresolved Cases
Submitted prior to FY2023	0
Submitted during FY2023	4
Total	4

Table 5. Text Changes to Zoning Conditions Originated or Resolved During FY2024

	Active Cases
Submitted before July 1, 2023, and pending on July 1, 2024	0
Submitted during FY2024 (after July 1, 2022)	3
Total	3
	Resolved Cases
Approved FY2024	6
Denied FY2024	0
Withdrawn FY2024	1
Total	7
	Unresolved Cases
Submitted prior to FY2024	0
Submitted during FY2024	1
Total	1

Approved Text Changes to Zoning Conditions (TCZ)

FY2023

TCZ-91-21 (Buffaloe Road and Robertson Grove Road Assemblage) 279.78 acres were rezoned. Updated conditions provide for recreational facilities, including a clubhouse, and at least two of the following: swimming pool, tennis court, playground, and ball field; cap the maximum number of dwelling units at 1,000; require the dedication of a two- to three-acre site for a fire/public safety station; set aside no less than twenty percent (20%) of the property as open space; and specify open space transitions areas and requirements. The request is consistent with the 2030 Comprehensive Plan and consistent with the Future Land Use Map. It was submitted on February 3, 2022, and approved on August 16, 2022.

TCZ-26-22 (3300 Olde Birch Drive) 10.4 acres were rezoned. Updated conditions prohibit apartment units that are stacked vertically; townhouse-style apartment buildings are still permitted. The request is consistent with the 2030 Comprehensive Plan and consistent with the Future Land Use Map. It was submitted on April 7, 2022, and approved on October 18, 2022.

TCZ-28-22 (0 Buffaloe Road) 22.93 acres were rezoned. Updated conditions allow highway retail uses subject to NX use standards; allow additional parking along Buffaloe Road; and prohibit vertically attached apartment units. They also removed a provision for right-of-way reimbursement; a requirement for a landscaped protective yard; a requirement to comply with a "unity of development" standard; the provision for a traffic study; a requirement for City Council site plan removal, and a requirement for a covenant to allocate square footage of various

uses. The request is consistent with the 2030 Comprehensive Plan and consistent with the Future Land Use Map. It was submitted on April 1, 2022, and approved on November 15, 2022.

TCZ-33-22 (724 West Millbrook Road) 5.8 acres were rezoned. Updated conditions reduced the maximum number of residential units by 15, from 112 to 97 and removed a requirement for tree preservation south of Millbrook Road. The remaining zoning conditions were unchanged. The request is consistent with the 2030 Comprehensive Plan and consistent with the Future Land Use Map. It was submitted on April 18, 2022, and approved on November 15, 2022.

TCZ-44-22 (3704 & 3712 Tryon Road) 3.64 acres were rezoned. Updated conditions removed a condition which specified requirements for external building materials. The request is consistent with the 2030 Comprehensive Plan and consistent with the Future Land Use Map. It was submitted on May 9, 2022, and approved on October 18, 2022.

TCZ-61-22 (4500 Falls of Neuse Road) 10.75 acres were rezoned. Updated conditions expand the allowable uses to include up to 250 residential units and remove square foot limits on allowable grocery retail square footage; limit total office square footage to a maximum of 100,000 square feet; and limit total retail square footage to no more than 140,000 square feet. The request is consistent with the 2030 Comprehensive Plan and consistent with the Future Land Use Map. It was submitted on July 22, 2022, and approved on March 7, 2023.

TCZ-78-22 (1520 & 0 Blue Ridge Road) 4.66 acres were rezoned. Updated conditions revise condition language for clarity and better alignment with UDO language; add a residential use with a maximum of 400 residential units; and specify a cap of 6,000 square feet of retail sales or restaurant/bar

uses that may be included with permitted office or residential uses. The request also removed two zoning conditions dating from 2017 that required dedication of a transit easement and construction of a bus shelter, both of which had been completed. The request is consistent with the 2030 Comprehensive Plan and consistent with the Future Land Use Map. It was submitted on October 3, 2022, and approved on February 21, 2023.

TCZ-89-22 (5000 & O Louisburg Road) 11.28 acres were rezoned. Two conditions on-site were modified; the first increased the number of residential units to a maximum of 400 and the second updated language related to the dedication of a minimum 20-foot-wide greenway easement to provide more specificity about the developer's responsibility to connect the site to the Neuse River Beaverdam Creek greenway corridor. It also added a new condition which requires the dedication of at least 3.5% of units as affordable for at least 10 years for households earning no more than 80% AMI. This amounts to at least 14 affordable units if the site is developed for the maximum of 400. The other three conditions, which prohibit uses, limit building height, and require a protective yard along Louisburg Road, were unchanged. The request is consistent with the 2030 Comprehensive Plan and consistent with the Future Land Use Map. It was submitted on November 15, 2022, and approved on May 2, 2023.

FY2024

TCZ-07-23 (4216 Whitfield Road) 2.52 acres were rezoned. Updated zoning conditions added a second condition to allow for a single non-residential use on-site: place of worship. This request is consistent with the 2030 Comprehensive Plan and consistent with the

Future Land Use Map. It was submitted on February 10, 2023, and approved on July 5, 2023.

TCZ-09-23 (O Poole Rd & 914 Dowling Road) 6.96 acres were rezoned. The request removed or revised language that was outdated or redundant of UDO requirements. Updated conditions limit some commercial use types; limit access on Poole Road to right-in, right-out; require a minimum 25-foot transition yard along the southern property line; require cross-access between the two properties; limit signage to the low-profile type only; require any exterior sound system or loud speakers associated with future development to be directed away from the adjoining property on Poole Road, Old Poole Road, and Dowling Road; and provide for the dedication of a 15-foot by 20-foot transit stop easement along Poole Road if requested by the City of Raleigh. The request is consistent with the 2030 Comprehensive Plan and consistent with the Future Land Use Map. It was submitted on February 20, 2023, and approved on August 15, 2023.

TCZ-16-23 (Midtown Exchange) 17 parcels totaling 39.41 acres were rezoned. Updated zoning conditions allow heliports, excluding those serving hospitals, as a use; alter location restrictions for bar, tavern, nightclub, and lounge uses; and prohibit outdoor seating and/or a primary public entrance associated with a bar, tavern, nightclub, lounge use from being located on the ground level of the St. Albans Road right-of-way. They also establish new minimum building and parking setback requirements, respectively along St. Albans Drive and establish maximums for traffic generation in lieu of land use square footage caps. (1,686 trips in the AM Peak Hour, 1,919 in the PM peak hour). The request is consistent with the 2030 Comprehensive Plan and consistent with the Future Land Use Map. It was submitted on March 10, 2023, and approved on September 5, 2023.

TCZ-48-23 (3616 Louisbury Road) 1.06 acres were rezoned. Updated conditions removed one condition related to right-of-way dedication and reimbursement on Louisbury Road, as this type of condition is no longer a UDO requirement. It also removed the auto service and/or repair facility, and car wash uses from the list of prohibited uses. Raleigh's Unified Development Ordinance (UDO) categorizes both as Limited Uses in the CX- district (Sec. 6.1.4. Allowed Principal Use Table) to specific use standards (Sec. 6.5.6. Vehicle Service). The other eight conditions were unchanged. The request is consistent with the 2030 Comprehensive Plan and consistent with the Future Land Use Map. It was submitted on September 19, 2023, and approved on January 2, 2024.

TCZ-49-23 (A portion of 1421 Old Watkins Road) 10.5 acres were rezoned. Updated conditions remove landfill from the list of permitted uses; add outdoor storage for parking vehicles, boats, and RVs to the list of permitted uses; change the buffer yard requirements from a minimum width of 100 feet to 20 feet; and change the allowed hours of operations to 6:00 AM - 8:00 PM. The request is inconsistent with the site's FLUM designation of Rural Residential and inconsistent with the 2030 Comprehensive Plan overall. Staff did not identify any consistent policies during review of the request. Inconsistent policies included those related to FLUM and zoning consistency; infrastructure impacts; buffering requirements; and the location and rezoning/development of industrial areas. The request was determined to be in the public interest as it would prohibit the landfill use and allow outdoor vehicle storage as a primary use, the latter of which is more compatible with surrounding residential districts than a waste-related service. It was submitted on September 26, 2023, and approved on February 6, 2024.

Pending Text Changes to Zoning Conditions (TCZ)

TCZ-21-24 (601 & 609 Carolina Avenue, 600 Grove Avenue) 2.44 acres are requested for a text change to zoning conditions. It would remove all conditions except for two which would remain; the first prohibits the apartment building type, while the second limits maximum impervious surface coverage to no more than 50%. The request is consistent with the 2030 Comprehensive Plan and consistent with the Future Land Use Map. The request was submitted on June 21, 2024.

Trends in Rezoning

FY2023

Of the 92 rezoning requests that City Council approved in fiscal year 2023, 63 were deemed consistent. Of the eight (8) text changes to zoning conditions approved during that time, all were deemed consistent. Requests deemed consistent with policy proposed denser development, including in areas close to future transit corridors; increasing housing variety and permitted building types; adding additional height or a wider range of uses; and increased residential and mixed-use development near Raleigh's periphery, notably the southeast.

The majority of approved inconsistent requests were found inconsistent with the Future Land Use Map, but consistent with other policies and themes in the Comprehensive Plan overall. These 21 requests predominantly aligned with goals to expand housing choice and supply; encourage more compact development and integrated land uses; and support development near transit corridors. Only two (2) requests were found consistent with the Future Land Use

Map but inconsistent with the Comprehensive Plan. For the first request, City Council deemed the request in the public interest as it would allow additional commercial and industrial development in an area already developed with those types of uses. For the second, City Council deemed the request in the public interest as it added to the housing supply; represented a transitional land use; and supported the recommendations of the Southeast Special Area Study. Six (6) requests were found doubly inconsistent but approved by City Council. These requests generally increased the number of residential units or commercial entitlement and in one case increased density along a future transit corridor.

Overall, the most common requests were for a change from a general use district to a conditional use district. The second most

common were requests to rezone to a mixed-use base district, with or without conditions. The third most common was for an increase in height.

FY2024

Of the 64 rezoning requests that City Council approved in fiscal year 2024, 40 were deemed consistent. Of the five (5) text changes to zoning conditions approved during that time, four were deemed consistent. Requests deemed consistent with policy proposed denser development near transit corridors or in the downtown core; increasing building height; adding or changing the mix of uses; and increased residential development potential near Raleigh's periphery, notably in the east and northeast.



The majority of approved inconsistent requests were found inconsistent with the Future Land Use Map, but consistent with other policies and themes in the Comprehensive Plan overall. These 16 requests predominantly aligned with goals to increase the supply of housing, encourage transit access, and support more intensive development near transit corridors. Four (4) requests were found consistent with the Future Land Use Map but inconsistent with the Comprehensive Plan. City Council deemed these requests to be in the public interest as they would encourage residential development; consolidate site zoning; or allow for uses rendered non-conforming by regulatory changes. Four (4) requests were found doubly inconsistent but approved by City Council. These include the fifth text change to zoning conditions described above. These requests generally increased the number of residential units and permitted building height on-site.

Overall, the most common requests were for a change of base district to a mixed-use district. The second most common were for an increase in height. The third most common was for a change of zoning district that would permit different land uses.

C Text Changes

The City Council considers whether to make amendments to the Unified Development Ordinance (UDO) through the text change process. In some instances, changes to the UDO may be a reaction to an existing deficiency. In other instances, a more proactive approach can address anticipated issues, guided by Comprehensive Plan Action Items.

A text change can be initiated by a resident, City staff, the Planning Commission, or the City Council. With the adoption of the 2030 Comprehensive Plan, staff committed to analyze each text change in accordance with the policy directives of the plan.

On December 11, 2024, the North Carolina General Assembly passed Session Law 2024-57 (Senate Bill 382) which affected some ordinances adopted by the City Council. The land use regulation section of the law became effective upon adoption and also applies to local government ordinances enacted during the 180 days prior to the date of the law's effective date, or June 14, 2024. These text changes adopted during the 180-day period and are affected by SL 2024-57:

- TC-7-22 Co-Living,
- TC-2-24 Omnibus List 2024,
- TC-3-23 Clean Transportation Ordinance,
- TC-5-23 Omnibus List 2023 were affected.



Table 6. Text Changes

Text Change Number	Ordinance Number	Title	Adopted	Effective
TC-21-20	(423-TC-474)	Miscellaneous Zoning Permits	9/20/2022	10/20/2022
TC-02-21	(421-TC-472)	Parking Structure and Lighting Screening	9/20/2022	11/19/2022
TC-18-21	(422-TC-473)	Accessory Structures	9/20/2022	11/19/2022
TC-19-21	(517-TC-479)	Protective Yards	6/6/2023	7/6/2023
TC-21-21	(413-TC-470)	Cameron Park NCOD Name	9/6/2022	10/6/2022
TC-01-22	(518-TC-480)	Mobile Retail	6/6/2023	9/4/2023
TC-03-22	(440-TC-475)	Omnibus List 2022	11/15/2022	12/15/2022
TC-05-22	(420-TC-471)	Roadway Construction, Nonconformities, and Signage	9/20/2022	10/20/2022
TC-06-22	(457-TC-476)	Permit government-owned water and wastewater treatment plants as a Limited Use in the R-1, IX- and IH- districts.	1/17/2023	2/16/2023
TC-08-22	(458-TC-477)	Self-Service Storage in OP District	1/17/2023	2/16/2023
TC-01-23	(500-TC-478)	Stormwater Management Regulations	4/18/2023	5/1/2023
TC-02-23	(563-TC-481)	-TOD Revisions	10/3/2023	11/2/2023
TC-03-23	(639-TC-479)	Clean Transportation Ordinance	6/4/2024	7/4/2024
TC-06-23	(640-TC-480)	Streetscape Plans and Custom Signage Plans	6/4/2024	8/3/2024
TC-08-23	(617-TC-478)	Appearance Commission Name Change	4/2/2024	5/1/2024

To search for text changes and ordinances, please visit:

<https://raleighnc.gov/planning/services/adopted-text-changes>

Approved Text Changes

TC-21-20 Miscellaneous Zoning Permits –

Established a formal process for the application, review, and issuance of Miscellaneous Zoning Permits that fall outside the established Site Plan tiers. In addition, it specified that certain uses and improvements are exempt from this process, even if otherwise regulated by the UDO.

TC-02-21 Parking Structure and Lighting

Screening – Established screening and lighting regulations for parking structures citywide. In addition, it revised existing screening requirements for urban frontages and expanded those provisions to the DX- district.

TC-18-21 Accessory Structures – Modified development standards for accessory structures, removed the prohibition on variances to the accessory structure regulations, and consolidated allowable setback encroachments for certain building features and other minor improvements.

TC-19-21 Protective Yards – Permitted limited variances to certain use standards for buffering and landscaping requirements between adjacent properties and/or right-of-way.

TC-21-21 Cameron Park NCOD – Modified the existing regulations for the Neighborhood Conservation Overlay District (NCOD) for the Cameron Park Neighborhood, and updated terminology to synchronize with existing terms found elsewhere within the Unified Development Ordinance. The text change also reduced the maximum lot size to 10,000 square feet, instituted a new minimum lot size of 6,000 square feet (4,000 square feet for townhomes) and modified other setback requirements. It also set a maximum building footprint for accessory structures and accessory dwelling units (ADUs).

TC-01-22 Food Trucks and Mobile Vending – Created flexibility for food truck and mobile vending operators. Elements include reducing separation requirements between mobile vendors and brick-and mortar establishments, allowing mobile vendors to operate on lots without another principal use, and permitting food truck courts wherein multiple vendors can operate collectively.

TC-03-22 Omnibus List 2022 – Proposed thirty-one (31) separate text changes to the UDO in a single proposal. Staff utilizes the omnibus text change program to ensure continuous improvement of the UDO in a more efficient manner by bundling several corrections and improvements into a single ordinance. Items included in the omnibus are modest in their impact and address minor, rather than major, policy areas.

TC-05-22 Roadway Construction, Nonconformities, and Signage – Amended the UDO to mitigate impacts on private property from public street right-of-way and easement acquisition for City projects and clarified that, except for government-owned signage, temporary signage shall remain prohibited within the public street right-of-way.

TC-06-22 Treatment Plants – Permitted government-owned water and wastewater treatment plants as a Limited Use in the R-1, IX- and IH- districts.

TC-08-22 Self-Service Storage in OP District – Added “Self-Service Storage” as an allowed limited use within the Office Park (OP-) zoning district. It also included the associated applicable use standards for this use in that district.

TC-01-23 Stormwater Management Regulations – Amended the City’s stormwater management regulations to comply with the Neuse Nutrient

Strategy Stormwater Rule and other state requirements.

TC-02-23 -TOD Revisions – Amended the Transit Overlay District (-TOD) to remove the prohibition on single family homes and duplexes and limit how large commercial uses can be within apartment buildings. It also revised multiple sections to improve readability.

TC-03-23 Clean Transportation Ordinance – Required electric vehicle infrastructure in the following uses and building types: apartments, hotels, standalone parking, and vehicle fuel sales; it also included a requirement that 20% of any parking spaces be “EV Capable,” meaning served by a conduit and adequate electrical panel capacity. It also prohibited new drive-thrus in the following zoning districts: DX, OX, and in any district with an urban frontage. Finally, it added a requirement for the following upon new development: pedestrian connections to greenways; pedestrian connections from cul-de-sacs and dead ends; pedestrian connections in cases where exemptions to full street requirements exist or are created with zoning conditions or Planned Development applications. This text change was a part of an ordinance that was affected by SL 2024-57.

TC-06-23 Streetscape Plans and Custom Signage Plans – This privately-initiated request amended the Unified Development Ordinance to revise the existing Streetscape Plan process and create a new Custom Signage Plan process. It also introduced two new sign types, Freestanding Channel Letter and Attached Channel Letter, and created an allowance for Intra-Development Signs.

TC-08-23 Appearance Commission Name Change – Changed the name of the Appearance Commission to the Design Review Commission.

Denied Text Changes

TC-07-23 Mordecai NCOD – This text change would have amended the Unified Development Ordinance to modify existing regulations to the Neighborhood Conservation Overlay District (NCOD) for the Mordecai Neighborhood. It would have introduced a minimum 10-foot separation requirement between principal buildings, to also include the following building elements: covered porch, covered stoop, bay window, and vestibule. It also would have introduced a maximum five-foot front yard encroachment for the following building elements: covered porches and covered stoops.

Pending Text Changes

TC-20-20 Permit Choice and Vested Rights – Codifies procedures for permit choice and vested rights.

TC-16-21 Neighborhood Commercial – Expands allowances for stand-alone commercial uses in residential districts.

TC-02-22 Tree Preservation and Planting – Creates Tree Conservation Area requirements for lots between 1 and 2 acres in size, create significant or heritage tree provisions require tree planting for smaller lots that don't require tree conservation area.

TC-07-22 Co-Living – Creates a new group living use titled co-living, which would permit more than four unrelated people to live together while potentially sharing cooking and sanitation facilities. This text change was part of an ordinance that was affected by SL 2024-57.

TC-04-23 Billboards – Modifies regulations for outdoor advertising signs.

TC-02-24 Omnibus 2024 – Corrects minor errors, clarifies current practices/procedures,

and updates various sections to advance established policy goals. This text change was a part of an ordinance that was affected by SL 2024-57.

TC-03-24 RHDC Updates – Revises historic preservation requirements and processes to align with state law.

TC-04-24 Temporary and Accessory Emergency Shelters – Allow shelters for temporarily displaced individuals during inclement weather or other mass displacement events. This text change was a part of an ordinance that was affected by SL 2024-57.

TC-06-24 Raleigh Water Public Utility Design Manual Update – Replaces the entirety of the Public Utility Design Manual dated 2014 and the Appendices dated 2014 with a combined Public Utility Design Manual Design Manual.

Trends in Text Changes

During fiscal years 2023 and 2024, multiple adopted text changes aimed to update the UDO's use standards and requirements. These included TC-01-22 Food Trucks and Mobile Vending, TC-06-22 Treatment Plants, and TC-08-22 Self-Service Storage. These text changes allowed for more flexibility in use standards and added limited uses to certain zoning districts.

Two text changes adopted during this period – TC-18-21 Accessory Structures and TC-02-23 TOD Revisions – were also use-related but to a greater extent concerned structures and/or buildings. The former modified standards for accessory structures and consolidated setback encroachments for certain building features. The latter removed the prohibition for single-family dwellings and duplexes and limited the square footage of commercial uses within the TOD overlay.

Another trend was process-related improvements. TC-21-20 Miscellaneous Zoning Permits created a process for the application, review, and issuance of permits which fall outside of existing Site Plan tiers and specified which uses and improvements are exempt. The external request TC-06-23 Streetscape Plans and Custom Signage Plans amended the existing Streetscape Plan process and created a new Custom Signage process, in addition to introducing new sign types.

Finally, there was an effort to update UDO requirements related to stormwater management and new trends in transportation modes, both of which have environmental impacts. TC-01-23 Stormwater Management Regulations was prompted by revisions to the NCDEQ Environmental Management Commission's (EMC) Neuse nutrient strategy stormwater rule which limits nutrient runoff from new development projects. It updated UDO standards to meet state requirements for local governments. TC-03-23 Clean Transportation Ordinance added electric vehicle infrastructure requirements for certain building types, prohibited new drive-thrus in certain zoning districts, and requirements for certain pedestrian connections in new developments. In line with the City's Community Climate Action Plan (CCAP), TC-03-23's goals include reducing greenhouse gas emissions, improving pedestrian safety, and encouraging alternate transportation modes.

D Comprehensive Plan Amendments

Part of the analysis of the Comprehensive Plan is to ensure accuracy of policy text and policy maps through regular review and maintenance. Sixteen amendments to the plan received City Council action in whole or in part in the reporting period. Three Comprehensive Plan amendments remained pending June 30, 2024. Two amendments filed during the reporting period were withdrawn. One amendment was voided due to a numbering error.

Table 7. Comprehensive Plan Amendments Status at end of FY23 and FY24

CP Amendment Case	Status	CP Consistency
FY2023		
CP-2-21 Capital North	Approved	Yes
CP-12-21 SESSA Amendments	Approved	Yes
CP-13-21 Wakefield Amendments	Approved	Yes
CP-1-22 Dix Edge Amendments	Approved	Yes
CP-3-22	Voided	-
CP-5-22 6700 & 7022 Capital Boulevard	Approved	Yes
CP-6-22 Camelot Village Avenue Extension	Approved	Yes
CP-8-22 2904 Wake Forest Road	Approved	Yes
CP-9-22 10854 Globe Road	Withdrawn	-
CP-10-22 Map T1 & Map T5	Approved	Yes
CP-2-23 Midtown Bridge	Approved	Yes
FY2024		
CP-6-21 FLUM Revisions	Withdrawn	Yes
CP-7-22 New Bern Station Area Planning	Approved	Yes
CP-11-22 Housing Location Policy	Approved	Yes
CP-3-23 Kellam-Wyatt Farm Park	Approved	Yes
CP-4-23 Downtown Transition Areas	Approved	-
CP-5-23 Hillsborough Street Amendment	Approved	Yes
CP-6-23 Blue Run Lane Streets Map	Pending	No
CP-1-24 Jones Franklin	Approved	Yes
CP-2-24 Jelynn Street – Street Plan	Pending	Yes
CP-3-24 Capital Area Greenway Master Plan	Pending	Yes
CP-4-24 South Street – Street Plan	Pending	No

Approved Amendments

FY2023

CP-2-21 Capital North was a City-initiated amendment from the Capital North Corridor Plan. The corridor plan is a guide for future growth and public investments in the area of Capital Boulevard between I-440 and I-540. Key recommendations of Capital North include:

1. Supporting local businesses and residential communities so that Capital North can continue to provide a wide range of economic and housing opportunities and retain its diverse cultural character.
2. Converting Capital Boulevard to a Multi-way Boulevard in the area between I-440 and I-540 by creating separate lanes for local and regional traffic and constructing interchanges at most major cross streets.
3. Recommending that the Multi-way Boulevard be constructed to accommodate dedicated lanes for buses in anticipation of future Bus Rapid Transit (BRT) service.
4. Focusing new development around four Multimodal Districts to more fully utilize street and transit investments.
5. Prioritizing bicycle and pedestrian facilities to enhance safety and comfort for nonmotorized travel and improve access to transit service.

The amendment includes: (1) the addition of a new area plan for Capital North in the Area Specific Guidance section; (2) changes to Map T-1 Street Plan, Map T-2 Planned Transit Facilities, Map T-3 Planned Bicycle Facilities, and Map T-5 Planned Interchanges and Grade Separations. The planning process included

dozens of public input opportunities and set a high standard for inclusivity.

CP-12-21 Southeast Special Study Area was a City-initiated amendment which reflected the recommendations of the Southeast Special Area Study. The guidance consists of 18 recommended Comprehensive Plan policies and establishes 18 recommended implementation actions and priorities. The Comprehensive Plan amendments also include changes to Map LU-3 Future Land Use, Map T-5 Planned Interchanges and Grade Separations, Map UD-1 Urban Form, Map F-2 Growth Framework, and Map AP-1 Area Specific Guidance.

CP-13-21 Wakefield Amendments was a City-initiated amendment which reflected the recommendations of the Wakefield Small Area Study. The amendment added a new Wakefield (WF) subsection to the area-specific guidance section of the Comprehensive Plan and amended Map AP-1 Area Plan Locations. Staff engaged with the Wakefield community between April and September of 2021 to understand the planning issues present and listen to community concerns. Top priorities identified through this engagement were traffic safety, places to walk and bike safety, and appreciation for the greenways and natural resources. Major recommendations of the study included enhanced and new pedestrian crossings along Falls of Neuse Road and Wakefield Pines Drive; new greenway, side path, and multi-use path connections, including a potential underpass crossing of Falls of Neuse; and new separated bike paths and neighborhood bikeways connecting neighborhoods to area civic and commercial uses.

CP-1-22 Dix Edge Amendments were City-initiated amendments to the Comprehensive Plan which reflected the recommendations of the Dix Edge Area Study. The study produced a

community-driven plan that provides a vision, a set of recommendations, and implementable actions to guide the equitable and sustainable growth south of downtown Raleigh and east of Dorothea Dix Park. Its recommendations are intended to advance the communities goals of creating more affordable housing, make the area more walkable and better connected, and provide for a range of housing options for household of all incomes. The planning process, including public engagement, began in summer 2020 and concluded in winter 2021. The proposed amendments and adoption actions included a new area plan section for the Dix Edge plan; changes to the Future Land Use Map; new streets on the Street Plan; changes to the Urban Form Map; and changes to the Bicycle Facilities Map.

CP-5-22 6700 & 7022 Capital Boulevard was a privately initiated amendment submitted concurrently with rezoning request Z-07-22. It proposed various changes to Map T-1 Street Plan, including removing a proposed Industrial Street connecting Capital Boulevard to the proposed extension of Triangle Town Boulevard; removing a proposed Neighborhood Street extending Creekwater Drive to Draper Road; and amending a portion of the proposed extension of Triangle Town Boulevard from a four-lane divided avenue to a two-lane divided avenue. Staff found that the amendment would reduce the number of street crossings of Perry Creek from three to one, resulting in less impact to the floodplain forest, and improve connectivity to and from the existing residential neighborhood.

CP-6-22 Camelot Village Avenue Extension was a privately initiated amendment submitted concurrently with rezoning Z-81-21. It proposed various changes to Map T-1 Street Plan, including removing a Proposed avenue two-lane, divided and an avenue two-lane, divided, both of which were part of a proposed extension

to Camelot Village Avenue from Pearl Road to Auburn Church Road. It also added two proposed avenue two-lane, undivided streets, the first of which would extend Whitfield Road to Auburn Church Road and the second of which would connect Whitfield Road to Strawberry Lane. The amendments were located in southeast Raleigh close to the boundary of the Southeast Special Study Area.

CP-8-22 2904 Wake Forest Road/Sherman Oak Place was a privately initiated request to amend Map T-1 Street Plan to remove a proposed street extending from Wake Towne Drive to East Six Forks Road, and to add a new policy (AP-MT 21 Waterfront District Blocks) to the Midtown Area-specific Guidance (Section 16). Staff determined that in the long-term, the amendment would maintain opportunities for improving the potential quality of pedestrian facilities in an area envisioned to have dense, mixed-use development where multimodal transportation options should be encouraged. They determined that the proposed addition of a new policy in the Midtown Area Specific Guidance section would provide for specific street types for developments of two to three stories and four stories or greater, respectively, to help realize the goals of the public input-intensive Midtown Area Plan upon future redevelopment.

CP-10-22 Map T1 & Map T5 Amendments was a City-initiated request that resulted in three total changes, the first two of which affected Map T-1 Street Plan and the third of which affected Map T-5 Planned Interchanges and Grade Separations. The two changes to Map T-1 included amending the map to adjust the alignment of T.W. Alexander Drive between Brier Creek Parkway and Leesville Road and re-designate the street from a four-lane divided avenue to a two-lane divided avenue, and adjusting the alignment of Tryon Road between

Garner Road and Quarry Ridge Lane to change its designation from a four-lane divided avenue to a two-lane divided avenue. The change to Map T-5 removed the planned interchange at Aviation Parkway and Globe Road and removed the Grade Separation at the future intersection Aviation Parkway extension at TW Alexander Drive. Staff noted that a previous amendment, CP-01-17, had amended Map T-1 to designate the Aviation Parkway Extension as a four-lane divided avenue, rather than a limited access highway, as previously planned. It would have been appropriate to amend Map T-5 at the time of CP-01-17 as well. Earlier in 2022, a private applicant had applied for a Comprehensive Plan amendment to remove the interchange at Globe Road; staff asked them to withdraw in favor of a staff-initiated amendment so they could be submitted simultaneously.

CP-2-23 Midtown Bridge/Midtown Beltline Crossing Alternative was a City-initiated request to amend Map T-1 Street Plan that updated the alignment of the avenue two-lane, undivided proposed street crossing I-440 to match the alternative identified in the alignment study. It also updated Map AP-MT 1 and Map AP-MT 2 within the Midtown-St. Albans area plan to reflect the updated alignment. Finally, it updated Action AP-MT 1 I-440 Bridges to indicate the alignment study was completed in 2023. These changes were prompted by City Council's 2020 adoption of the Midtown St. Albans Area Plan. A main goal of the plan was to increase walkability in the study area, and the plan identified building new connections across I-440 as one of its "Seven Big Moves" to achieve that goal. As part of implementation of the plan, the City initiated the Midtown Multimodal Bridge project. This project studied three potential alignments of the bridge. The alignment study also included engagement with the public via a project survey and open house in February 2023. This

City-initiated Comprehensive Plan amendment formalized the refinement to the alignment based on the study and public feedback.

FY2024

CP-7-22 New Bern Station Area Planning was a City-initiated amendment that added new content to the Station Areas Area Specific Guidance section and new streets to Map T-1 Street Plan, in association with New Bern Station Area Planning. These amendments were the result of community conversation and engagement about planning around bus rapid transit (BRT) along New Bern Avenue which began in 2021. More than 1,000 residents, business owners, transit riders, elementary and high school and college students, and many others participated in the planning effort, with all final recommendations strongly supported by participants. Recommendations included allowing more housing and employment opportunity along New Bern; ensuring housing is available to households at a wide range of income levels through a combination of direct investments, housing supply, legalizing more affordable housing types, and incentives to produce affordable housing; improving community health and reducing carbon emissions by investing in walkability and connecting people to transit stations; telling the story of Black neighborhoods along New Bern Avenue through art, community facilities, and ongoing partnerships with institutions such as St. Augustine's University; supporting existing small businesses and boosting opportunity for new entrepreneurs; and improving safety for pedestrians and cyclists. This request was submitted alongside rezoning Z-92-22 (New Bern Station Area Planning). The associated rezoning request was submitted to add the Transit Overlay District (TOD) and/or change underlying

zoning districts to 744 parcels located along the New Bern Avenue BRT corridor.

CP-11-22 Affordable Housing Location Policy

Map was a City-initiated request to amend Map H-2: Affordable Housing Location Policy to update the map using current data from the U.S. Census; the Raleigh Housing Authority; the North Carolina Housing Finance Agency; and Planning and Development department. The amendment updated the map with current data but did not alter the City's affordable housing location policy. The amendment was prompted by policy guidance that recommends updating the map every five (5) years with the most up-to-date information.

CP-3-23 Kellam-Wyatt Farm Park was a privately initiated request to amend Map T-1 Street Plan and Map LU-2 Future Land Use Map. Adopted changes to Map T-1 Street Plan included the removal of a proposed two-lane, undivided avenue parallel to New Bern Avenue that would have connected it to two major north/south avenues: New Hope Rd. and Rogers Ln. The request also changed the street plan designation of the full length of Rogers Lane from four-lane, divided avenue to a two-lane, divided avenue. Adopted changes to the Future Land Use Map including changing the Kellam-Wyatt Park site (727 N Rogers Ln, Wake County PIN 1734324050) designation from Moderate Scale Residential and Public Parks & Open Space to Public Parks & Open Space. Staff found the request encouraged natural resource protection, open space preservation, scenic vistas and views, and opportunities for placemaking at the Kellam-Wyatt Farm Park.

CP-4-23 Downtown Transition Areas was a privately initiated request to amend Map DT-2: Downtown Transition Areas located in Section 15.1 - Downtown Raleigh - Land Use. CP-4-23 proposed expanding the designated downtown transition areas on the map near the Glenwood-

Brooklyn neighborhood. It proposed applying a Downtown Transition designation to two areas in downtown Raleigh near Glenwood-Brooklyn, consisting of 44 parcels totaling approximately 31.61 acres. The first area ("Area 1") was located along North West Street and comprised 31 parcels. The second area ("Area 2") was bordered by Glenwood Avenue, Peace Street, and North West Street and comprised 13 parcels. Staff determined that approval of the amendment would provide the Glenwood-Brooklyn neighborhood, its residents, and its property owners with additional separation from potential future developments. The Comprehensive Plan recommends that new development be compatible with nearby residential neighborhoods and that higher intensity uses be directed away from transition areas. Furthermore, staff determined approval would change the way staff interprets appropriateness of land uses, density, and height in the area, which could impact ongoing transit corridor studies, planned parks, and future redevelopment opportunities. City Council opened and closed the public hearing before referring the request to the Growth and Natural Resources Committee (GNR). GNR recommended approval of the amendment but recommended removing Area 2 from the request. City Council voted to approve the request with the changes recommended by GNR.

CP-5-23 Hillsborough Street Amendment was a privately initiated request to amend Map T-1 Street Plan to change the street designation of Hillsborough Street between Youth Center Drive and Western Boulevard from avenue four-lane, divided to avenue three-lane, parallel parking. Staff found that the request would change the designation of a portion of Hillsborough Street on the Street Plan to one that historic traffic counts indicate could be adequately served by a smaller street type.

CP-1-24 Jones Franklin Road was a City-initiated request to amend Map T-1 Street Plan which changed the designation of a portion of Jones Franklin Road, between Sumter Road and Tryon Road, from a six-lane, divided avenue to a four-lane, divided avenue. Staff determined that current traffic volumes and projected traffic volumes from the Metropolitan Transportation Plan did not exceed the capacity that could be accommodated on a four-lane, divided avenue while still maintaining an acceptable level of service. They also determined the change in designation was preferable as it would not result in constructing more street area than necessary, for the following reasons: a wider street requires increased maintenance; adds unnecessary impervious surface in environmentally sensitive areas (FEMA Flood Hazard Area and Swift Creek Water Supply Watershed); and smaller streets tend to be more comfortable and safer for different modes of transportation like bicyclists and pedestrians.

Withdrawn Amendments

CP-6-21 FLUM Revisions was withdrawn. Staff determined that changes to existing Future Land Use Map designations would be best addressed as part of Reflecting Raleigh: the Next Comprehensive Plan.

CP-9-22 10854 Globe Road Street Plan Amendment was withdrawn. Instead, it was incorporated into CP-10-22, a City-initiated request for changes to Map T-1: Street Plan and Map T-5: Planned Interchanges and Grade Separations.

Voided Amendments

CP-3-22 was voided due to a numbering error.



Pending Amendments

CP-6-23 Blue Run Lane Street Plan Amendment is a privately initiated request to amend Map T-1 Street Plan near 6900 and 6950 Blue Run Lane and 4844 Pine Drive. It would remove a portion of a proposed north/south neighborhood street parallel to I-540 that ultimately would connect Buffalo Road to Tarheel Club Road. It would remove the proposed neighborhood street where it intersects the properties listed above. This request is associated with rezoning Z-59-23 (6900 and 6950 Blue Run Lane) which proposes to rezone approximately 30 acres from Agriculture Productive and Conservation Management (AP & CM) to Residential-10 with conditions and Conservation Management (R-10-CU and CM).

CP-2-24 4700 Kyle Drive Amendment is a City-initiated request to amend Map T-1 Street Plan to remove a proposed neighborhood street where it intersects with the future Kyle Drive Park property (4700 Kyle Drive). The Kyle Drive Park Master Plan is currently under review.

CP-3-24 Capital Area Greenway Master Plan is a City-initiated request to amend the 2030 Comprehensive Plan proposing changes to

Section 8: Parks, Recreation, and Open Space to reflect the goals and recommendations of the Capital Area Greenway Master Plan (CAGMP) update. The CAGMP update was adopted by City Council in 2022 after a two-year process which included three (3) phases of public engagement. Proposed changes to the Comprehensive Plan include updating existing policy language to better align with the 2022 CAGMP update; adding new policies and actions; and replacing Map PR-3: Greenway Corridors and Connectors with two (2) new maps--one specific to Greenway Trails, and another specific to Open Space Corridors.

CP-4-24 South St. Street Plan Amendment is a City-initiated request to amend Map T-1: Street Plan to remove a proposed Avenue 2-Lane, Divided portion of West South Street in downtown Raleigh between South McDowell Street and South Dawson Street. During a public hearing on September 17, 2024, City Council approved the closure of a similar segment of existing West South Street right-of-way (STC-03-24). The proposal in CP-4-24 would amend Map T-1: Street Plan to reflect City Council action to close that right-of-way. The intent of this request is to facilitate the expansion of the Raleigh Convention Center



on the current Red Hat Amphitheater site. The segment of West South Street in question will become part of the future relocated Red Hat Amphitheater site.

Trends in Comprehensive Plan Amendments

Of the nine amendments approved in Fiscal Year 2023, six were City-initiated. The remaining three were privately initiated Street Plan amendments, one of which was associated with a rezoning. City-initiated amendments included one Street Plan amendment (CP-2-23), one combined Street Plan and Planned Interchanges and Grade Separations amendment (CP-10-22), and four Area Plans with associated map changes (CP-2-21, CP-12-21, CP-13-21, CP-1-22).

Of the six amendments approved in Fiscal Year 2024, three were City-initiated. The remaining three were privately initiated for a Street Plan amendment, a combined Street Plan and FLUM amendment, and an amendment to the Downtown Transition Areas map. City-initiated amendments included one Street Plan change (CP-1-24), a new Area Plan with associated map changes (CP-7-22), and an Affordable Housing Location Policy map update (CP-11-22).

E Emerging Issues

Reflecting Raleigh: The Next Comprehensive Plan

The 2030 Comprehensive Plan was adopted in 2009 and updated in 2019. As 2030 approaches, Raleigh continues to grow and change. To reflect the changes in our city, resident preferences, and guide future growth, the City is in the process of developing its next plan – *Reflecting*

Raleigh. The next Comprehensive Plan will provide policy guidance on the city's growth for 2030 and the decades beyond.

Reflecting Raleigh will be a two-and-a-half-year process, with the first phase and year focused on citizen engagement, sharing information, and identifying priorities to create a vision for Raleigh's future. The first phase is organized around a series of topic-based Community Conversations. The conversation topics are of broad interest to Raleigh's community and are frequently discussed in the context of growth and change. They are:

- Housing Choice and Affordability
- Stormwater Management and Priorities
- Traffic and Transportation Solutions
- Trees and Urban Ecosystems
- Neighborhood Change
- Infrastructure and Services

In addition to the Community Conversations, *Reflecting Raleigh* is engaging residents by partnering with boards and commissions, existing organizations, and through in-person and online surveys. The planning process and all engagement for the next plan will be integrated with themes of equity, environmental sustainability, and alignment with other major City plans and efforts.

The goal of the *Reflecting Raleigh* process is to identify emerging issues and create a new Comprehensive Plan to address them. Major issues that have emerged so far are described below.

Project Timeline

Phase	Date Range
Phase I - Engagement	Jul. 2024 – Jul. 2025
Phase II - Plan Development	Aug. 2025 – Mar. 2026
Phase III - Plan Drafting	Apr. 2026 – Dec. 2026
Phase IV - Engagement	Jan. 2027 – Jun. 2027
Phase V - Review & Adoption	Aug. 2027 – Dec. 2027



Currently, development of the new plan is nearing the end of the first of five phases. Phase I is focused on public engagement, internal coordination, and assessing existing conditions and expected growth. Phase II centers on developing the content of the plan with a civic assembly and technical teams comprised of subject matter experts. Phase III is drafting the plan, followed by Phase IV which will involve getting public feedback on the completed draft. Phase V will bring the plan forward to City Council for adoption.

Emerging Issues from Engagement So Far

The following takeaways are based on public feedback received during Community Conversation and other engagement events; survey responses; and general comments. At the time of this report, staff understand the topics below to be priorities and seek further community input. The issues and topics identified during the Community Conversation and engagement events will directly inform Phase II – Plan Development. Staff will work with Technical Working Groups and a Civic Assembly to integrate public feedback and priorities into the policy language that will make up Reflecting Raleigh's foundation.

Representative Community Engagement

Participants encouraged staff to increase accessibility and convenience of events; broaden engagement methods; focus on transparency; expand outreach to underrepresented groups; and strengthen survey content. They expressed interest in the City hosting more events that are convenient to the working public, including virtual events; increased public education about the importance of their feedback for plan development; and coordinating with community organizations and leaders to advertise and reach more people.

Housing Supply and Affordability

Comments stressed that Raleigh should address housing supply gaps and respond to affordability concerns by prioritizing the availability of housing across income levels. It should focus on improving access to affordable housing near employment and services, including transit corridors. To overcome regulatory and financial barriers, the City and private sector should collaborate on affordable housing projects and initiatives. The City should continue to

expand public engagement and transparent communication about housing policy and zoning changes and focus on long-term, sustainable solutions for affordable housing.

Stormwater Infrastructure

Participants recommended the City expand public education about stormwater impacts and raise awareness about ways the community can limit pollution and reduce stormwater risks. To counteract delays associated with infrastructure improvement projects, the City should focus on interim solutions for stormwater management in combination with long-term strategic planning. The City should prioritize Green Stormwater Infrastructure (GSI) solutions to mitigate stormwater issues and further its sustainability goals. Finally, the City should enforce existing regulations to reduce stormwater impacts from development and redevelopment.

Multimodal Transportation Planning and Street Connectivity

Participants stressed that Raleigh should address first mile/last mile connectivity in its multimodal transportation network by completing sidewalk networks and adding protected bicycle lanes. The City should investigate alternative options, such as neighborhood shuttles and on-demand services, to help reduce these gaps and enhance safety for pedestrians and cyclists. The City should leverage technology and its partnerships with local employers to increase transit ridership and improve the rider experience. To improve accessibility, it should prioritize upgrading bus stops and stations with shelters, seating, and lighting and bring them into ADA compliance. To improve bus frequency, Raleigh should coordinate with regional service providers to offer more express routes and continue to expand service including bus rapid transit

(BRT) lines to link suburban developments with employment hubs.

Open Space Preservation and Greenway Connectivity

Participants stressed a need for equitable distribution of tree canopy, highlighting disparities among neighborhoods and calling for targeted efforts to increase coverage in underserved areas. They highlighted the importance of public education about the benefits of tree preservation and recommended the City combine education with accessible outreach programs and stewardship training to empower the community and increase involvement. Further, the City should look to policy reform to prioritize tree preservation over replanting and consider additional ordinances, accountability measures, and developer incentives to integrate tree preservation into development projects. They supported development strategies focusing on existing urbanized and underutilized areas and endorsed vertical growth, infill and reuse, and connecting green spaces to minimize tree loss associated with the city growth. Raleigh should partner with public organizations, including non-profits and educational institutions, and private businesses on educational outreach and programs like tree planting initiatives.

Neighborhood Stabilization Planning

Respondents observed increased development pressures and rising home prices, pointing to new subdivisions, townhouse, and apartment projects being built in historically low-density areas. They stressed a critical need for infrastructure improvements and amenities to align with neighborhood growth, noting that infrastructure improvements have lagged behind housing development resulting in additional traffic, bicycle and pedestrian gaps, and a need for additional community facilities and parks.

Residents of existing neighborhoods expressed concerns about displacement and its effects on historically marginalized communities, emphasizing the importance of preserving neighborhood and community identity in response to growth and new development. The City should focus on equitable resource distribution and infrastructure investment across neighborhoods. By extension, community members prioritized safety and accessibility for neighborhood residents, expressing a need for pedestrian and bicycle improvements, inclusive infrastructure design to accommodate people of all ages and physical abilities, and broad access to transit service. Finally, participants identified gaps in community engagement and communication from the City and requested it improve its outreach methods to increase education and awareness about development proposals and processes.

Citywide Growth, Infrastructure and Services

Participants noted that Raleigh is quickly growing and expressed the importance of strategic, localized growth. Many supported "smart growth" practices to concentrate development intensity in specific areas and ensure infrastructure is in place to serve a growing population. In addition to strategic growth, residents expressed that balancing density and services is challenging, with many supporting higher density in exchange for high-quality services and sustainable development practices. Some residents recommended the City provide incentives for developers to create quality developments with mixed use and green space components to enhance quality of life. Many participants expressed a desire for safer, more walkable neighborhoods with better pedestrian infrastructure to reduce reliance on automobiles and increase connectivity to necessities and amenities like grocery stores,

parks, and greenways. Residents appreciated the quality of City services but expressed concern about population growth impacting those services. More broadly, residents asked for more public education and engagement about City services including tax rates, service costs, and infrastructure improvements. Many participants encouraged the City to protect existing trees to save on costs and reduce wear and tear on stormwater systems. Residents also expressed interest in more green spaces, pocket parks, and community gathering spaces across the city.

Reports on each Community Conversation are published on the [Reflecting Raleigh project webpage](#), along with a detailed engagement report of all activities completed during Phase I.

Other Emerging Issues

The following are based on combined discussions and feedback received over the life of the 2030 Comprehensive Plan. They include recurring topics of interest in long-range planning, City policy, and development trends sourced from the public, elected officials, boards and commissions, and internal staff discussion.

Data-Driven Policy Decisions and SMART Goals

Development of the current Comprehensive Plan began with the creation of a Community Inventory which documented existing conditions, identified issues, and suggested strategies to address challenges. For Reflecting Raleigh, planning staff has partnered with a consultant team to create a new Community Inventory Report and interactive digital dashboard to support the plan update. The dashboard is envisioned to be a central hub for City departments and the public to access data needed to understand their neighborhoods and the city as a whole. It will be designed

as a public-facing, web-based platform that combines different data sources to allow users to explore the urban systems that make up Raleigh. The data to be explored will be closely related to the Community Conversation topics as well as economic development and employment, land use and development, and public health and safety. Creating a centralized online platform will enhance the Comprehensive Plan community planning process by making data accessible and transparent to the public. It will also act as a reference source for drafting new plan policies and specific, measurable, achievable, relevant, and time-bound (SMART) goals.

Plan Alignment

At its heart, the Comprehensive Plan is a land use planning document used to evaluate development proposals, zoning decisions, infrastructure investment, and public facilities planning. Whereas the 2030 Plan covers a broad range of municipal work areas and departments, Reflecting Raleigh will prioritize land use to better align with the Capital Improvement Program. By extension, topic areas ancillary to land use will be included by reference to other department plans. The goal of alignment is to ensure the next Comprehensive Plan, as the long-range vision for growth and development, is more closely tied to the shorter-term operations of the City.

Growth Framework and Infrastructure Sufficiency

Since adoption of the current Comprehensive Plan in 2009, Raleigh's population has grown approximately 20% from 400,000 to 500,000 people. Over the same period, the city's population density has increased, but remains low relative to other cities in the United States. Population growth, development patterns, and municipal service provision are closely

linked. Population growth generates demand for housing and spurs new development across the city and into its fringes. As city limits expand, so does the City's responsibility to provide stable public services like water and sewer utilities, fire and emergency response, public safety, and transit. Compared to lower-density development, higher-density areas like downtown Raleigh generate more tax revenue per acre to fund infrastructure and services. The Reflecting Raleigh process will provide the opportunity to revisit past growth, identify trends, and have a transparent conversation with the public about services and development trends. This will ensure that Reflecting Raleigh provides a framework for sustainable infrastructure and service provision as the city continues to grow.

Topics of interest to the City Council and Planning Commission

In anticipation of the Reflecting Raleigh process and the new Comprehensive Plan, a number of policy issues have been identified for further reflection and consideration by the City Council and Planning Commission. These include:

Co-living – As part of efforts to reduce barriers to the creation of more affordable housing, the City pursued changes to the UDO (TC-7-22) to allow co-living as a defined land use that would allow shared cooking and bathroom areas. The new comprehensive plan could address the expanding range of housing types that contribute to the housing supply and build awareness for co-living as an option.

Midtown housing affordability recommendations – The Midtown-St. Albans area specific guidance includes policy support for affordable housing, particularly for rezoning requests that request seven or more stories, and the guidance describes the level of affordability that is envisioned. After discussing several rezoning

requests in the area, the City Council has suggested reconsidering where the policy is set to include a deeper level of affordability.

Downtown plans – The current Comprehensive Plan contains guidance specific to downtown Raleigh, and the next plan is anticipated to also have this focused guidance. When developing the new policies, the Downtown Raleigh Economic Development Strategy (2024) and the Downtown Plan (2015) will be considered as well.

Estimating housing need – As the city continues to grow, the question of how that projected growth will impact the need for housing has arisen. This item could estimate the number of units, by price, that will need to be constructed to address housing needs in Raleigh and could act as a guiding metric to support implementation of the plan.

Coordination with Wake County – In discussions of growth and development, the sufficiency of community facilities is a common topic. The new comprehensive plan is an opportunity to consider coordination between Wake County on school and other community space facility needs, including the possibility of co-location in the future.

Neighborhood commercial – Raleigh's UDO contains ten residential districts that do not allow most commercial uses, leaving many of Raleigh's neighborhoods without close access to day-to-day destinations for residents. The new Comprehensive Plan could consider small scale commercial uses as an option in residential areas.

Neighborhood Conservation Overlay Districts – Raleigh's UDO includes an overlay district aimed at preservation of a unique neighborhood development pattern. As rezoning requests to remove existing NCOD application become

more frequent, the Planning Commission has discussed the impact of NCODs on housing production and the natural evolution of neighborhoods. This discussion can be incorporated into policy discussions that occur during this project.

A next phase of support for Missing Middle housing

Over the last few years, the first efforts to permit more missing middle housing types have started to bear results. As part of the work to respond, recalibrate, and continue this work, additional changes to the UDO are likely to be considered as the new Comprehensive Plan is developed. Possible topics include a minor subdivision class, additional supportive programs for accessory dwelling unit construction, incentives for more sustainable and energy efficient home features, and consideration of how building and fire codes impact quality urban housing design.

State-level changes in local control

In the 2024 session, the General Assembly passed Senate Law 57, which altered local control with regard to zoning changes that are defined as a downzoning. Moving forward, the broader definition of downzoning restricts the ability of municipalities to make changes to zoning without owner signatures and effectively removes the ability to extend Raleigh's extraterritorial jurisdiction, as doing so requires application of Raleigh zoning. Continued adaptation to the new policy climate will be necessary, especially as the next Comprehensive Plan is developed.



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