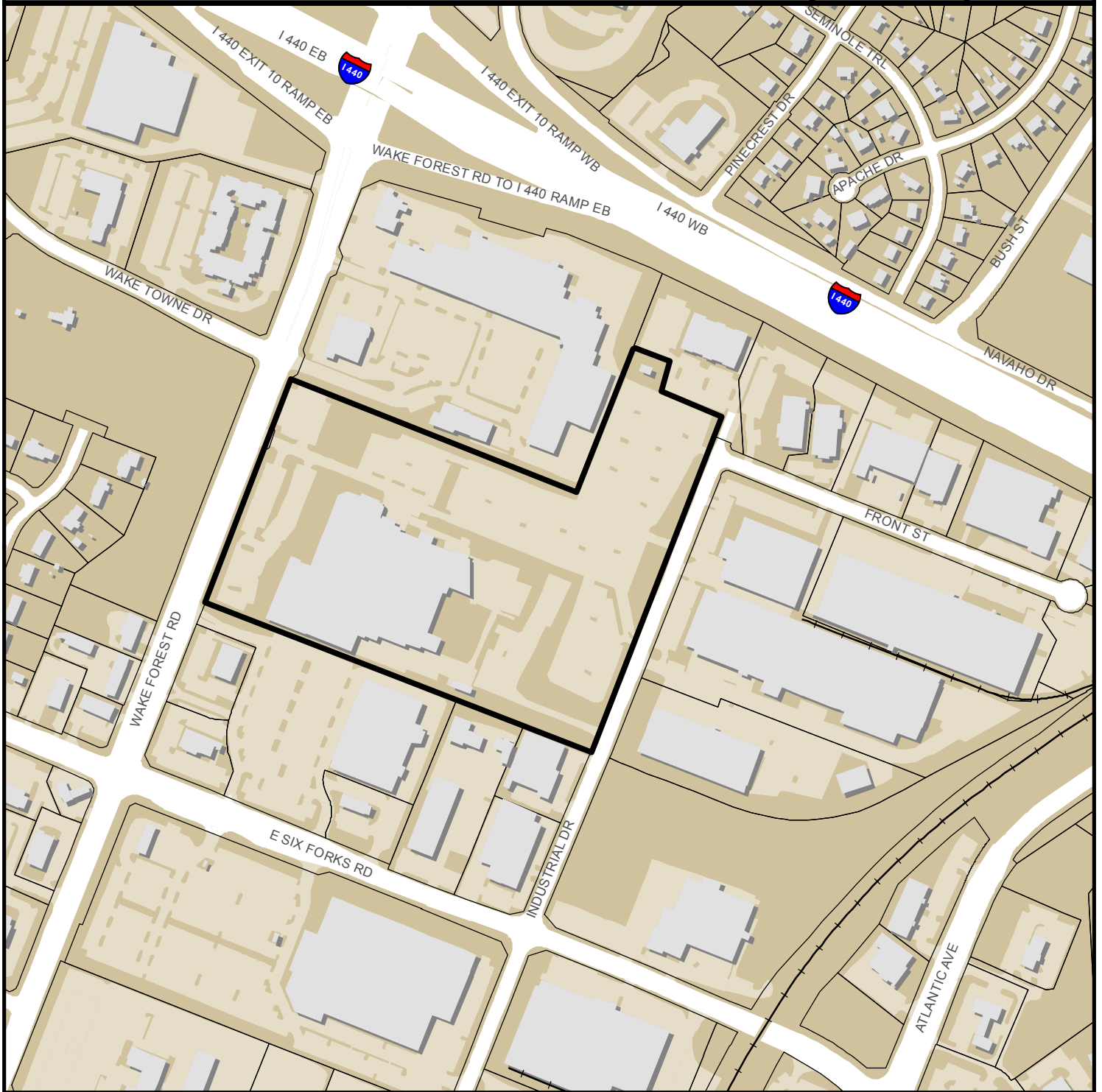


WAKE FOREST MIXED USE SP-11-2016



0 300 600 1,200 Feet

Zoning: **IND-1**

CAC: **Atlantic**

Drainage Basin: **Crabtree Basin**

Acreage: **20.3**

Square Feet: **271,500**

Planner: **Justin Rametta**

Phone: **(919) 996-2665**

Applicant: **ITB Holdings LLC**

Phone: **(919) 810-4410**





Certified Action

Of the City of Raleigh Planning Commission

City of Raleigh
Development Plans Review Center
One Exchange Plaza
Raleigh, NC 27601
(919) 996-2626
www.raleighnc.gov

Case File / Name: SP-11-16 / Wake Forest Road Mixed Use

General Location: East side of Wake Forest Road between I-440 and East Six Forks Road, inside the city limits.

Owner: ITB Holdings, LLC

Designer: McAdams

CAC: Atlantic

Nature of Case: Development of two proposed parcels (See S-4-16) totaling 20.23 acres consisting of eight retail buildings (190,000 square feet) with an associated parking structure on lot 1 and a 152-room hotel on lot 2. Minor parking lot improvements are also proposed on the adjacent shopping center to the north. The properties are zoned Industrial-1. This plan was submitted prior to February 14, 2016 and is subject to the regulations of the legacy Part 10 code.

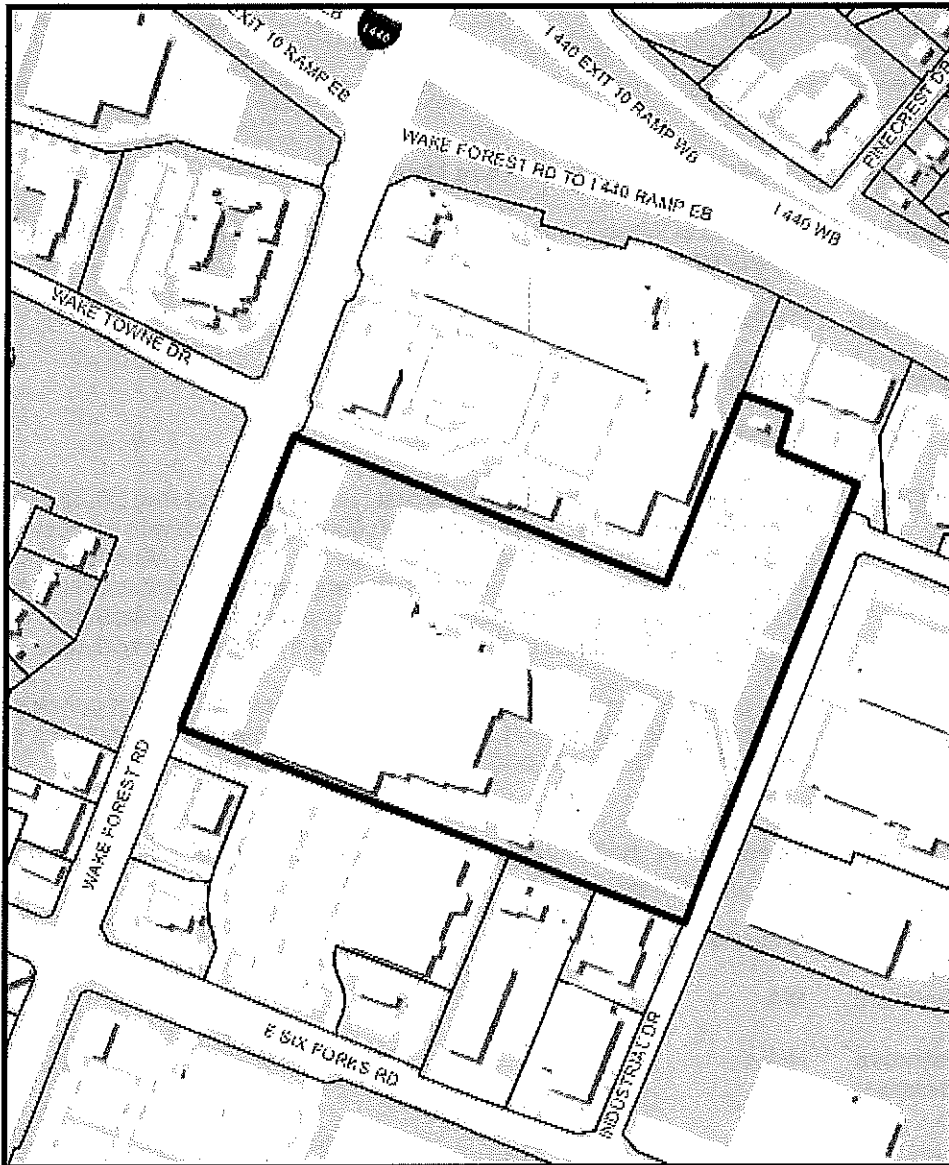
This plan requires approval by the Planning Commission as it consists of a shopping center within 400 feet of residentially zoned property and a shopping center greater than 130,000 square feet in gross floor area.

Key Issues: As presented, staff finds that this plan conforms to Code standards and adopted land use policies.

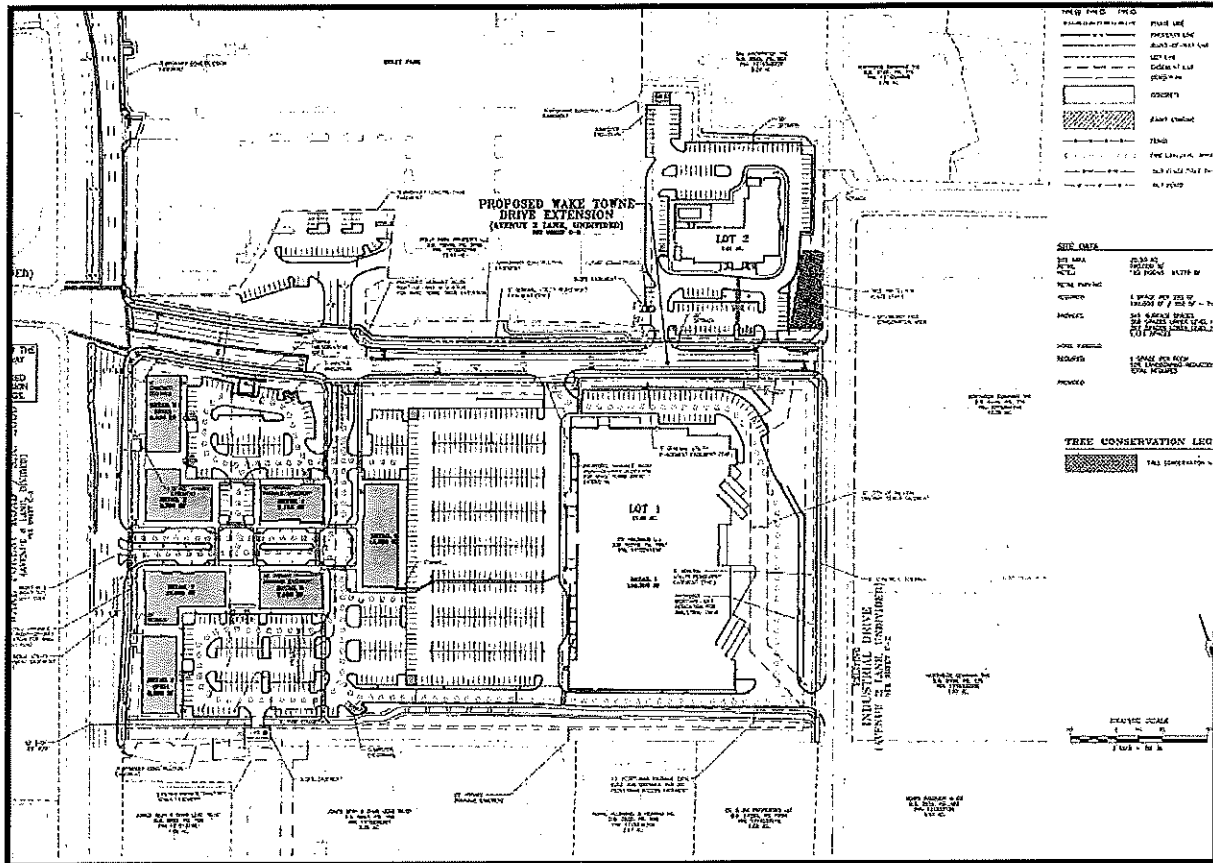
Contact: Andy Padiak, The McAdams Company

Design Adjustment: N/A

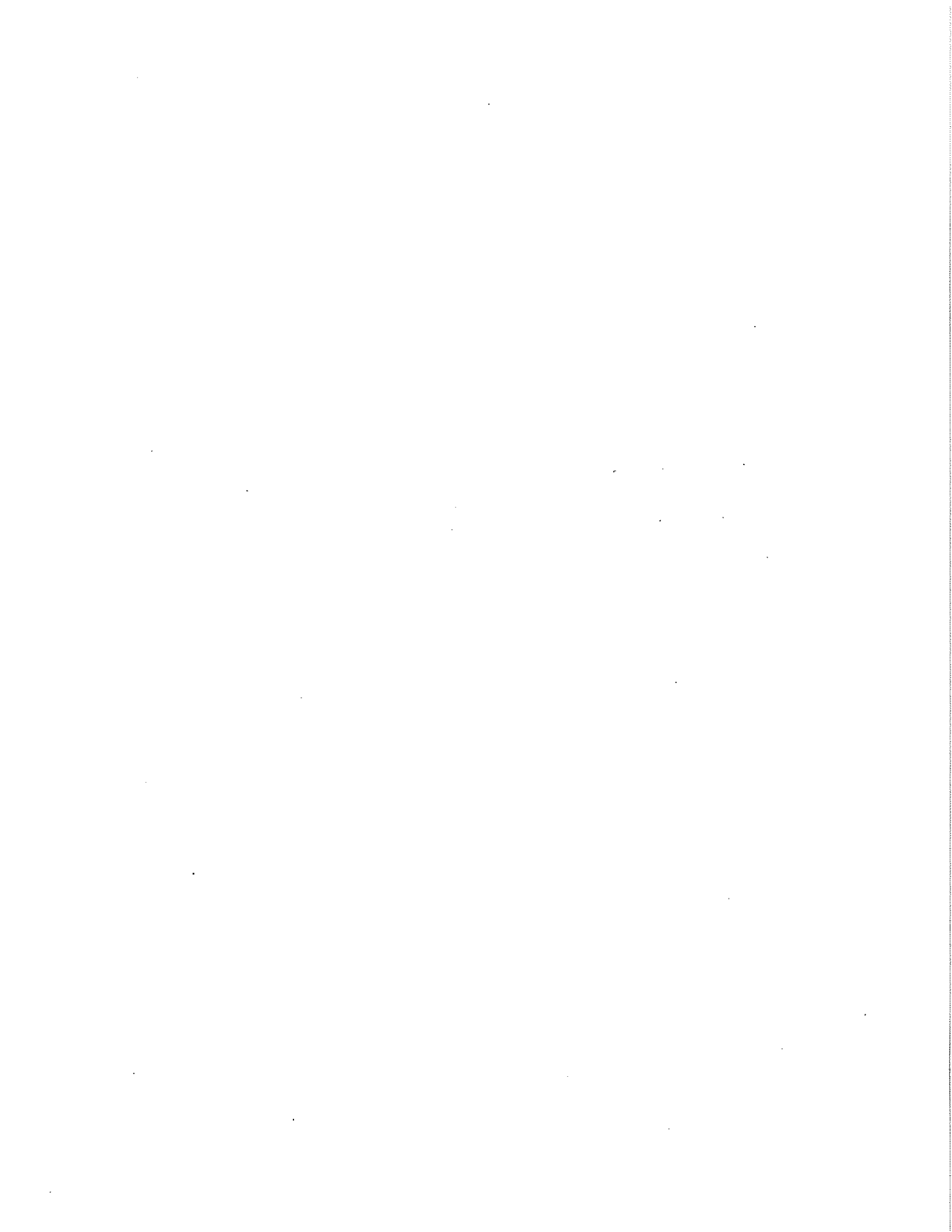
Administrative Alternate: N/A



SP-11-16 Location Map



SP-11-16 Preliminary Site Plan



SUBJECT: SP-11-16 / Wake Forest Road Mixed Use

**CROSS-
REFERENCE:** S-4-16; A-134-16, A-39-17

LOCATION: This site is located on the east side of Wake Forest Road between I-440 and East Six Forks Road, inside the city limits.

PIN: 1715241148

REQUEST: Development of two proposed parcels (See S-4-16) totaling 20.23 acres consisting of eight retail buildings (190,000 square feet) with associated parking structure on lot 1 and a 152-room hotel on lot 2. Minor parking lot improvements are also proposed on the adjacent shopping center to the north. The properties are zoned Industrial-1. The site is located within 400 feet of a residential use. This plan was submitted prior to February 14, 2016 and is subject to the regulations of the legacy Part 10 code.

OFFICIAL ACTION: Approval with conditions

**CONDITIONS OF
APPROVAL:** As noted on the Staff Report, attached

FINDINGS: The Planning Commission finds that with the following conditions of approval this request conforms to Part 10, Chapter 2, Sections 10-2046 and 10-2132.2, Part 10A (Unified Development Ordinance) Chapters 8, and 9. This approval is based on a preliminary plan dated April 5, 2017, owned by ITB Holdings, LLC, submitted by The McAdams Company.

**ADDITIONAL
NOTES:** There are no additional notes for this plan.

**VARIANCES /
ALTERNATES:** A variance and special use permit were granted by the Board of Adjustment for this case:

1. A-134-16 granted a special use permit to permit 20' front and corner setbacks along Wake Forest Road and Wake Towne Drive, as opposed to the 50' setbacks required in the Industrial-1 zoning district;
 2. A-19-17 granted a variance to permit the removal of more than 16 trees with a DBH of 3 inches within a 12-month period (40 trees total).
-

To PC: 4/25/17

Case History: N/A

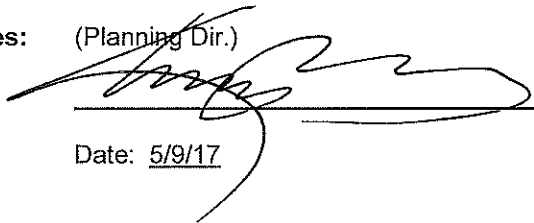
Staff Coordinator: Justin Rametta

Motion: Swink
Second: Fluhrer
In Favor: Alcine, Braun, Fluhrer, Hicks, Jeffreys, Lyle, Queen, Swink, Terando and
Tomasulo
Opposed: xxxxx
Excused: xxxxx

This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the Staff Report attached.

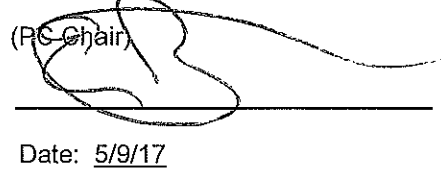
Signatures:

(Planning Dir.)



Date: 5/9/17

(PC Chair)



Date: 5/9/17



Staff Report

**RECOMMENDED
ACTION:** Approval with Conditions

**CONDITIONS OF
APPROVAL:** Planning Commission Actions:

- (1) That the Planning Commission finds that this site plan meets the standards of Code section 10-2132.2(d);

Administrative Actions:

Prior to issuance of a grading permit for the site:

- (2) That in accordance with Part 10A Section 9.4.4, a surety equal to of the cost of clearing, grubbing and reseeding a site, shall be paid to the City;
- (3) That as the developer proposes to disturb a designated riparian buffer, the North Carolina Division of Water Quality shall approve the disturbance of the riparian buffer before any grading or approval of construction drawings, (whichever first occurs) and evidence of such approval shall be provided to the Stormwater Engineer in the Public Works Department, and a written watercourse buffer permit is thereby issued by the Inspection Department before commencement of work;
- (4) That a final tree conservation plan with permit be approved by the Forestry Specialist. The plan must show metes and bounds descriptions of all tree conservation areas, and tree protection fence around all tree conservation areas. Tree protection fence must be located in the field and inspected by the Forestry Specialist. This permit shall include a fee-in-lieu for 4,189 square feet of Tree Conservation Area;

Prior to approval of a concurrent review of Final Site Review and Infrastructure construction plans, or whichever is applicable:

- (5) That the concurrent drawings are approved and map recorded for subdivision case S-4-16;
- (6) That a sanitary sewer flow analysis is conducted and a copy provided to the Public Utilities Department;
- (7) That a nitrogen offset payment must be made to a qualifying mitigation bank;
- (8) That any required NCDOT encroachment and driveway permits must be approved and copies provided to Development Engineering Division;
- (9) That a right-of-way obstruction permit is obtained from Right-of-Way Services prior to the commencement of any construction activities within the right-of-way;
- (10) That a stormwater control plan with a stormwater operations and maintenance manual and budget shall be approved by the Stormwater

Engineer in compliance with Part 10A Chapter 9 of the Unified Development Ordinance, including the designation of buffer areas and open space areas for stormwater purposes prior to grading or the approval of construction drawings whichever event comes first;

Prior to issuance of building permits:

- (11) That a 15' x 20' transit deed of easement is approved by the city staff and that the location of the easement is shown on the map approved for recordation. The deed of easement shall be recorded at Wake County Register of Deeds within one day of recordation of the recorded plat;
- (12) That in accordance with Part 10A Section 9.2.2, a surety equal to 125% of the cost of construction of a stormwater device shall be paid to the City;
- (13) That in accordance with Part 10A Section 8.1.3, a surety equal to 125% of the cost of development related public improvements, including streetscape trees on Wake Towne Drive, Wake Forest Road, and Industrial Drive is paid to the, Development Engineering Division;
- (14) That all stormwater control measures and means of transporting stormwater runoff to and from any nitrogen and stormwater runoff control measures shall be shown on all plats for recording as private drainage easements and the plats shall contain the following note: "All private storm drainage easements & stormwater measures will be maintained by the homeowner association;
- (15) That an offer of cross access with the subject parcel and the property to the south, identified as PIN 1715230377 be recorded in the Wake County Registry, and that a copy of the recorded offer of cross access easement be returned to the Planning Department prior to building permit issuance
- (16) That a tree conservation map be recorded with metes and bound showing the designated Tree Conservation Areas and shall be in compliance with Chapter 9 of the Unified Development Ordinance;
- (17) That the City form document entitled Declaration of City of Raleigh Required City Code Provisions for Developments with Common Elements and Common Expenses shall be recorded with the county register of deeds office where the property is located prior to any recordation of a subdivision or recombination plat, and a copy of the recorded documents be provided to the Planning Department within the 14 day period; further plan recordings and building permits authorization will be withheld if the recorded document is not provided to the Planning Department; Required legal documents shall be recorded within 1 day of the approval of a recorded map, if applicable;
- (18) That the City form document entitled Declaration of Maintenance Covenant and Grant of Protection Easement for Stormwater Control Facilities shall be recorded with the county register of deeds office where the property is located prior to any recordation of a subdivision or recombination plat and a copy of the recorded documents be provided to the Planning Department within the 14-day period, further recordings and building permits authorization will be withheld if the recorded document is not provided to the Planning Department; Required legal documents shall be recorded within 1 day of the approval of a recorded map, if applicable;

- (19) That the developer shall pay to the City a stormwater facility replacement fund payment equal to twenty-four percent (24%) of the estimated cost of constructing all stormwater control facilities shown on the development plans;

Prior to issuance of a certificate of occupancy for either lot:

- (20) That the Wake Towne Drive Extension is constructed and under warranty;
- (21) That in accordance with Part 10A Section 9.2.2, an as-built plan and certification any stormwater control device shall be reviewed and accepted by the City prior to final stormwater inspection approval or certificate;

ZONING:

ZONING DISTRICTS: Industrial-1 (Legacy District).

SETBACKS / HEIGHT: This plan conforms to all minimum setback standards. A variance was granted by the Board of Adjustment to allow a reduction to the required 50' front and corner yards. Plan shows compliance with 40' aggregate side setback and 50' rear yard. Maximum proposed building height is 50'. The unoccupied cupolas are allowable height encroachments under 10-2076(c).

PARKING: Off-street parking conforms to minimum requirements: 760 spaces are required on lot 1, based on 1 parking space per 250 square feet of retail and one space per hotel room. 1,126 surface and structured spaces are provided. 152 spaces are required based on 1 space per unit. 137 spaces are provided. A 10% reduction is being used on lot 2 based on required landscaping per Section 10-10-2082.6(c) (6).

LANDSCAPING: Vehicular surface area landscaping in conformity with Section 10-2082.6 is shown. These are high (shopping center) and medium (hotel) impact uses under Section 10-2082.9. A transitional protective yard is required between the hotel and the adjacent low impact office use to the north:

<u>Location</u>	<u>Yard type required</u>	<u>Width proposed</u>
North	Type D	20'

TREE CONSERVATION: This development plan proposes 0.13 acres of secondary tree conservation area (or 0.64% of the net site) and a buyout of 4,189 square feet of area for compliance with UDO Article 9.1. A variance was granted by the Board of Adjustment to permit the removal of more than 16 trees with a DBH of 3 inches within a 12-month period (40 trees total).

**COMPREHENSIVE
PLAN:**

GREENWAY: There is no greenway on this site.

**STREET
PLAN MAP:**

Dedication of right-of-way and construction of the following streets are required by the Street Plan Map of the Comprehensive Plan. Dedication and construction shall take place in accordance with the approved subdivision plan for case S-4-16 and as shown below. A surety for the required improvements shall be provided in accordance with 8.1 of the UDO.

Street Name	Designation	Existing R/W	Proposed R/W	Existing B to B	Proposed B to B
Wake Forest Road	Avenue 6-lane, divided	Variable	½ 126'	Variable	Variable
Wake Towne Drive Extension	Avenue 2-lane, undivided	N/A	64'	N/A	36'
Industrial Drive	Avenue 2-lane, undivided	+ - 60'	½ 64'	Variable	36'

TRANSIT: This area is currently served by Go Raleigh Route 2, Falls of the Neuse. Both the City of Raleigh Short Range Transit Plan and the Wake County Transit Plan anticipate continued service along Wake Forest Road. A transit has been proposed along Wake Forest Road.

**COMPREHENSIVE
PLAN:**

The site is located within the Atlantic CAC area, and is designated for Community Mixed Use on the Future Land Use map. The Community Mixed Use designation supports retail uses, but also office and residential uses. The Urban Form map identifies Wake Forest Road as a Transit Emphasis Corridor, and Industrial Drive as an Urban Thoroughfare. Both permit a "hybrid" frontage form, which is reflected in the site's Parking Limited zoning. The map shows the site as being within City Growth Center, and within a half mile of future Rail Transit stop; such designation supports intensive, pedestrian-friendly site development.

**HISTORIC /
RESOURCES:**

The property is not designated a Raleigh Historic Landmark or within a local historic district, nor is it listed on the National Register of Historic Places. The Crabtree Jones House (c. 1795), a Raleigh Historic Landmark, is located approximately 350 feet west of the site, across Wake Forest Road.

**APPEARANCE
COMMISSION:**

The Appearance Commission has made the following comments on this preliminary plan. Shown below are comments and applicant responses:

Comment	Response
The Commission commends the applicant for the high quality design and thought put into the retail portion of the project.	Thank you. We appreciate the comment.
Recommend paying special attention to the maintenance of the proposed living wall.	Regency has local property management and pays special attention to keeping all landscaping well maintained throughout to provide high quality to all the tenants.
Consider incorporating additional screening of the dumpsters from view internally.	We will consider incorporating addition screenings.
Encourage tenants to incorporate screening for trash and back of house functions.	Regency will work with each tenant to make sure the back of house is neat and clean at all times. Screening will be encouraged where possible.
Consider relocating the trash collection area at the southern edge of the retail development out of the direct line of sight when entering the complex off of Wake Town Blvd., similar to how the trash collection area is located at the northern edge of the retail development. It is tucked away nicely and away from public view.	We relocated the trash collection to the east such that it is no longer in the direct line of sight.
Consider additional landscaping on the northern and northwestern elevations of the parking deck to help screen them from public view from the intersection of Wake Forest Road and Wake Towne Boulevard.	Upon examination of landscaping plan, we are providing ample vegetation to screen the parking deck on all sides.
Recommend incorporating the architectural language and detailing of the building design of the retail component at Wake Forest Road into the design of the Wegmans building	Wegman's has a well-established prototypical design which is rooted in their brand identity. The design intent of the small retail shops and the hotel is to use harmonious materials that subtly reference the color, tone and texture of the Wegman's pallet, but which are used in a more contemporary, independent way to create an identity and space all their own.
Consider changing the red brick color in the Wegmans design to the brown color used in the retail portion buildings.	Wegman's will consider altering the red brick color to a more congruous color and material.
Recommend the use of clay	The cultured stone is an integral part of the

masonry instead of cultured stone in the Wegmans exterior elevations for a cohesive design with the retail portion buildings.	Wegman's brand identity and will not be changed or removed from the material pallet. The grocer's identity is rooted in the idea of farm-to-table service and products, and the cultured stone is a fundamental part of the material expression of that story.
Indicate that the materials labeled wood in the retail building elevations are actually wood-like materials, not real wood, and are durable, lasting products.	This is correct and annotations were revised to clearly state this.
Recommend enhancing the pedestrian connection between the hotel and the retail components of the development.	We are restricted by City Transportation from making mid-block pedestrian crossings along Wake Towne Drive.
The Commission applauds the applicant for the well-designed elevations for the hotel.	Thank you
Recommend toning down the stark white color shown for the upper floors of the hotel to better blend with the deeper earth tones of the lower portion of the building.	The color of the larger field of synthetic stucco on the hotel will be revised to a warm, light gray tone compatible with the colors and tones found throughout the retail center architecture. This will be noted on the revised elevations. The color of the larger field of synthetic stucco on the hotel will be revised to a warm, light gray tone compatible with the colors and tones found throughout the retail center architecture. This has been noted on the revised elevations.
Recommend incorporating designated bike lanes on both levels of the parking garage to enhance bicycle connection to Wegmans.	We do not have the required width to designate a bike lane within the parking deck. We believe that the bike lanes along the perimeter public streets and the pedestrian passage sidewalk (10 feet wide) on the south side of the site, that cyclists can safely access the site.
Consider adding locations for bike parking near Wegmans and in the retail component of the development	Bike parking has been added adjacent to Wegmans, Retail 2, 5 and 8, and the hotel. These locations are approximate and will be finalized at building permit.
Recommend adding planters, trees, and other green elements on the upper level of the parking deck and at the front of the Wegmans building.	We will consider use of large pots for plantings on the parking deck.
Consider better street level connectivity between the retail portion of the development and Wegmans.	Wayfinding signage, proper lighting through the lower level of the deck to the elevator, and clearly delineated pedestrian walkways are provided on the revised plans.
Recommend toning down the color palette of Wegmans building to match that of the buildings in the retail portion of the	Their pallet is part of their brand identity.

development.	
Consider adding public art within the development, especially from local artists. One recommendation is to incorporate public art into the design of the bike racks.	Multiple public art opportunities with local artists are currently being explored, including murals and bicycle racks, among other possible installations.
Consider wayfinding solutions to help pedestrians, bicyclists, and motorists navigate through the development.	Wayfinding signage, proper lighting through the lower level of the deck to the elevator, and clearly delineated pedestrian walkways are provided on the revised plans.

**SUBDIVISION
STANDARDS:**

- LOT LAYOUT:** The lots in this development were approved with subdivision case S-4-16. The lots will need to be recorded in accordance with the approved plans before any site permits can be issued for this development.
- PUBLIC UTILITIES:** City water and sewer services are available. The developer is responsible for installation of all lines necessary to provide service to this site.
- SOLID WASTE:** Individual lot service to be provided by a private contractor.
- BLOCKS / LOTS / ACCESS:** Block perimeters, lot arrangement and access conform to Chapter 8 of the UDO. A fee for street signs is required in accordance with the Raleigh Street Design Manual.
- STREETSCAPE TYPE:** The applicable streetscape is commercial. Construction of a 6' wide planting strip with a 6' wide sidewalk is proposed along both sides of the Wake Towne Drive extension, the east side of Wake Forest Road, and the west side of Industrial Drive.
- PEDESTRIAN:** Proposed sidewalk locations conform to City regulations. A sidewalk is required along both sides of the Wake Towne Drive extension, east side of Wake Forest Road, and west side of Industrial Drive. Access to the public right of way in addition to internal connection requirements is provided in accordance with 8.3.4 of the UDO.
- FLOOD HAZARD:** There are no flood hazard areas on this site.

**STORMWATER
MANAGEMENT:**

This site is subject to stormwater management controls in accordance with Chapter 9 of Part 10 of the Raleigh City Code. Proposed stormwater control measures are shown in accordance with the Raleigh Stormwater Control and Watercourse Buffer Manual. The stormwater management facilities will consist of a sand filter and an underground detention system. In addition this project has chosen to offset a portion of nitrogen load limitations by paying monies to the North Carolina Department of Environment and Natural Resources fund [10-9022(c)].

**WETLANDS
/ RIPARIAN
BUFFERS:**

No wetland areas or Neuse River riparian buffers are required on this site.

**OTHER
REGULATIONS:**

Developer shall meet all other applicable City requirements of Code Part 10 and 10A (Unified Development Ordinance).



March 14, 2017

City of Raleigh
Development Services
One Exchange Plaza 4th Floor
Raleigh, North Carolina 27602

Re: **8 Site Plan Approval Standards**
Case Number: SP-11-16
Transaction Number: 462143
REG-15020

The following are the response comments for the above-mentioned project. Our response comments are in **bold**.

1. The site plan protects the public from unsafe or inefficient vehicular circulation, parking, and loading/unloading operations. The site plan considers, among other things:
 - a. The physical character of adjacent and surrounding roads;
 - b. Nearby median openings or intersections and stub streets;
 - c. The classification of streets and plans for future improvements;

Through guidance provided by City staff and NCDOT, proposed vehicular movements into and out of the site have been designed in a manner that protects the public from unsafe or inefficient vehicular circulation, parking, and loading/unloading operations.

The two existing public streets adjacent to the site will be modified to meet UDO street standards, while a new public street (built to UDO street standards) will be constructed along the northern extent of the project. The new street being implemented is required per the City's Street Typology Plan.

- d. Proximity to pedestrian generators such as schools, transit stops and facilities, parks and greenways;

Direct pedestrian connections are shown to the proposed transit stop. The sidewalk system provides access to other public uses within this portion of the City.

- e. The accident experience near the site;

There is no indication at this time that the project (as proposed) would increase any indecent rates within this area.

The John R. McAdams
Company, Inc.

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Durham, North Carolina 27713
(919) 361-5000

Charlotte, NC
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Charlotte North Carolina 28226
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McAdamsCo.com

Designing Tomorrow's Infrastructure & Communities



City of Raleigh Development Services
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March 14, 2017
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- f. Bicycle, pedestrian and transit access and circulation;

Sidewalks are provided throughout the project and to the extent of the project boundaries for connectivity to the public sidewalk system. These connections provide opportunities to access other public uses. Also, a 10 foot wide pedestrian passage sidewalk is proposed through the site to aid in pedestrian and bicycle circulation between opposing blocks.

- g. Traffic volumes existing and projected from approved site plans;

While the proposed use would generate an increase in traffic from the site (as it is currently vacant), the proposed increases are being mitigated by a series of proposed improvements to the surrounding roads. This includes the addition of a new public street that will aid in the disbursement of traffic from the site.

- h. Interference with any other driveway;

There are no known or projected driveway interferences at this time.

- i. Response time of nearby emergency services such as fire and hospital;

At this time, there are no known existing or projected issues related to the response time of nearby emergency services.

- j. The character of the traffic to be generated from the site; and

Traffic generation will occur throughout the day during peak and non-peak hours. As noted, there are proposed improvements to the surrounding public roads to mitigate the increase in traffic. This includes the addition of a new public street that will aid in the disbursement of traffic from the site.

- k. Opportunities to enhance street, parking lot and sidewalk connectivity.

Sidewalks are provided throughout the project and to the extent of the project boundaries for connectivity to the public sidewalk system. Also, a 10 foot wide pedestrian passage sidewalk is proposed through the site to aid in pedestrian and bicycle circulation between opposing blocks.

- 2. The site plan is in accordance with the general plans for the physical development of the City as embodied in the Comprehensive Plan,



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Redevelopment Plans, Streetscape Plans, manuals, handbooks or other City Council - adopted plans and standards.

The site has been through multiple rounds of staff review with the City and with input from NCDOT. To the best of our knowledge, this project conforms to City standards.

3. The site plan contains adequate measures to protect the development and other properties, including public corridors and facilities, from adverse effects expected from the proposed development or expansions to the existing development, including without limitation those associated with:
 - a. Stormwater;
 - b. Air or water pollutant discharges,
 - c. Noise, light and odor;
 - d. Access to air and light;
 - e. On and off-street parking;
 - f. Dust, smoke and vibration;
 - g. Hours of operation; and
 - h. Site conditions that may foster unsafe or unlawful activities.

The plan has been designed to protect area adjacent properties and the public from adverse effects. Stormwater management is provided at appropriate levels; placement of structures and parking towards the middle of the site preserves character across site boundaries and is sensitive of views into the site; and lighting has been placed/designed to minimize glare and cross-boundary impacts as per City standards.

4. The site plan contains adequate measures to mitigate the impact of the development on nearby residential neighborhoods from incompatible characteristics such as:
 - a. Building scale;
 - b. Architectural character;
 - c. Landscaping;
 - d. Amount and placement of impervious surfaces;
 - e. Placement of structures and vehicular surface areas; and
 - f. Orientation of uses and entranceways.



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The only residential uses in near proximity are on the western side of Wake Forest Road. With being in conformance with the Comprehensive plan and zoning code, the scale and character of the project has been designed in a way that will not negatively impact the neighbors. Parking has been provided towards the middle of the site to preserve character across site boundaries.

5. The site plan coordinates with existing and planned public facilities such as:
 - a. Stormwater drainage structures;
 - b. Public utilities;
 - c. Streets, sidewalks and on-street parking;
 - d. Parks, greenways and recreational facilities;
 - e. Fire stations and community service facilities;
 - f. Schools;
 - g. Trash collection; and
 - h. Transit stops and facilities

This is an existing site with no known issues related to coordination with the elements above. Once operational, the new project has been designed to maintain appropriate levels of operation.

6. The site plan provides for a unified development within the site and with adjoining properties when such properties are either:
 - a. Under similar ownership as the site,
 - b. Are being developed in a coordinated manner with the site, or,
 - c. The site shares a common relationship with surrounding properties, where establishing similar architectural elements, landscaping, shared access street connectivity or signage will promote good order, convenience and safety.
 - d. Situations a, b, and c may consist, among other things, of shared driveways, definitive streetscape character or block face, similar topography, both properties are located within a previously approved concept or master plan or within the same conditional use zoning ordinance.

The site layout has been designed, with guidance from staff and the Appearance Commission, in consideration of these criteria in order to appear and function as a unified development. Building, parking, and landscape design are consistent in theme throughout the development.



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7. The site plan complies with all street, sidewalk, open space, drainage, greenway, transit, utility and other public facility dedication and improvement requirements of Part 10, chapter 3 and applicable conditional use zoning ordinances.

The site has been through multiple rounds of staff review with the City and with input from NCDOT. We believe the site plan is compliant with all standards at this time.

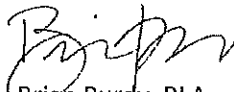
8. The site plan conforms to previously approved subdivision plans for the site. The site plan meets all applicable Code requirements, and if there are conflicts between Code provisions the more restrictive shall be met.

To the best of our knowledge, the site plan is compliant with the criteria stated above.

Consideration of this response is greatly appreciated. If you should have any questions or require additional information, please do not hesitate to contact me at (919) 361-5000.

Sincerely,

THE JOHN R. McADAMS COMPANY, INC.


Brian Purdy, RLA