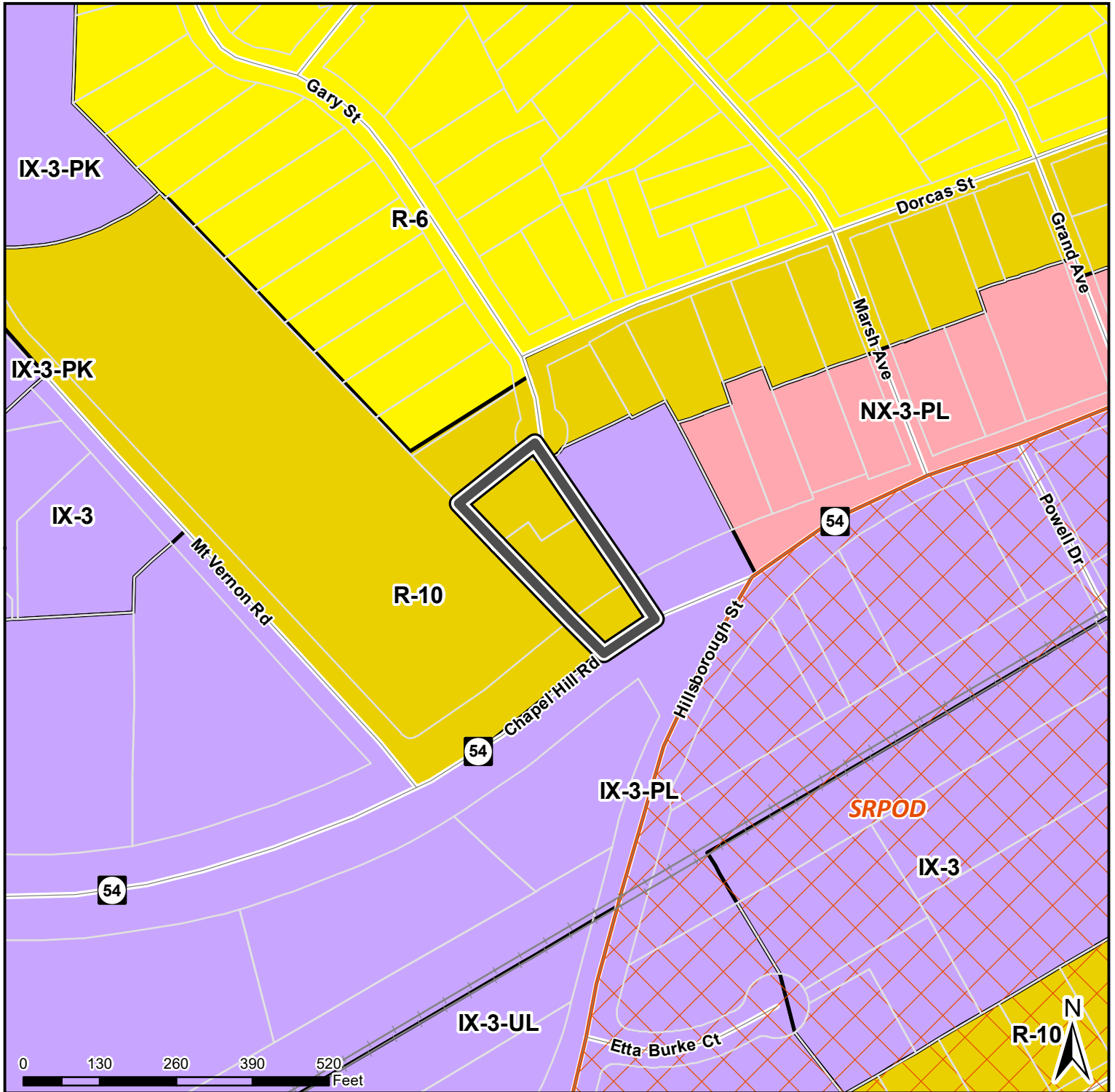
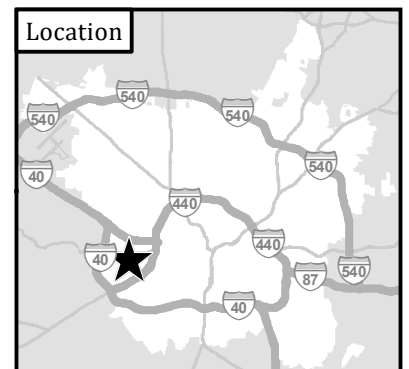


Existing Zoning

Z-11-2020



Property	103 Gary St & 5416 Chapel Hill Rd
Size	0.92 acres
Existing Zoning	R-10
Requested Zoning	NX-3-PL-CU





Raleigh

MEMO

TO: Ruffin Hall, City Manager
THRU: Ken Bowers, AICP, Deputy Director
FROM: JP Mansolf, Planner
DEPARTMENT: City Planning
DATE: September 2, 2020

SUBJECT: City Council agenda item for October 6, 2020 – Z-11-20

On September 1, 2020, City Council authorized the public hearing for the following item:

Z-11-20 Chapel Hill Rd, approximately 0.92 acres located at [5416 Chapel Hill Road and 103 Gary Street](#).

No zoning conditions are included in the request.

Current zoning: Residential-10 (R-10).

Requested zoning: Neighborhood Mixed Use-3 stories-Parking Limited (NX-3-PL).

The request is **consistent** with the 2030 Comprehensive Plan.

The request is **consistent** with the Future Land Use Map.

The request is **consistent** with the Urban Form Map.

The Planning Commission recommends approval/denial of the request (9-0).

Attached are the Planning Commission Certified Recommendation (including Staff Report), the Petition for Rezoning, and the Neighborhood Meeting Report.

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

One Exchange Plaza
1 Exchange Plaza, Suite 1020
Raleigh, North Carolina 27601

City of Raleigh
Post Office Box 590 • Raleigh
North Carolina 27602-0590
(Mailing Address)



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR#12027

CASE INFORMATION: Z-11-20 CHAPEL HILL ROAD

Location	On the north side of Chapel Hill Road, just east of its split from Hillsborough St. Address: 5416 Chapel Hill Road, 103 Gary Street PINs: 0784326783, 0784326804 iMaps , Google Maps , Directions from City Hall
Current Zoning	R-10
Requested Zoning	NX-3-PL
Area of Request	0.92 acres
Corporate Limits	The subject property is within and completely surrounded by the corporate limits of the city.
Property Owner	Freeda C. Poniros
Applicant	Evan Lohr
Council District	D
PC Recommendation Deadline	September 21, 2020

SUMMARY OF PROPOSED CONDITIONS

1. None

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Neighborhood Mixed Use
Urban Form	Transit Overlay District, Urban Thoroughfare
Consistent Policies	Policy LU 1.2 Future Land Use Map and Zoning Consistency Policy LU 2.2 Compact Development Policy LU 4.7 Capitalizing on Transit Access Policy LU 7.4 Scale and Design of New Commercial Uses Policy H 1.8 Zoning for Housing Policy UD 1.10 Frontage Policy UD 8.2 Transit Area Transitions Policy AP-AB 29 Westover Parking
Inconsistent Policies	Policy LU 5.6 Buffering Requirements Policy LU 7.5 High-Impact Commercial Uses Policy UD 6.1 Encouraging Pedestrian-Oriented Uses Policy AP-AB 30 Zoning Conditions in the Westover Area

FUTURE LAND USE MAP CONSISTENCY

The rezoning case is **Consistent** **Inconsistent** with the Future Land Use Map.

COMPREHENSIVE PLAN CONSISTENCY

The rezoning case is **Consistent** **Inconsistent** with the 2030 Comprehensive Plan.

PUBLIC MEETINGS

Neighborhood Meeting	Planning Commission	City Council
10-21-19 5 attendees	6-23-20 – Deferred 8-25-20 – Recommended Approval	

PLANNING COMMISSION RECOMMENDATION

The rezoning case is **Consistent** with the Future Land Use Map and **Consistent** with the relevant policies in the Comprehensive Plan, furthermore **Approval** is reasonable and in the public interest because:

Reasonableness and Public Interest	The request is compatible with the surrounding area and enables development of a constrained or unutilized site.
Change(s) in Circumstances	N/A
Amendments to the Comprehensive Plan	N/A
Recommendation	Planning Commission recommends approval
Motion and Vote	Motion: O’Haver Second: Fox In Favor: Bennett, Fox, Hicks, Lampman, Mann, McIntosh, O’Haver, Winters
Reason for Opposed Vote(s)	N/A

ATTACHMENTS

1. Staff report
2. Rezoning Application

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 attached Staff Report and Comprehensive Plan Amendment Analysis.



Ken A. Bowers, AICP
Planning and Development Deputy Director

Staff Coordinator: JP Mansolf: (919) 996-2180; JP.Mansolf@raleighnc.gov



ZONING STAFF REPORT – CASE Z-11-20

General Use District

OVERVIEW

The request seeks to rezone a site consisting of two parcels totaling approximately 0.92 acres in size from Residential-10 (R-10) to Neighborhood Mixed Use-3 stories-Parking Limited (NX-3-PL). A specific development plan has not been indicated. The request is for a general use district; no zoning conditions have been offered.

The site is currently developed with two detached houses. It is located on Chapel Hill Road just to the west of where Hillsborough Street splits into Chapel Hill Road going west and Hillsborough Street going south. The site is approximately equidistant between the intersections of Hillsborough Street and Blue Ridge Road to the east and Chapel Hill Road and Edwards Mill Road to the west (approximately 0.7 miles to each intersection). Current transit service is accessible via GoRaleigh Route 27 which stops approximately 520 feet from the site at Hillsborough Street and Powell Drive. This route is planned for future frequent service every 15 minutes at peak hours. The site is also just over a quarter-mile to a planned Bus Rapid Transit Stop near the intersection of Hillsborough Street and Western Boulevard.

To the north of the site is the Westover neighborhood which consists of mostly detached homes built in the first half of the 20th century, with newer homes interspersed throughout the neighborhood. To the east of the site along Chapel Hill Road/Hillsborough Street are a mix of single-family homes, light industrial uses, and commercial establishments. Further east on Hillsborough Street are large State-owned properties, including the State Fairgrounds and the NC State Biomedical Campus. Immediately to the west of the site along Chapel Hill Road is Mt. Vernon Elementary School. Further west is a mix of commercial and industrial property and vacant State-owned property. To the south is industrial property transitioning to residential uses with a nearby commercial and retail node at the intersection of Hillsborough Street, Jones Franklin Road, and Western Blvd.

In the broader surrounding area, the Westover neighborhood north of the site has residential zoning (R-6 and R-10) and is surrounded by mostly Industrial Mixed Use (IX) zoning, with a small area of Neighborhood Mixed Use (NX) zoning on Hillsborough Street/Chapel Hill Road directly to the south as an exception. Zoning is generally mixed-use to the north of the neighborhood and generally residential further south.

The site is designated as Neighborhood Mixed Use on the Future Land Use Map, as are the adjacent parcels to the east on either side of Chapel Hill Road/Hillsborough Street to the its intersection with Youth Center Drive. The requested Neighborhood Mixed Use – 3 stories (NX-3) district is consistent with this guidance.

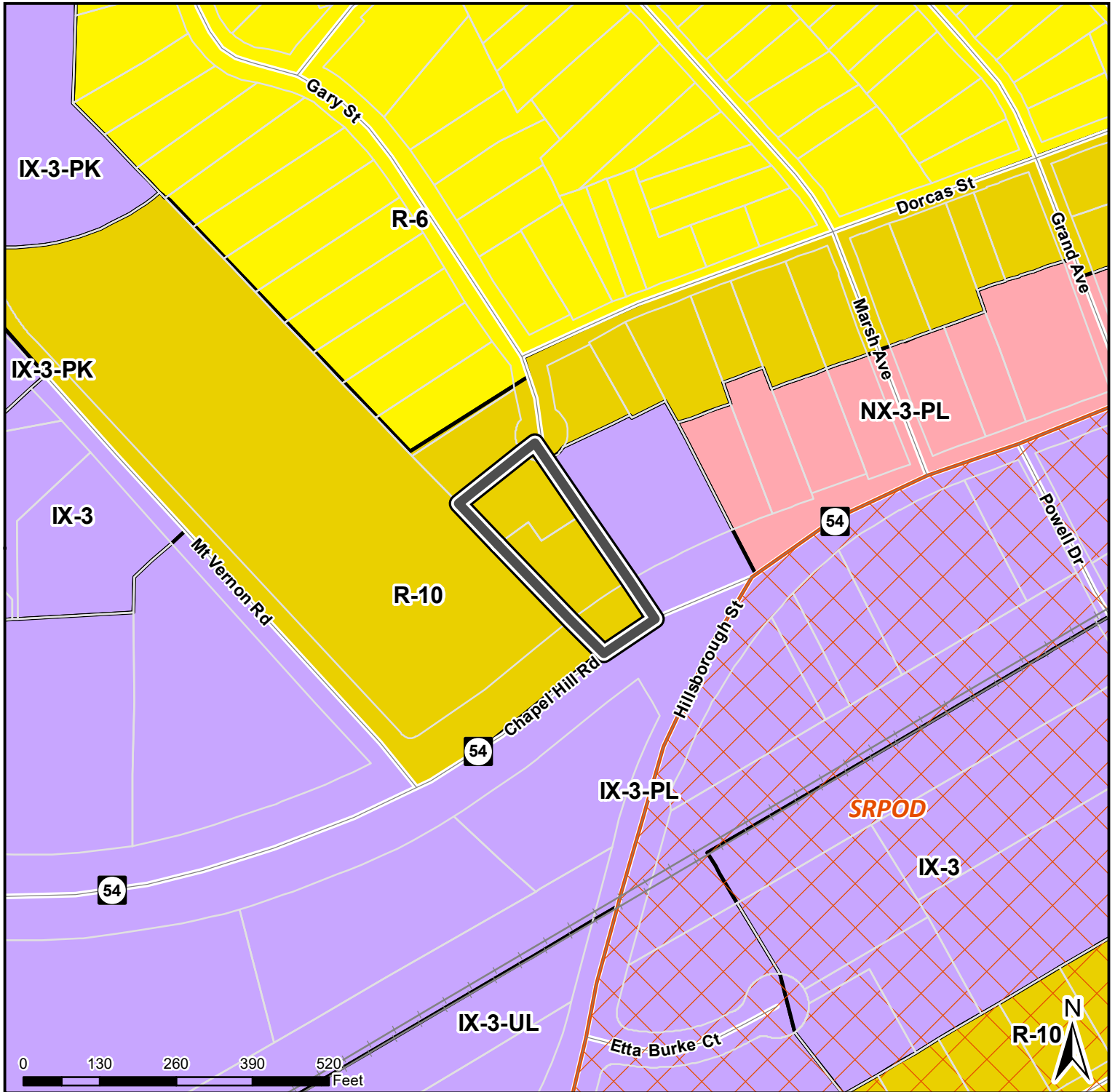
The Urban Form Map shows the site located within a Transit Oriented District (TOD) and designates Chapel Hill Road as an Urban Thoroughfare. The TOD designation recommends an urban frontage where possible and hybrid frontage elsewhere, while the Urban Thoroughfare designation recommends an urban or hybrid frontage to encourage walkability. The request includes a Parking Limited (PL) frontage, which is consistent with the Urban Form Map.

OUTSTANDING ISSUES

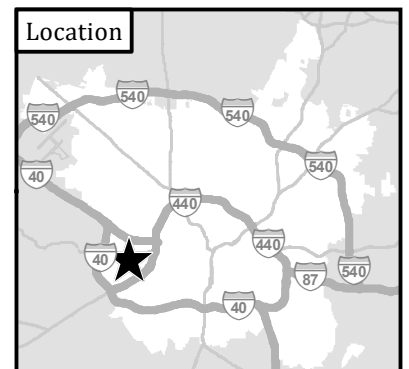
Outstanding Issues	1. None	Suggested Mitigation	1. None
---------------------------	---------	-----------------------------	---------

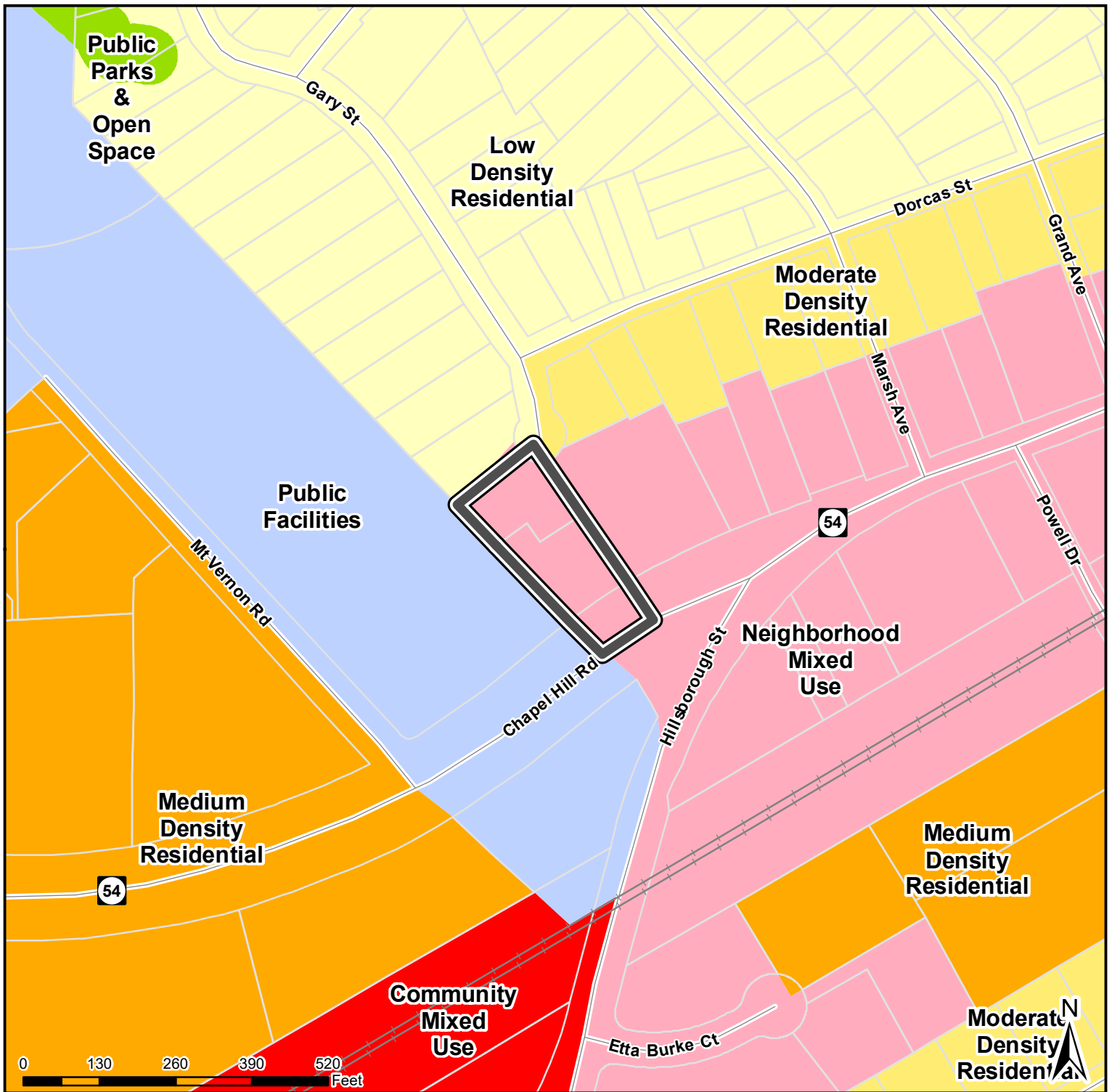
Existing Zoning

Z-11-2020

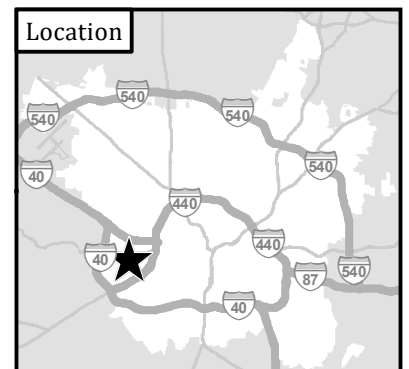


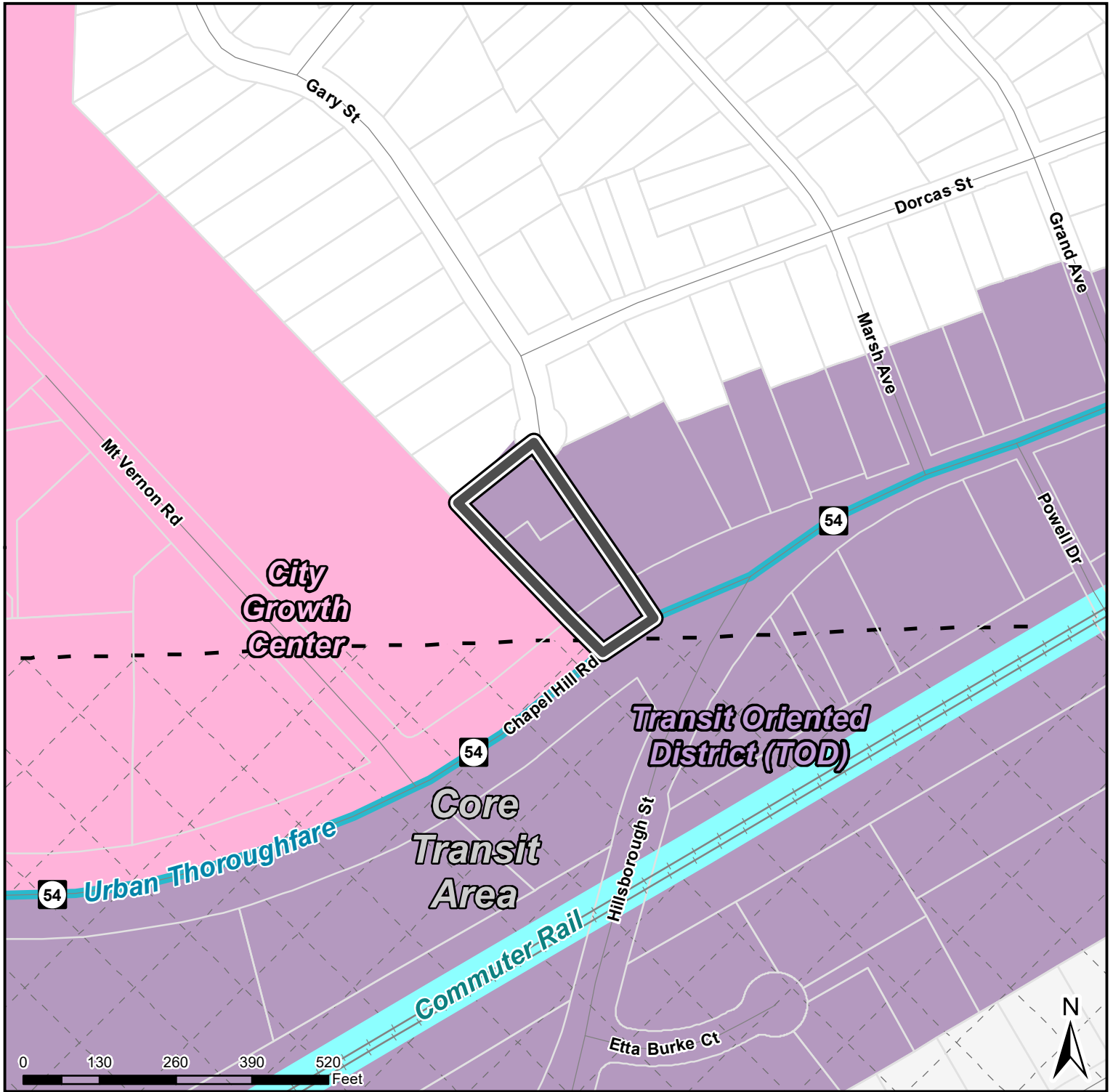
Property	103 Gary St & 5416 Chapel Hill Rd
Size	0.92 acres
Existing Zoning	R-10
Requested Zoning	NX-3-PL-CU



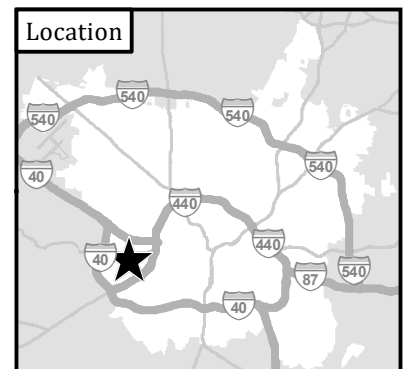


Property	103 Gary St & 5416 Chapel Hill Rd
Size	0.92 acres
Existing Zoning	R-10
Requested Zoning	NX-3-PL-CU





Property	103 Gary St & 5416 Chapel Hill Rd
Size	0.92 acres
Existing Zoning	R-10
Requested Zoning	NX-3-PL-CU



COMPREHENSIVE PLAN

Determination of the conformance of a proposed use or zone with the Comprehensive Plan includes consideration of the following questions:

- A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?

The request is consistent with the **Coordinating Land Use and Transportation** vision theme as it allows additional residential and/or commercial intensity in an area that is currently served by transit and is planned for an increase in service through future transit investments.

The request is also consistent with the **Expanding Housing Choices** vision theme as it increases the maximum possible housing entitlement from 9 units to 29 units which contributes to overall housing affordability. The request also allows a variety of housing types including townhome and apartment building types which are generally more affordable than detached homes.

- B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?

Yes, the uses allowed by the requested NX district are consistent with the Neighborhood Mixed Use Future Land Use designation for this location.

- C. If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?

The use is specifically designated on the Future Land Use Map in the area it is proposed.

- D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

Streets and community facilities that are available seem to adequately serve the proposed use.

Future Land Use

Future Land Use designation: Neighborhood Mixed Use

The rezoning request is

Consistent with the Future Land Use Map.

Inconsistent

The Neighborhood Mixed Use designation envisions neighborhood serving commercial establishments and with supporting residential uses. The requested NX district is consistent with this designation.

Urban Form

Urban Form designation: Transit Oriented District (TOD), Urban Thoroughfare

The rezoning request is

Consistent with the Urban Form Map.

Inconsistent

Overview: The Urban Form Map shows the site as within a Transit Oriented District (TOD) and designates Chapel Hill Road as an Urban Thoroughfare. The TOD designation recommends an urban frontage where possible and hybrid frontage elsewhere, while the Urban Thoroughfare designation recommends an urban or hybrid frontage to encourage walkability. The request includes a Parking Limited (PL) frontage, which is consistent with the Urban Form Map.

Impact: The Parking Limited frontage would require the building to be within 100 feet of the Primary street and limit on-site parking to a maximum of 2 bays of with a single drive aisle between the building and the street.

Compatibility: The Parking Limited frontage is compatible with adjacent parcels, many of which have the Parking Limited frontage. Adjacent frontages in the Westover retail area to the east have built forms comparable with Parking Limited frontage requirements with most development having one row of parking between the building and the street.

Compatibility

The proposed rezoning is

Compatible with the property and surrounding area.

Incompatible.

The request is compatible with the adjacent commercial and light industrial properties along Chapel Hill Road/Hillsborough Street, all of which have mixed-use zoning. The residential property to the north currently abuts commercial and light industrial property, which means commercial development at this site would be consistent with what already exists. The request would not increase the allowed number of stories (3) but would increase the maximum height from 40 to 50 feet. While taller than most surrounding development, this would not make the request incompatible with the surrounding area given the location in a Transit Oriented District and frontage on an Urban Thoroughfare. Neighborhood transitions as specified in UDO Sec. 3.5.1 will apply between the site and adjacent R-10 zoning to the north.

Public Benefits of the Proposed Rezoning

- The request would allow additional housing along a major corridor that will be served directly by frequent transit and is close to future Bus Rapid Transit service providing more people with access to these amenities.
- The request would allow additional commercial development in the Westover retail area which is an existing commercial node that serves nearby residents. Additional commercial uses could support the reduction of vehicle miles travelled for nearby residents.

Detriments of the Proposed Rezoning

- The request would allow some high-impact commercial development such as fast-food restaurants, nightclub, bar, or tavern, and auto-oriented uses that may not be compatible with the nearby residential neighborhood.

Policy Guidance

*The rezoning request is **consistent** with the following policies:*

Policy LU 1.2 Future Land Use Map and Zoning Consistency

The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.

- The request is consistent with the Future Land Use Map and Comprehensive Plan overall.

Policy LU 2.2 Compact Development

New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-continuous development.

- The request would allow increased residential and commercial entitlement in an area well-served by transit and that provides a continuation of the Westover retail area.

Policy LU 4.7 Capitalizing on Transit Access

Sites within walking distance of existing and proposed rail and bus rapid transit stations should be developed with intense residential and mixed uses to take full advantage of and support investment in transit infrastructure.

- The request would increase residential and/or commercial intensity in an area less than 1,000 feet from a transit stop that is planned to have high-frequency service, via GoRaleigh route 27. Future Bus Rapid Transit service is also planned just over a quarter-mile from the site near the intersection of Hillsborough Street and Western Boulevard, which could help support the increased intensity.

Policy LU 7.4 Scale and Design of New Commercial Uses

New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.

- The request limits height to 3 stories which is compatible with the adjacent residential areas, and new commercial uses would be a compatible continuation of the Westover retail area to the east.

Policy H 1.8 Zoning for Housing

Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well-supplied with housing will moderate costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.

- While the existing R-10 zoning does allow a variety of housing types, the request would allow increased density which makes a multi-family development a more viable development scenario in an area well served by transit and near retail and commercial establishments.

Policy UD 1.10 Frontage

Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.

The proposed Parking Limited frontage is consistent with the Urban Form Map and consistent with the most of the adjacent frontage designations.

Policy UD 8.2 Transit Area Transitions

There should be a transition of use, intensity and scale from higher-density transit corridors to adjacent neighborhoods. Development of greater bulk and height in areas should be located immediately surrounding transit stations. As distance from such stations increases, development should taper down in bulk and height to balance the needs of transit-supportive density with established neighborhood character.

- The request allows increased residential and/or commercial development that would support future high-frequency and Bus Rapid Transit, while still maintaining a scale that is compatible with the established Westover residential neighborhood.

*The rezoning request is **inconsistent** with the following policies:*

LU 5.6 Buffering Requirements

New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.

- The proposed NX district would allow more intense development adjacent to a residential neighborhood. Conditions providing a higher level of buffering between any new development and the residential neighborhood could make the request consistent with this policy.

LU 7.5 High-Impact Commercial Uses

Ensure that the city's zoning regulations limit the location and proliferation of fast food restaurants, sexually-oriented businesses, late night alcoholic beverage establishments, 24-hour mini-marts and convenience stores, and similar high impact commercial establishments that generate excessive late night activity, noise, or otherwise affect the quality of life in nearby residential neighborhoods.

- The proposed NX district would allow high-impact uses such as fast-food restaurants, late night alcoholic beverage establishments, and auto-oriented uses adjacent to a residential neighborhood with no mitigation requirements beyond UDO standards.

UD 6.1 Encouraging Pedestrian-Oriented Uses

New development, streetscape, and building improvements in Downtown, Main Streets, and TOD areas should promote high intensity, pedestrian-oriented use and discourage automobile-oriented uses and drive-through uses.

- The proposed NX district would allow auto-oriented and drive-through uses in an area that policy recommends be developed in a pedestrian and transit friendly manner. Conditions prohibiting such uses could help improve consistency.

Area Plan Policy Guidance

*The rezoning request is **consistent** with the following policies:*

AP-AB 29 Westover Parking

Parking in the Westover area should be minimized along the street frontage and contained within decks. Required parking should be relocated off Hillsborough Street.

- While not requiring that parking be located in a deck, the proposed Parking Limited frontage would limit the amount of parking that could be located along Chapel Hill Road/Hillsborough Street, which is consistent with minimizing parking along the Westover retail area street frontage. An urban frontage would further limit parking along the street on this site.

*The rezoning request is **inconsistent** with the following policies:*

AP-AB 30 Zoning Conditions in the Westover Area

At the time of rezoning any property in the Westover retail area, zoning conditions should be offered that would limit buildings to no more than 4 stories in height, reflect the character of the area in terms of architecture and scale, and should feature ground-floor retail

- While the request limits height to 3 stories, conditions specifying architecture or materials and requiring some amount of ground-floor retail could make the request consistent with this policy.

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	32	Slightly higher than average, transit score does include GoRaleigh Route 27 in its calculation.
Walk Score	30	28	Slightly below City average

Source: [Walk Score](#) is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. The scores also correlate with shorter vehicle trips, which also produce less carbon. The city has a wide range of scores. Raleigh Municipal Building, for instance, has a Walk Score of 92, meaning the area is highly pedestrian-friendly and that many destinations are within a short walk. Some areas in the city have scores in single digits, indicating that few if any destinations are within walking distance, so nearly all trips are made by car.

Summary: The site currently has similar scores to the City Average. The addition of mixed-use or commercial development and planned future increased transit service could raise this score in the near future.

Carbon/Energy Footprint: Housing

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	Yes
Townhouse	56.5	Yes
Small Apartment (2-4 units)	42.1	Yes
Larger Apartment	34.0	Yes

Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.

Summary: The proposed district allows all possible housing types including more energy-efficient types, such as larger apartment buildings.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds	The maximum residential entitlement increases from 9 units to 29 units.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	The proposed district would allow all possible housing types.
If not a mixed-use district, does it permit smaller lots than the average?*	N/A	Mixed use district requested.
Is it within walking distance of transit?	Yes	GoRaleigh route 27 stops approximately 520 feet from the site. Possible BRT stop at Hillsborough and Western approximately ¼ mile from the site.

**The average lot size for detached residential homes in Raleigh is 0.28 acres.*

Summary: The request will allow a greater number of possible housing units and will allow a mix of uses within walking distance to a transit stop.

IMPACT ANALYSIS

Historic Resources

1. The site is not located within or adjacent to a National Register Historic District or Raleigh Historic Overlay District. It does not include nor is adjacent to any National Register individually-listed properties or Raleigh Historic Landmarks.

Impact Identified: None

Parks and Recreation

1. This site is not directly impacted by any existing or proposed greenway trails, corridors, or connectors.
2. Nearest existing park access is provided by Method Park (1.6 miles) and Powell Drive Park (1 mile).
3. Nearest existing greenway trail access is provided by Edwards Mill Connector Greenway Trail (1.2 miles).
4. Current park access level of service in this area is graded a B letter grade.

Impact Identified: None

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	2,250	2,250	7,250
Waste Water	2,250	2,250	7,250

Impact Identified: None

1. The proposed rezoning would add approximately 5,000 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area.
2. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy

3. Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer

Stormwater

Floodplain	None
Drainage Basin	Richland
Stormwater Management	UDO 9.2
Overlay District	None

Impact Identified: Site subject to stormwater regulations under UDO 9.2 for runoff and nitrogen. No floodplain exists onsite. No Neuse Buffers exist. No impact identified.

Transportation

Site Location and Context

Location

The Z-11-2020 site is located in west Raleigh on Chapel Hill Road near the intersection Hillsborough Street.

Area Plans

The Z-11-2020 site is located within the Area Blue Ridge Area Plan. This plan envisions the area to be mixed-us, urban, and with a well-connected street network. It is within the district known in the plan as the Westover Retail Area.

Other Projects in the Area

This site is near North Carolina Department of Transportation (NCDOT) project U-4437, which will grade separate Blue Ridge Road under Hillsborough Street and the North Carolina Railroad (NCR). It is currently in design-build implementation with U-2719, which will widen I-440 between I-40 and Wade Avenue. These improvements will include new sidewalks on affected streets and a shared use path along Hillsborough Street and Blue Ridge Road from Trinity Road to the House Creek Trail on the campus of Meredith College. The city of Raleigh is also designing a project to construct a shared use path from the greenways at the North Carolina Museum of Art, over Wade Avenue, and connecting to Trinity Road. These two projects will connect at Trinity Road and Blue Ridge Road.

Existing and Planned Infrastructure

Streets

Chapel Hill Road is designated in map T-1 of the Comprehensive Plan (the street plan) as a 4-lane divided avenue. It is maintained by NCDOT. Hillsborough Street is also a four-lane divided avenue that is NCDOT maintained. Gary Street ends in a cul de sac at the north of the site; it is a local street maintained by the City of Raleigh.

In accordance with UDO section 8.3.2, the maximum block perimeter for NX-3 zoning districts is 3,000 feet, and the maximum length for a dead-end street is 400 feet. The block perimeter for this site is very large due to large state-owned tracts of land north and west of the site.

The area of the Z-11-2020 site is 0.92 acre. TC-6-2019 recently modified the standards of UDO section 8.3.2 so that NX-3 sites smaller than 5 acres are exempt from block perimeter standards. Additionally, block perimeter standards do not apply when a new right-of-way would consume more than 15 percent of a development site.

Pedestrian Facilities

There are no sidewalks on the streets closest to the site. Development of the site will require the provision of a sidewalk on the site's Chapel Hill Road frontage.

Offering a condition that requires pedestrian passage (UDO Section 8.4.8.B) to be constructed between Gary Street and Chapel Hill Road would improve consistency with Comprehensive Plan Policies T 2.3, T 2.5, T 2.6, T 4.9, T 5.1, T 5.4, and T 5.9.

Bicycle Facilities

There are no bicycle facilities in the immediate vicinity of the site. The long-term bikeway plan calls for a separated bikeway on Chapel Hill Road.

Transit

High frequency transit is planned to serve this area. Hillsborough Street is a frequent network corridor. The existing GoRaleigh route 27 stops approximately 520 feet from the site; this service is planned to be increased to a frequent service in the future. A bus rapid transit stop is planned for the area near the intersection of Hillsborough Street and Western Boulevard, approximately ¼ mile from the Z-11 site. A commuter rail stop is also being considered for this area. Providing a pedestrian connection would increase access and shorten walking distances to transit and mixed-use area for Gary Street residents.

Access

Access to the subject site may be via Chapel Hill Road or Gary Street.

TIA Determination

Based on the Envision results, approval of case Z-11-2020 would increase the amount of projected vehicular trips for the site as indicated in the table below. The proposed rezoning from R-10 to NX-3-PL is projected to have 25 new trips in the AM peak and 30 new trips in the PM peak. These values do not trigger a Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual.

Z-11-20 Existing Land Use Single Family Homes	Daily	AM	PM
	19	1	2
Z-11-20 Current Zoning Entitlements R-10	Daily	AM	PM
	85	7	9
Z-11-20 Proposed Zoning Maximums NX-3-PL	Daily	AM	PM
	347	31	39
Z-11-20 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	262	25	30

Urban Forestry

1. The property is currently less than two acres in size and therefore would not need to comply with UDO section 9.1 if a development plan were submitted for lot within this rezoning case. The proposed zoning will not affect the Urban Forestry requirements.

Impact Identified: None

Impacts Summary

Although block perimeter regulations would not apply to this site because of its size, redevelopment of the site without a pedestrian connection being offered would not improve connectivity in the area.

Mitigation of Impacts

The applicant can add a condition offering a pedestrian connection to Gary Street.

CONCLUSION

The request is to rezone approximately 0.92 acres from Residential-10 (R-10) to Neighborhood Mixed Use – 3 Stories – Parking Limited (NX-3-PL). A specific development plan has not been indicated. The request is for a general use district; no zoning conditions have been offered.

The request is **Consistent** with the Future Land Use Map, Urban Form Map, and Comprehensive Plan overall.

The request is Consistent with Comprehensive Plan policies regarding coordination between transportation investments and land use, increasing the housing supply, and compatibility with the built form of the surrounding area. The request is inconsistent with Comprehensive Plan policies that encourage a pedestrian-friendly and less auto-oriented built environment.

The request would support the Vision Themes of *Coordinating Land Use and Transportation* and *Expanding Housing Choices*. The request would allow additional residential and/or commercial intensity in an area that will be well served by future transit investments and would increase the maximum possible housing supply from 9 units to 29 units, while allowing for a variety of housing types which contributes to more affordability.

CASE TIMELINE

Date	Action	Notes
10-25-19	Pre-Application Conference	
10-21-19	Neighborhood Meeting	
2-25-20	Application Submitted	
3-18-20	Initial Review completed	
5-14-20	Application amended	Conditions removed.
6-23-20	Planning Commission Consent Agenda	Deferred to future meeting with no discussion
8-25-20	Planning Commission	Recommend approval 8-0

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	R-10	R-10	IX-3-PL	IX-3-PL	R-10
Additional Overlay	N/A	N/A	N/A	N/A	N/A
Future Land Use	Neighborhood Mixed Use	Low Density Residential and Moderate Density Residential	Neighborhood Mixed Use and Public Facilities	Neighborhood Mixed Use	Public Facilities
Current Land Use	Single unit living	Single Unit Living	Raleigh Water Tower and Retail	Industrial	Elementary School
Urban Form	Transit Oriented District, Urban Thoroughfare	No Urban Form guidance	Transit Oriented District, Urban Thoroughfare	Transit Oriented District, Urban Thoroughfare	City Growth Center, Urban Thoroughfare

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	R-10	NX-3-PL
Total Acreage	0.92	0.92
Setbacks:		
Front	10'	5'
Side	10'	5'
Rear	20'	0' or 6'
Residential Density:	10 units/acre	N/A
Max. # of Residential Units	9	29
Max. Gross Building SF	9,450	34,158
Max. Gross Office SF	n/a	27,084
Max. Gross Retail SF	n/a	15,113
Potential F.A.R	0.24	0.85

*The development intensities for proposed zoning districts were estimated using an impact analysis tool. The estimates presented are only to provide guidance for analysis.

Rezoning Application



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | Phone: 919-977-2760 | Fax: 919-977-2762

RECEIVED

MAY 14 2020

BY:

REZONING REQUEST		OFFICE USE ONLY
<input checked="" type="checkbox"/> General Use <input type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan		Transaction # Rezoning Case #
Existing Zoning Base District R-10 Height Frontage Overlay(s)	Proposed Zoning Base District NX Height 3 Frontage PL Overlay(s)	
Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.		
If the property has been previously rezoned, provide the rezoning case number:		
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:		

GENERAL INFORMATION			
Date	Date Amended (1)	Date Amended (2)	
Property Address 5416 Chapel Hill Road, Raleigh, NC 27607 and 103 Gary St., Raleigh, NC 27606			
Property PIN 0784326783 and 0784326804		Deed Reference (book/page) 1643/312, Wake Estate 17-E-776, 17560/073	
Nearest Intersection Chapel Hill Road and Hillsborough Street			
Property Size (acres) 0.92	For Planned Development Applications Only:	Total Units	Total Square Footage
		Total Parcels	Total Buildings
Property Owner/Address Freeda Poniros 5416 Chapel Hill Rd. Raleigh, NC 27607		Phone 919-608-5792	Fax n/a
		Email n/a	
Project Contact Person/Address Evan Lohr, Attorney P.O. Box 6202 Raleigh, NC 27628		Phone 919-348-9211	Fax 919-930-8728
		Email evan@lohrnc.com	
Owner/Registered Agent Signature			

A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

CONDITIONAL USE DISTRICT ZONING CONDITIONS		
Zoning Case Number	OFFICE USE ONLY Transaction # Rezoning Case #	
Date Submitted		
Existing Zoning Proposed Zoning		
Narrative of Zoning Conditions Offered		
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Registered Agent Signature _____ Print Name Freeda Poniros

Rezoning Application



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2682

REZONING REQUEST				
<input checked="" type="checkbox"/> General Use <input type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Transaction # Rezoning Case #	
Existing Zoning Base District	R-10	Height		Frontage
Proposed Zoning Base District	NX	Height 3		Frontage PL
Overlay(s) _____ Overlay(s) _____ Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.				
If the property has been previously rezoned, provide the rezoning case number:				
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:				

GENERAL INFORMATION			
Date	Date Amended (1)	Date Amended (2)	
Property Address 5416 Chapel Hill Road, Raleigh, NC 27607 and 103 Gary St., Raleigh, NC 27606			
Property PIN 0784326783 and 0784326804		Deed Reference (book/page) 1643/312, Wake Estate 17-E-776, 17560/073	
Nearest Intersection Chapel Hill Road and Hillsborough Street			
Property Size (acres) 0.92	For Planned Development Applications Only:	Total Units	Total Square Footage
		Total Parcels	Total Buildings
Property Owner/Address Freeda Poniros 5416 Chapel Hill Rd. Raleigh, NC 27607		Phone 919-608-5792	Fax n/a
		Email n/a	
Project Contact Person/Address Evan Lohr, Attorney P.O. Box 6202 Raleigh, NC 27628		Phone 919-348-9211	Fax 919-930-8728
		Email evan@lohrnc.com	
Owner/Registered Agent Signature			

A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

CONDITIONAL USE DISTRICT ZONING CONDITIONS		
Zoning Case Number		OFFICE USE ONLY Transaction # Rezoning Case #
Date Submitted		
Existing Zoning	Proposed Zoning	
Narrative of Zoning Conditions Offered		
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Registered Agent Signature _____ Print Name **Freeda Poniros**

REZONING APPLICATION ADDENDUM #1	
Comprehensive Plan Analysis	OFFICE USE ONLY Transaction # Rezoning Case #
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.</p>	
STATEMENT OF CONSISTENCY	
<p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p>	
<p>The re-zoning request to NX-3-PL is consistent with the city's future land use designation. The request is</p> <p>1. consistent with Comprehensive plan policies LU 1.2, LU 3.2, LU 4.7, LU 5.2, LU 7.4, LU 7.5, H 1.8, UD 1.10, UD 6.1, UD 8.2, AP-AB 9, AP-AB 30.</p>	
<p>The PL frontage request is consistent with the Urban Form Map and is the frontage designation for all of the</p> <p>2. comparable properties on the north side of Chapel Hill Rd./Hillsborough St. between Youth Center Dr. and the Mount Vernon School.</p>	
<p>3.</p>	
<p>4.</p>	
PUBLIC BENEFITS	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>The rezoning would increase the city's tax base and allow a type of commercial development that</p> <p>1. is lacking in this part of the city.</p>	
<p>2.</p>	
<p>3.</p>	
<p>4.</p>	

REZONING APPLICATION ADDENDUM #2

Impact on Historic Resources

OFFICE USE ONLY

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

Rezoning Case #

INVENTORY OF HISTORIC RESOURCES

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

n/a

PROPOSED MITIGATION

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

URBAN DESIGN GUIDELINES

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

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

Urban Form Designation

Click [here](#) to view the Urban Form Map.

- | | |
|----|---|
| 1. | <p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>Response:</p> |
| 2. | <p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p>Response:</p> |
| 3. | <p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>Response:</p> |
| 4. | <p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p>Response:</p> |
| 5. | <p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>Response:</p> |
| 6. | <p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p>Response:</p> |

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

13.	<p><i>New public spaces should provide seating opportunities.</i> Response:</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i> Response:</p>
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i> Response:</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i> Response:</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i> Response:</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i> Response:</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i> Response:</p>

20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p>Response:</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p>Response:</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>Response:</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p>Response:</p>
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p>Response:</p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p>Response:</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p>Response:</p>

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")

TO BE COMPLETED BY APPLICANT	COMPLETED BY CITY STAFF				
	YES	N/A	YES	NO	N/A
General Requirements – General Use or Conditional Use Rezoning					
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
3. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
4. Rezoning application review fee (see Fee Schedule for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
5. Completed application, submitted through Permit & Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Completed Response to the Urban Design Guidelines	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
6. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties within 500 feet of area to be rezoned	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
7. Trip Generation Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
8. Traffic Impact Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For properties requesting a conditional use district:					
9. Completed zoning conditions, signed by property owner(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
If applicable (see Page 11):					
10. Proof of power of attorney or owner affidavit	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For properties requesting a Planned Development (PD) or Campus District (CMP):					
10. Master Plan (see Master Plan Submittal Requirements)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For properties requesting an Accessory Dwelling Unit Overlay District (ADUOD):					
15. Copy of ballot and mailing list	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

LOHR & LOHR

ATTORNEYS

C. Evan S. Lohr
evan@lohrnc.com
L. Matthew T. Lohr
matt@lohrnc.com

P.O. Box 6202
Raleigh, NC 27628
(919) 348-9211 (p)
(919) 930-8728 (f)

October 4, 2019

To: Neighboring Property Owner

Re: Proposed re-zoning of 5416 Chapel Hill Road, Raleigh

Neighboring Property Owners:

You are invited to attend a neighborhood meeting on Monday, October 21st. The meeting will be held at Holy Trinity Lutheran Church, 2723 Clark Avenue, Raleigh NC 27607, and will begin at 7:00 pm. Please use the pavilion entrance on the Clark Avenue side of the church.

The purpose of this meeting is to discuss a potential rezoning of the property located at 5416 Chapel Hill Road (Wake County Parcel ID numbers 0784326783 and 0784326804). This property is currently zoned Residential-10 (R-10) and the owner is considering rezoning the property to Neighborhood Mixed Use-3 (NX-3).

The City of Raleigh requires that prior to the submittal of any rezoning application, a neighborhood meeting be held involving the property owners within 500 feet of the area requested for rezoning. If you have any concerns or questions I can be reached by phone at 919-348-9211 or by email at evan@lohrnc.com. For more information about rezoning, you may visit www.raleighnc.gov or contact the Raleigh City Planning Department at: (919)996-2626 or by email at rezoning@raleighnc.gov.

Thank you,



Evan Lohr

SUMMARY OF ISSUES

A neighborhood meeting was held on 10/21/19 (date) to discuss a potential rezoning located at 5416 Chapel Hill Road, Raleigh, NC 27607 (property address).

The neighborhood meeting was held at 2723 Clark Ave., Raleigh, NC 27607 (location).

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

Summary of Issues:

Concerns were expressed regarding traffic and the vehicle turnaround west of the subject property on Chapel Hill Road.

In response to questions regarding whether there is a development plan in place for the property, owner's counsel indicated that there are not.

ATTENDANCE ROSTER

NAME	ADDRESS
Jean Hunt	5408 Hillsborough St., Raleigh, NC 27607
Allen Duncil	5401 Hillsborough St., Raleigh, NC 27607
Tom Aldi	5410 Merritt St., Raleigh, NC 27606
Risa Poniros	207 Gary St., Raleigh, NC 27606
Seth Bingham	227 Gary St., Raleigh, NC 27606

Risa Poniros
107 Gary St.
Raleigh, NC 27606

Roderick and Leona Barrett
205 Gary St.
Raleigh, NC 27607

Rex Frazier
6316 Donnybrook Rd.
Raleigh, NC 27606

Capital Region Property Group
2629 Rainford Ct.
Raleigh, NC 27603

Tony Woolard
207 Gary St.
Raleigh, NC 27606

Melinda Hiteshue
208 Gary St.
Raleigh, NC 27606

Freeda Poniros
8856 Chapel Hill Rd.
Cary, NC 27513

William and Vickie Dupree
211 Gary St.
Raleigh, NC 27606

Michael Kinney
2618 Glen Burnie Dr.
Raleigh, NC 27607

Melissa and Martin Markus
3112 Orton Pl.
Raleigh, NC 27607

Sidney Bailey
215 Gary St.
Raleigh, NC 27606

DJF Holdings, LLC
8708 Penny Road
Raleigh, NC 27606

Emily Stephenson
1210 Willowbrook Dr.
Cary, NC 27511

Aaron and Christa Doerr
219 Gary St.
Raleigh, NC 27606

Jean Hunt
5408 Hillsborough St.
Raleigh, NC 27606

John and Marilyn Allis
2905 Glen Burnie Dr.
Raleigh, NC 27607

Teresa and Ronnie Rogers
223 Gary St.
Raleigh, NC 27606

Nowell Senior Trust
P.O. Box 46646
Raleigh, NC 27620

Patrick McCabe
5402 Dorcas St.
Raleigh, NC 27606

Linda Brewer
5405 Dorcas St.
Raleigh, NC 27606

Bailey Enterprises LLC
9000 Creedmoor Rd.
Raleigh, NC 27615

Philip Crump and Karen Clary
211 Marsh St.
Raleigh, NC 27606

Jean Hunt
5408 Hillsborough St
Raleigh, NC 27606

Wake County Board of Education
RE Services Director
1551 Rock Quarry Rd.
Raleigh, NC 27610

Kathleen Gray and David Wilson
207 Marsh Ave.
Raleigh, NC 27606

Jarvis and Gloria Perkinson
1188 Fairlane Rd.
Cary, NC 27511

MBC Associates
P.O. Box 33262
Raleigh, NC 27636

John and Patsy Stone
7117 Hickory Nut Dr.
Raleigh, NC 27613

Clay and Rebecca Adams
5413 Dorcas St.
Raleigh, NC 27606

TRAC Limited Partnership
P.O. Box 974
Angier, NC 27501

Deacon Heel Holdings, Inc.
5413 Hillsborough St.
Raleigh, NC 27606

NC Railroad Company
2809 Highwoods Blvd., Suite 100
Raleigh, NC 27604

Devland Raleigh LLC
Galleria North Tower II
13727 Noel Rd., Suite 900
Dallas, TX 75240

City of Raleigh
P.O. Box 590
Raleigh, NC 27602

5605 Chapel Hill Rd. LLC
P.O. Box 3661
Cary, NC 27519

Freeda Poniros
5416 Chapel Hill Rd.
Raleigh, NC 27607

Wayside Furniture House
5425 Hillsborough St.
Raleigh, NC 27606

Wilson Parts and Equipment
c/o George Wilson
P.O. Box 33549
Raleigh, NC 27636