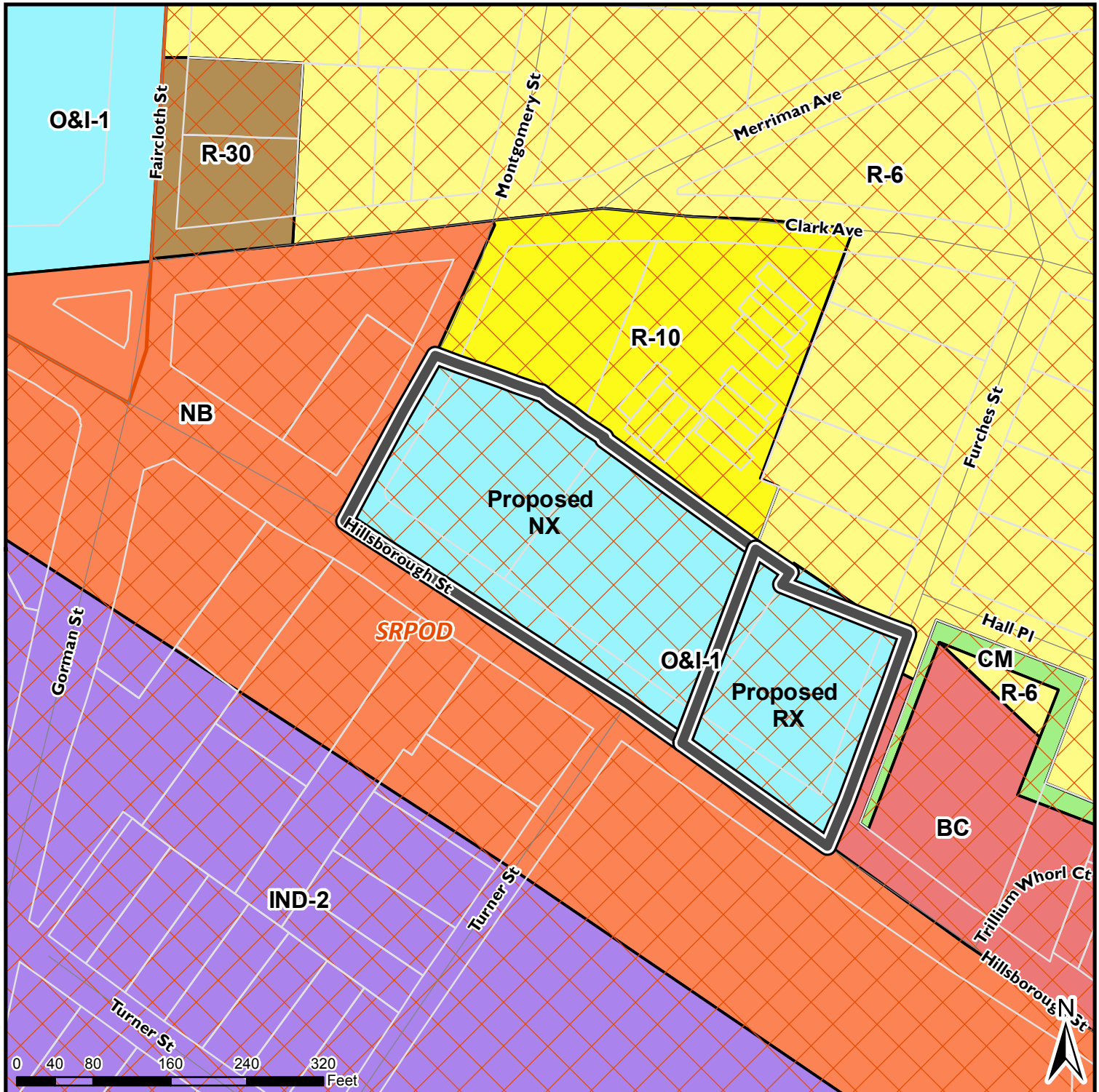


# Existing Zoning Map

# Z-16-2015



Submittal  
Date

5/1/2015

**Request: 2.18 acres from  
O&I-1 w/SRPOD  
to 1.55 ac to NX-3-UL-CU &  
0.63 ac to RX -3-UL-CU  
all w/-SRPOD**

VICINITY MAP





## Certified Recommendation

Raleigh Planning Commission

CR#

### Case Information: Z-16-15 – Hillsborough Street

<i>Location</i>	Hillsborough Street, north side, between Montgomery & Furches streets <b>Addresses:</b> 3402, 3412, & 3414 Hillsborough Street <b>PINs:</b> 0794339776, 0794431645, 0794433517
<i>Request</i>	Rezone property from Office & Institution-1 with Special Residential Parking Overlay District (O&I-1 w/ SRPOD) to Neighborhood Mixed Use-3 stories-Urban Limited-Conditional Use and Residential Mixed Use-3 stories-Urban Limited-Conditional Use (NX-5-UL-CU & RX-3-UL-CU)
<i>Area of Request</i>	2.18 acres
<i>Property Owners</i>	Rick Leland/ PO Box 10547/ Raleigh, NC 27605; Arthur D. & Annemarie L. Alexander/ 94 Lake Royale/ Louisburg, NC 27549
<i>Applicant</i>	Mack Paul: (919) 590-0377; <a href="mailto:mpaul@morningstarlawgroupd.com">mpaul@morningstarlawgroupd.com</a>
<i>Citizens Advisory Council (CAC)</i>	Wade – Donna Bailey, Chair: <a href="mailto:donna.bailey.nc@gmail.com">donna.bailey.nc@gmail.com</a>
<i>PC Recommendation Deadline</i>	November 9, 2015

### Comprehensive Plan Consistency

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

### Future Land Use Map Consistency

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

### Comprehensive Plan Guidance

<b><i>FUTURE LAND USE</i></b>	Neighborhood Mixed Use
<b><i>URBAN FORM</i></b>	Center: Mixed-Use Corridor: Transit Emphasis (Hillsborough Street) Within Transit Stop Half-Mile Buffer
<b><i>CONSISTENT Policies</i></b>	Policy LU 1.2 - Future Land Use Map and Zoning Consistency Policy LU 1.3 - Conditional Use District Consistency Policy LU 4.7 - Capitalizing on Transit Access Policy LU 4.8 - Station Area Land Uses Policy LU 5.4 - Density Transitions Policy LU 5.6 - Buffering Requirements Policy UD 1.10 - Frontage Policy UD 6.1 - Encouraging Pedestrian Oriented Uses Policy UD 7.3 - Design Guidelines
<b><i>INCONSISTENT Policies</i></b>	(None identified.)

## Summary of Proposed Conditions

1. Certain uses prohibited in NX area.
2. Certain uses prohibited in RX area.
3. Lighting pole height and fixture type limited between building and north lot line.
4. Lighting fixture type on north façade limited.
5. Cladding materials on structured parking limited; minimum height of solid walls specified.
6. Transit easement or shelter offered.
7. Maximum bedrooms per unit limited.
8. Minimum of number of freestanding buildings, minimum building footprint square footage specified.
9. Maximum site square footage for site Retail Sales uses specified.

--as amended 6/9/15

## Public Meetings

<i>Neighbor Meeting</i>	<i>CAC</i>	<i>Planning Commission</i>	<i>City Council</i>	<i>Public Hearing</i>
4/6/15	4/28/15; 8/25/15;	8/11/15 (deferred); 9/22/15		

☐ **Valid Statutory Protest Petition**

### Attachments

1. Staff report
2. Traffic Study Worksheet
3. Staff Comments on Z-16-15 Conditions (as amended 6/9/15)

## Planning Commission Recommendation

<i>Recommendation</i>	
<i>Findings &amp; Reasons</i>	
<i>Motion and Vote</i>	

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.

\_\_\_\_\_  
Planning Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Planning Commission Chairperson

\_\_\_\_\_  
Date

Staff Coordinator:

Doug Hill: (919) 996-2622; [Doug.Hill@RaleighNC.gov](mailto:Doug.Hill@RaleighNC.gov)



## Zoning Staff Report – Case Z-16-15

### Conditional Use District

## Case Summary

### Overview

The proposal seeks to allow up to the introduction of limited retail and/ or office uses, along with up to three stories of residential redevelopment.

The site's existing residential build-out reflects its original suburban setting; the three brick homes are recognized as being "Contributing" structures to the West Raleigh National Register Historic District. While one building remains residential in use (as fraternity lodging), the other houses now contain non-residential uses, with associated surface parking. The properties are also marked by large, mature shade trees. The surrounding tracts exhibit varied uses and character. To the southwest, across Hillsborough Street, a 12½-acre tract contains an electrical substation, offices, and a telecommunication tower for Duke Energy. Commercial uses across Hillsborough and Montgomery streets are primarily automobile-oriented; more retail uses line the Hillsborough/ Gorman/ Faircloth street intersection. Northwest of that intersection is the Meredith College campus. Beyond the immediate area, residential uses predominate. South of the commercial lots fronting Hillsborough is the Grove Park subdivision, which dates from the 1920s. North of the site, the single-family house lots lining Furches Street are joined by townhouse and apartment properties along Clark Avenue, with the University Park neighborhood extending outward to the north.

Under the zoning request, a mix of housing and non-residential uses could be focused on the southwest in the NX zoning, adjacent to the existing apartment and townhouse development, zoned R-10. The RX zoning proposed next to the R-6 property on Furches would be primarily residential, with only limited ground-floor retail or office uses permitted, and that required to be at the Hillsborough Street intersection. The proposal caps the height of site buildings similarly to the adjacent lots to the north: 3 stories/ 50' is proposed, with 3 stories/ 45' permitted in R-10 and 3 stories/ 40' in R-6. The requested Urban Limited frontage will require site buildings to be situated close to the surrounding streets. Conditions increase compatibility in further limiting site uses and form (e.g., no drive-through uses in the NX area; overall retail square footage capped; lighting restricted on the north part of the site; minimum of three site buildings).

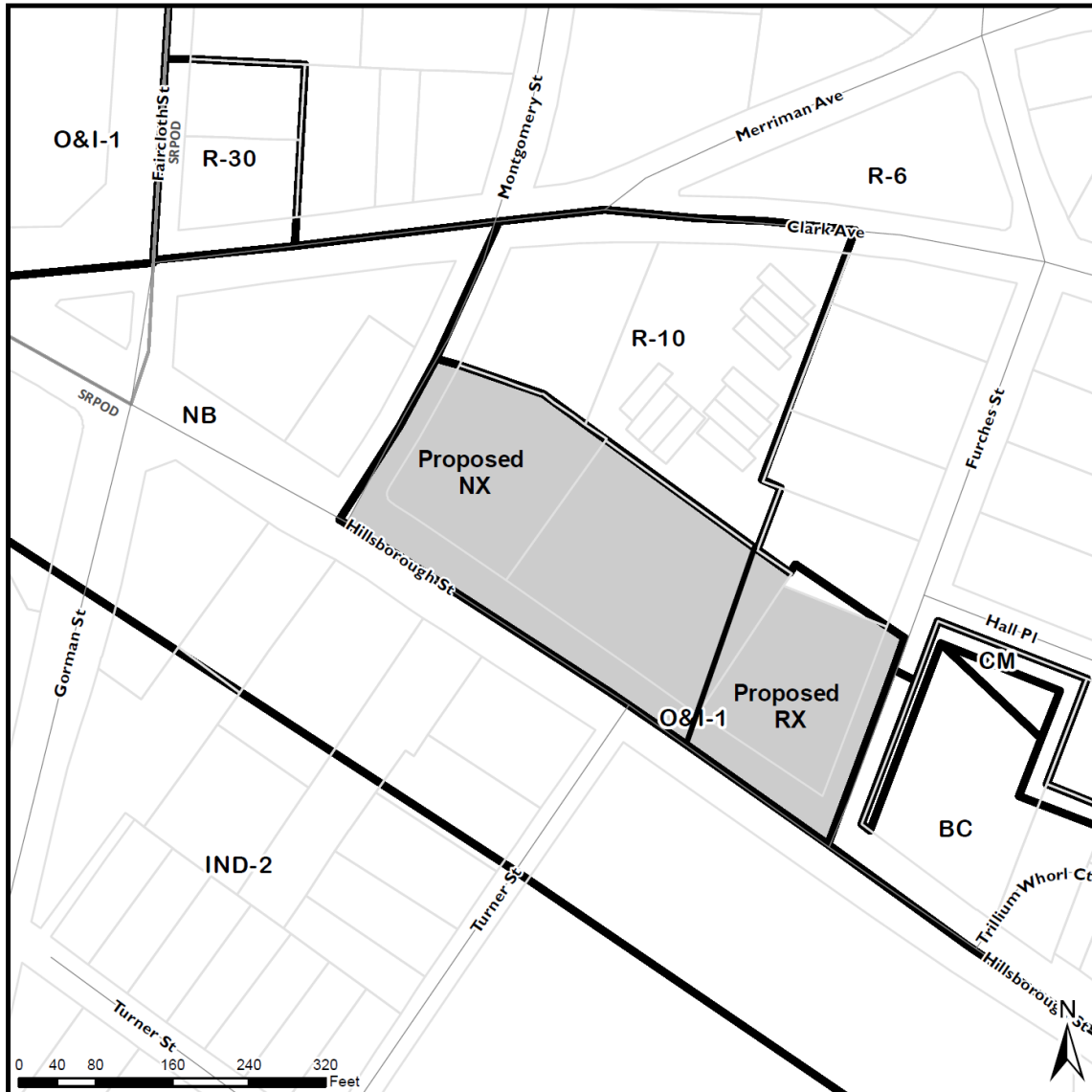
The properties are part of a larger area on the Urban Form Map designated as a Mixed-Use Center, to be served by a future rail transit station south of Hillsborough Street. The rezoning's request for Urban Limited frontage is consistent with the status of Hillsborough Street's designation as a Transit Emphasis Corridor.

### Outstanding Issues

<i>Outstanding Issues</i>	<ol style="list-style-type: none"><li>1. Staff comments on amended zoning conditions.</li><li>2. Sewer and fire flow matters may need to be addressed upon redevelopment.</li><li>3. Tree Conservation Areas must be addressed upon redevelopment.</li></ol>	<i>Suggested Mitigation</i>	<ol style="list-style-type: none"><li>1. Address staff comments.</li><li>2. Address sewer and fire flow capacities and Tree Conservation Areas at the site plan stage.</li></ol>
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# Existing Zoning Map

**Z-16-2015**



**Submittal  
Date**

5/1/2015

**Request: 2.18 acres from  
O&I-1 w/SRPOD  
to 1.55 ac to NX-3-UL-CU &  
0.63 ac to RX -3-UL-CU**

**VICINITY MAP**



# Rezoning Case Evaluation

## 1. Compatibility Analysis

### 1.1 Surrounding Area Land Use/ Zoning Summary

	<b>Subject Property</b>	<b>North</b>	<b>South</b>	<b>East</b>	<b>West</b>
<i>Existing Zoning</i>	O&I-1	R-10, R-6, O&I-1	NB	CM, BC	NB
<i>Additional Overlay</i>	SRPOD	SRPOD	SRPOD	SRPOD	SRPOD
<i>Future Land Use</i>	Neighborhood Mixed Use	Low Density Residential	Neighborhood Mixed Use; General Industrial	Neighborhood Mixed Use	Neighborhood Mixed Use
<i>Current Land Use</i>	Fraternity, Offices	Apartments, Townhouses, Single-Family Residence	Eating Establishment, Convenience Store, Offices	Office	Eating Establishment
<i>Urban Form (if applicable)</i>	Mixed-Use Center, Transit Emphasis Corridor	Mixed-Use Center	Mixed-Use Center, Transit Emphasis Corridor	Transit Emphasis Corridor	Mixed-Use Center, Transit Emphasis Corridor

### 1.2 Current vs. Proposed Zoning Summary

	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
<i>Residential Density:</i>	25 DU/ acre (54 DUs max.)	83.64 DU/ acre (183 DUs max.)
<i>Setbacks:</i> <i>Front:</i> <i>Side:</i> <i>Rear:</i>	30 feet 5 feet 5 feet	<i>Per Urban Limited frontage:</i> Min. 50% of bldg. w/n 20 feet Min. 25% of bldg. w/n 20 feet 0 or 3 feet (next to R-10, if Mixed Use Bldg.); 50 feet (next to R-6, per Transition zones)
<i>Retail Intensity Permitted:</i>	7,120 sf (if non-residential-related services: 10% floor area gross, maximum)	6,500 sf (per conditions)
<i>Office Intensity Permitted:</i>	71,200 sf	150,000 sf

### 1.3 Estimated Development Intensities\*

	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
<i>Total Acreage</i>	2.18	2.18
<i>Zoning</i>	O&I-1 w/ SRPOD	NX-3-UL-CU & RX-3-UL-CU

<i>Max. Gross Building SF</i>	71,200	191,000
<i>Max. # of Residential Units</i>	54	183
<i>Max. Gross Office SF</i>	71,200	150,000
<i>Max. Gross Retail SF</i>	7,120	6,500 (per conditions)
<i>Potential F.A.R.</i>	0.75	2.01

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

The proposed rezoning is:

☒ **Compatible** with the property and surrounding area.

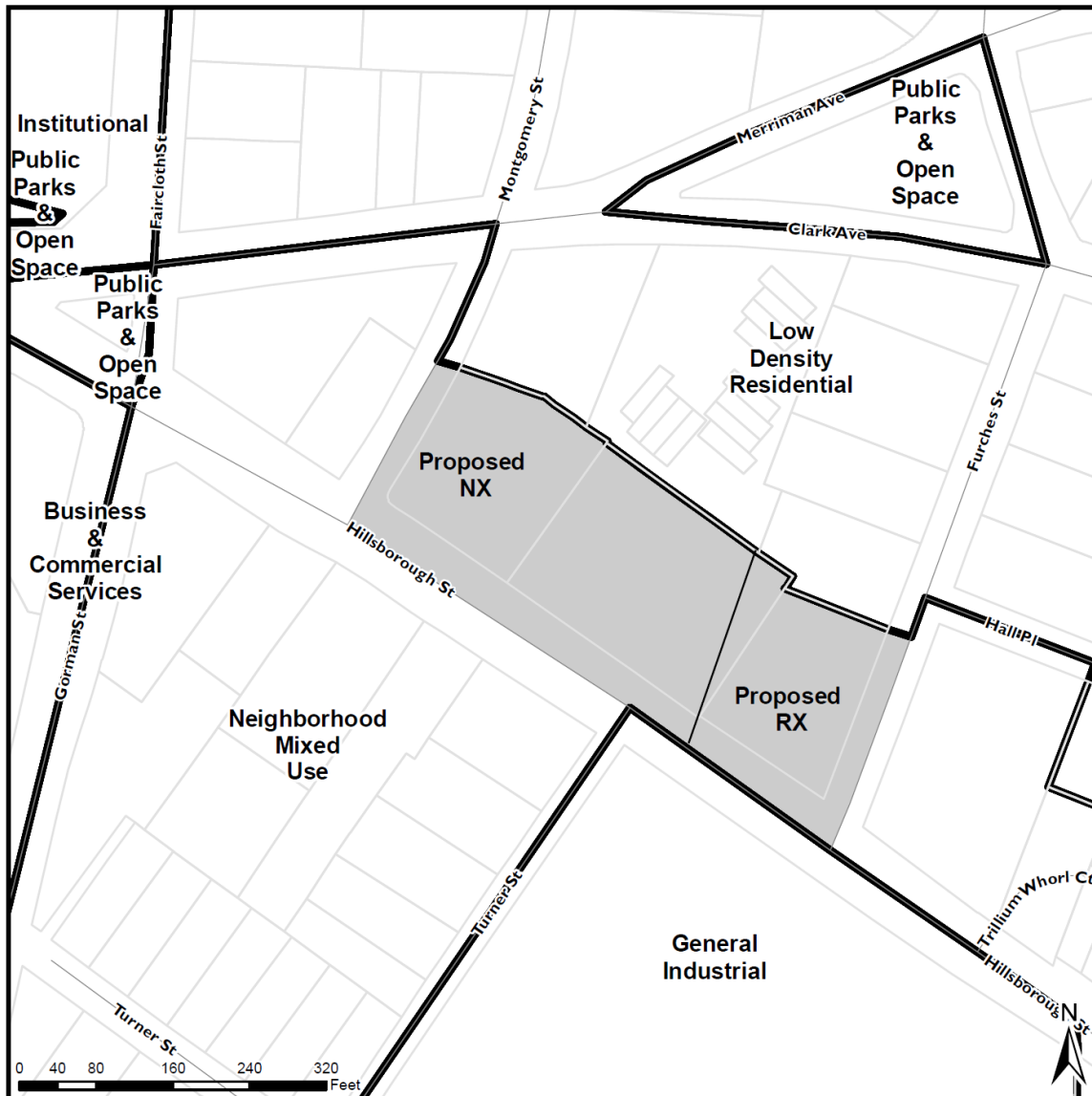
☐ **Incompatible.**

Analysis of Incompatibility:

(N/ A)

# Future Land Use Map

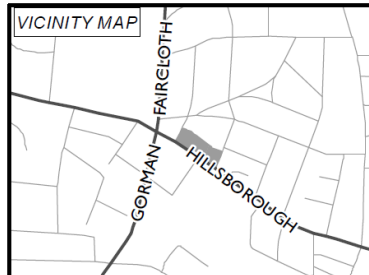
**Z-16-2015**



**Submittal  
Date**

5/1/2015

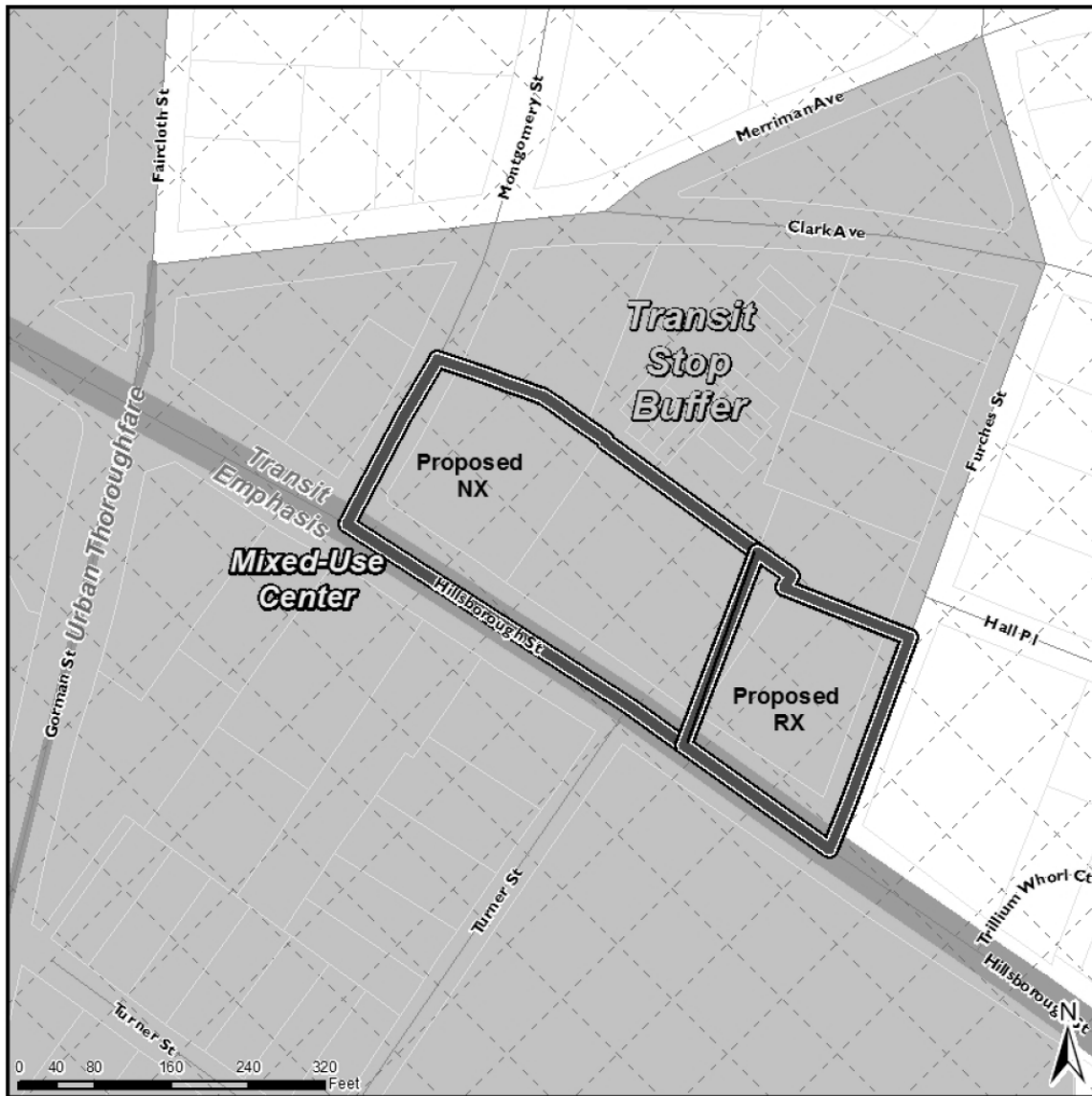
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to 1.55 ac to NX-3-UL-CU &  
0.63 ac to RX -3-UL-CU**





# Urban Form Map

**Z-16-2015**



Submittal  
Date

5/1/2015

**Request:** 2.18 acres from  
O&I-1 w/SRPOD  
to 1.55 ac to NX-3-UL-CU &  
0.63 ac to RX -3-UL-CU



## 2. Comprehensive Plan Consistency Analysis

### 2.1 Comprehensive Plan

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

- Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?
- Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
- 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?
- Will community facilities and streets be available at City standards to serve the use proposed for the property?

The proposal is consistent with the Future Land Use map, the Urban Form map, and pertinent policies of the Comprehensive Plan. Case conditions promote compatibility of future site development with existing land uses and build-out (e.g., height cap and urban frontage; prohibition of drive-throughs, and cap on retail square footage; lighting restrictions; requiring multiple buildings). The proposal supports Vision Themes "Managing Our Growth," "Coordinating Land Use and Transportation," and "Growing Successful Neighborhoods and Communities."

Existing community facilities and streets appear sufficient to accommodate redevelopment possible under the proposed rezoning.

### 2.2 Future Land Use

**Future Land Use designation:** Neighborhood Mixed Use

**The rezoning request is:**

☒ **Consistent** with the Future Land Use Map.

☐ **Inconsistent**

Analysis of Inconsistency:

(N/ A)

### 2.3 Urban Form

**Urban Form designation:** Mixed-Use Center; Transit Emphasis Corridor (Hillsborough Street); within ½-mile Transit Stop Buffer

☐ **Not applicable** (no Urban Form designation)

**The rezoning request is:**

☒ **Consistent** with the Urban Form Map.

☐ **Inconsistent**

Analysis of Inconsistency:

(N/A)

## **2.4 Policy Guidance**

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

(None identified.)

## **2.5 Area Plan Policy Guidance**

The rezoning request is not within a portion of the City subject to an Area Plan.

# **3. Public Benefit and Reasonableness Analysis**

## **3.1 Public Benefits of the Proposed Rezoning**

- Increasing the supply of multi-family housing proximate to NC State University and Meredith College, and to a proposed future transit station.
- Opportunity to provide limited non-residential uses on site, for the benefit of site residents and nearby residential areas.
- Location on an existing bus line and in walking distance to existing businesses, reducing need for vehicular travel.

## **3.2 Detriments of the Proposed Rezoning**

- Potential loss to future redevelopment of three dwellings designated as "Contributing" to the West Raleigh National Register Historic District

# **4. Impact Analysis**

## **4.1 Transportation**

This site is bounded by Hillsborough Street to the south, Montgomery Street to the west and Furches Street to the east. Hillsborough Street is classified as Avenue 3-Lane, Parallel Parking. Montgomery and Furches Street are classified as Local Streets in the City's current Street Plan Map. Approval of case Z-16-2015 would add 110 vehicles per hour to the surrounding street system during the AM peak hour. In accordance with section 6.23 of the Raleigh Street Design Manual, a traffic impact analysis report is not required for Z-16-2015.

There are no CIP projects planned for this segment of Hillsborough Street. Phase II of the Hillsborough Streetscape project will terminate east of the Z-16-15 site at Shepard Street. Offers of cross access to adjacent parcels shall be made in accordance with the Raleigh UDO section 8.3.5.D. This segment of Hillsborough Street is maintained by the NCDOT;

Montgomery Street and Furches Street are maintained by the City of Raleigh. Driveway access to Hillsborough Street will be determined at site plan review by the NCDOT District Engineer and the Raleigh Public Works department. The block perimeter bounded by the rights-of-way for Hillsborough, Montgomery, Clark and Furches Street is 1,940 feet. In accordance with UDO section 8.3.2, the maximum block perimeter for NX-3 and RX-3 zoning is 3,000 feet.

**Impact Identified:** A traffic study is not required for case Z-16-2015.

#### 4.2 Transit

This area is currently served by GoRaleigh and GoTriangle. The City of Raleigh Short Range Transit Plan and the Wake County 2040 Transit Study call for increased service along Hillsborough Street.

Per Zoning Condition 13, the Transit Program will request the dedication of a 15'x20' transit easement and shelter along Hillsborough Street. If a shelter is incorporated into the face of the building, the size of the transit easement may be reduced as the circumstances dictate.

**Impact Identified:** This project will increase demand for transit in this area, which the offer of a shelter will help mitigate.

#### 4.3 Hydrology

<i>Floodplain</i>	No FEMA Floodplain present
<i>Drainage Basin</i>	Beaverdam SW/ Rocky Branch
<i>Stormwater Management</i>	Subject to Part 10, Chapter 9
<i>Overlay District</i>	None.

**Impact Identified:** No impacts identified.

#### 4.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	7,085 gpd	114,375 gpd
<i>Waste Water</i>	7,085 gpd	114,375 gpd

The proposed rezoning would add approximately 107,290 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the properties.

**Impact Identified:** The developer may be required to submit a downstream sanitary sewer capacity study and those required improvements identified by the study must be permitted and constructed in conjunction with and prior to the proposed development being constructed.

Verification of available capacity for water fire flow is required as part of the building permit process. Any water system improvements required to meet fire flow requirements will also be required.

#### 4.5 Parks and Recreation

No greenway trail, connector or corridor impacts on this site. Nearest trail is 0.1 miles, Reedy Creek. Recreation services are provided by Method Road Park, 0.9 miles away.

**Impact Identified:** None.

#### **4.6 Urban Forestry**

UDO 9.1 Tree Conservation may apply if the three lots are recombined. The Urban Limited designation will allow removal of all existing trees along Hillsborough Street frontage. The site may not meet Tree Conservation code requirements UDO 9.1.4.E. with the remaining trees.

**Impact Identified:** Tree Conservation Areas must be addressed at the site plan stage.

#### **4.7 Designated Historic Resources**

These three properties form the southwest corner of the West Raleigh National Register Historic District. Each contains a dwelling constructed as a single family residence in the early part of the past century. All are in classified as "Contributing" to historic district character and integrity.

**Impact Identified:** None. National Register status does not restrict redevelopment of the properties.

#### **4.8 Community Development**

The site is not located within a designated Redevelopment Plan area.

**Impact Identified:** None.

#### **4.9 Impacts Summary**

- Sewer and fire flow matters may need to be addressed upon redevelopment.
- Tree Conservation Areas must be addressed upon redevelopment.

#### **4.10 Mitigation of Impacts**

- Address sewer and fire flow capacities and Tree Conservation Areas at the site plan stage.

## **5. Conclusions**

The proposal is consistent with the Future Land Use map, the Urban Form map, and pertinent policies of the Comprehensive Plan. Zoning conditions serve to enhance compatibility of site use and form with the surrounding area, while anticipating future redevelopment along Hillsborough Street and the future rail transit corridor nearby.

## Staff Comments: Z-16-15 Conditions *(as amended 6/9/15)*

### Condition 5

- Insert the word “principal” as follows: “of the materials of the principal buildings”. For SP-66-14, there was a similar zoning condition (condition Number 8 of Z-7-12). The staff and the Commission had a hard time deciding if application to the parking deck of one building material in amount found on the principal building satisfied the requirement of this zoning condition. Also there was concern about proportionality; for example; if the principal building is 80% brick, will a parking deck with 1% brick satisfy this zoning condition?

A way of providing more certainty is to require that the exterior elevation of a parking structure shall be clad with building materials of the same texture, quality, material, and color of the materials in excess 10% of the principal buildings, as in, “The dominant exterior principal building material of the principal building shall constitute at least 20% of the exterior elevations of the regulated parking structure. Dominant exterior principal building means a building material that either exceeds 50% of the building materials of the principal building or the building material that has the greatest use on of the exterior of the principal building.”

### Condition 8

- You may wish to provide for a maximum building footprint, as well as the conditioned minimum. Potential site build-out, as projected using Envision Tomorrow software, could reach 191,000 SF. Given the rezoning’s 3-story height allowance, if two buildings each are the minimum-footprint 2,000 SF per floor (totaling 12,000 SF between the two of them), one three-story building could have a footprint of close to 60,000 SF (179,000 SF/ 3 stories). By comparison, the footprint of the industrially-zoned Duke Power building across the street measures less than 27,000 SF.

### Condition 9

- Insert a comma between the word “uses” and the word “not”.
- At the end of Condition 9, insert the words “gross floor area.”

### New Condition

- As there may be multiple lots on the rezoning property, add a new zoning condition requiring an allocation covenant for Retail Sales square footage. The wording of the covenant condition should note that the City Attorney would be required to approve the covenant, and that the covenant would be recorded with the Wake County Register of Deeds Office within a set number of days following the adoption of the rezoning. (Note that no allocation covenant would be required if the Retail Sales limitation was expressed as a FAR limitation in zoning condition number 9.)



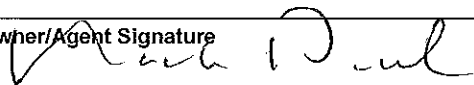
# Planning & Development

**Development Services  
Customer Service Center**  
One Exchange Plaza  
1 Exchange Plaza, Suite 400  
Raleigh, North Carolina 27601  
Phone 919-996-2495  
Fax 919-516-2685

4:17 pm  
5-1-15

## Rezoning Application

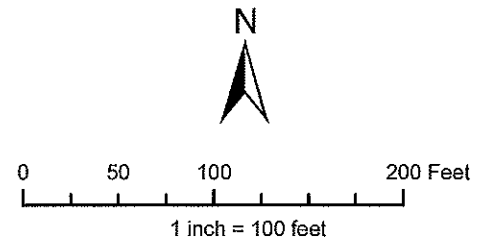
Rezoning Request	OFFICE USE ONLY
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan	Transaction Number
Existing Zoning Classification O&I 1 SRPOD Proposed Zoning Classification Base District NX & RX (see attachment for zoning line) Height 3 Frontage UL	426745
If the property has been previously rezoned, provide the rezoning case number. Z-38-12	
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions or Pre-Submittal Conferences. 426745	Z-16-15

GENERAL INFORMATION		
Property Address 3402, 3412, & 3414 Hillsborough St		Date
Property PIN 0794-43-3517, 0794-43-1645, 0794-33-9776	Deed Reference (Book/Page) DB 7825 P 207; DB 10840 P 511; DB 2379 P 108	
Nearest Intersection Hillsborough St at Furches St		Property size (in acres) 2.18
Property Owner/Address Rick Leland - PO Box 10547 Raleigh NC 27605 & Arthur D & Annemarie L. Alexander - 94 Lake Royale Louisburg, NC 27549	Phone	Fax
	Email	
Project Contact Person/Address Mack Paul, Attorney for FMW Real Estate	Phone 919-590-0377	Fax
	Email mpaul@morningstarlawgroup.com	
Owner/Agent Signature 	Email	

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



Approximate Zoning Line Shown in Green



**Disclaimer**  
iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are NOT surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.





# Planning & Development

Development Services  
Customer Service Center  
One Exchange Plaza  
1 Exchange Plaza, Suite 400  
Raleigh, North Carolina 27601  
Phone 919-996-2495  
Fax 919-516-2685

Conditional Use District Zoning Conditions		OFFICE USE ONLY
Zoning Case Number   Z-16-15		Z-16-15
Date Submitted   June 9, 2015		
Existing Zoning   O&I-1 SRPOD	Proposed Zoning NX-3-UL and RX-3-UL	

NARRATIVE OF ZONING CONDITIONS OFFERED	
1.	The following uses shall be prohibited in any portion of the subject property having a base district of NX: boardinghouse; telecommunication tower – all types; detention center; jail; prison; tattoo parlor; vehicle repair (minor); vehicular fuel sales; vehicle sales/rental, vehicle parts/accessories; drive-in/drive-thru facilities.
2.	The following uses shall be prohibited in any portion of the subject property having a base district of RX: boardinghouse; telecommunication tower – all types;
3.	In the event there are outdoor pole-mounted lights between the north façade of any building and the northern property line (adjoining those parcels of land described in Deed Book 14982, Page 1591; Deed Book 3680, Page 771; Deed Book 13058, Page 2176), then such outdoor pole-mounted light fixtures shall be no more than ten feet (10') in height and shall be of full cut-off design.
4.	All light fixtures mounted on the exterior of the north façade of any building shall be of full cut-off design.
5.	Any visible portion of an exterior elevation of a parking structure shall be clad with building materials of the same texture, quality, material, and color of the materials of the buildings, and shall include a solid wall at least forty-two inches (42") in height as measured from the top of each parking surface. If the parking structure is above grade, then the open area between the top of the solid wall measuring at least forty-two inches (42") in height and the next level of parking shall be screened with a wall, louver, or other screening device.
6.	Prior to issuance of a building permit for new development, a transit easement shall be deeded to the City and recorded in the Wake County Registry. Prior to recordation of the transit easement, the dimensions (not to exceed fifteen feet (15') in depth and twenty feet (20') in width) and location of the easement along Hillsborough Street shall be approved by the Public Works Department and the easement document approved by the City Attorney's Office. In lieu of deeding an easement, with the consent of the Public Works Department and subject to the approval of the Raleigh City Council or NC Department of Transportation, a transit shelter may be constructed in the public right-of-way at the sole expense of the owner of the rezoned land in satisfaction of this condition.
7.	No dwelling units shall contain more than three (3) bedrooms.
8.	Any Site Plan submitted for approval for new development on the property must include at least three (3) freestanding buildings across the entire subject property, each with a building footprint of not less than 2,000 square feet.
9.	The maximum floor area across the entire subject property for Retail Sales land uses not otherwise prohibited by these zoning conditions, as listed in UDO Section 6.1.4. "Allowed Principal Use Table", shall be limited to 6,500 square feet.

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/Agent Signature	Print Name
-----------------------	------------





# Planning & Development

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Customer Service Center  
One Exchange Plaza  
1 Exchange Plaza, Suite 400  
Raleigh, North Carolina 27601  
Phone 919-996-2495  
Fax 919-516-2685

## Rezoning Application Addendum

Comprehensive Plan Analysis	OFFICE USE ONLY
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.	<b>Z-16-15</b>

STATEMENT OF CONSISTENCY	
Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map and any applicable policies contained within the 2030 Comprehensive Plan.	
1.	The properties are designated "Neighborhood Mixed Use" on the Future Land Use Map. This classification supports both residential and mixed-use buildings with upper-story housing over ground-floor retail. The rezoning request is consistent with the Future Land Use Map designation because both RX and NX districts permit residential use and ground-floor retail uses.
2.	The properties front along Hillsborough Street, which is classified as a "Transit Emphasis Corridor" on the Urban Form Map. This corridor type recommends a hybrid frontage type be applied during the rezoning process. The rezoning request; therefore, is consistent with the Urban Form Map designation because the Urban Limited frontage type is both an urban and hybrid frontage.
3.	The Urban Form Map also shows that the properties are within a mixed-use center and less than 0.15 miles from a planned fixed-guideway transit stop. The properties are also well-served by bus service, including Route 12 of the CAT system and TTA service to downtown Raleigh and the RDU Airport. Based on this, and the properties frontage along a Transit Emphasis Corridor, the properties are within the Core/Transit area for purposes of determining the appropriate height. Table LU-2 "Recommended Height Designations", provides guidance for up to five (5) stories in building height for properties designated Neighborhood Mixed Use on the Future Land Use Map and located within a Core/Transit area. Therefore, the rezoning request for a maximum building height of three (3) is consistent with the Comprehensive Plan.
4.	The rezoning request is consistent with the following policies: LU 2.2 "Compact Development", LU 2.6 "Zoning and Infrastructure Impacts", LU 4.1 "Coordinating Transportation Infrastructure with Land Use", LU 4.4 "Reducing VMT Through Mixed Use", LU 4.6 "Transit-Oriented Development", LU 4.7 "Capitalizing on Transit Access", LU 4.8 "Station Area Land Uses", LU 4.9 "Corridor Development", LU 5.4 "Density Transition", LU 6.1 "Composition of Mixed Use Centers", LU 6.3 "Mixed-Use and Multi-Modal Transportation", and LU 8.14 "Student-Oriented Housing". The rezoning facilitates development of higher-density residential uses and accessory retail uses in close proximity to Meredith College and North Carolina State University, and along a pedestrian-oriented corridor with existing transit service.

PUBLIC BENEFITS	
Provide brief statements regarding the public benefits derived as a result of the rezoning request.	
1.	The rezoning request provides the public benefit of permitting higher-density housing in close proximity to Meredith College and North Carolina State University, and along a corridor with existing bus service and retail uses. Also, the rezoning request permits limited retail uses that could serve future residents of the development and nearby residents. The provision of housing and retail options in close proximity to such institutions and transportation infrastructure can reduce the impact on the broader transportation system.
2.	

## URBAN DESIGN GUIDELINES

If the property to be rezoned is shown as a “mixed use center” or located along a Main Street or Transit Emphasis Corridor as shown on the Urban Form Map in the Comprehensive Plan, the applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan.

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><b>Response:</b> The proposed rezoning permits a mix of retail, office, and residential uses consistent with this guideline, and the Urban Limited frontage type and building guidelines will facilitate pedestrian-level interest along Hillsborough Street.</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><b>Response:</b> Development permitted by the proposed rezoning will comply with the Neighborhood Transition regulations of the UDO, consistent with this guideline.</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><b>Response:</b> The properties are located along Hillsborough Street, Montgomery Street, and Furches Street. There is the ability to access the side streets such that the surrounding neighborhood can access the area without traveling on Hillsborough Street.</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><b>Response:</b> No new streets are proposed, and the properties front along three public streets.</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><b>Response:</b> The properties are part of an existing block face which meets the 660-foot guideline.</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><b>Response:</b> The Urban Limited frontage type, allowable building types, and proposed zoning conditions work to ensure that buildings will line Hillsborough Street and provide pedestrian interest.</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><b>Response:</b> The Urban Limited frontage type and zoning conditions promote development with buildings placed in close proximity to the primary street consistent with this guideline.</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><b>Response:</b> The Urban Limited frontage type and zoning conditions promote development with buildings placed at the corners of intersections consistent with this guideline.</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><b>Response:</b> Urban open space will be provided in accordance with the UDO requirements.</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><b>Response:</b> The Urban Limited frontage type requires a street-facing building entrance consistent with this guideline.</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><b>Response:</b> Both the NX and RX districts allow for retail opportunities and nonresidential uses in the RX district must be located in the corner of the building on the ground-level, which will provide pedestrian-level interest.</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><b>Response:</b> The urban open space will be provided in accordance with the UDO standards for outdoor amenity areas.</p>
13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p><b>Response:</b> The outdoor amenity standards in the UDO require provision of seating, consistent with this guideline.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p><b>Response:</b> The Urban Limited frontage type prohibits parking between the building and the street.</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></p> <p><b>Response:</b> The Urban Limited frontage type and prohibits parking between the building and Hillsborough Street consistent with this guideline.</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></p> <p><b>Response:</b> The UDO governs parking structure screening and treatment, consistent with this guideline.</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></p> <p><b>Response:</b> The properties are located along Hillsborough Street, which is well-served by bus transit. Also, the properties are located in close proximity to a planned fixed-guideway transit stop.</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></p> <p><b>Response:</b> The properties front along Hillsborough Street which already provides pedestrian access to existing bus stops.</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></p> <p><b>Response:</b> There are no sensitive landscape areas on the property.</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><b>Response:</b> No new streets are contemplated as part of this development.</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><b>Response:</b> The proposed development will comply with the applicable UDO regulations, consistent with this guideline.</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><b>Response:</b> Street trees will be provided in accordance with the UDO and streetscape guidelines for Hillsborough Street.</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><b>Response:</b> The Urban Limited frontage type, zoning conditions, and other architectural feature requirements of the UDO will ensure compliance with this guideline.</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><b>Response:</b> The Urban Limited frontage type requires a primary building entrance facing Hillsborough Street, consistent with this guideline.</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><b>Response:</b> The transparency requirements of the UDO, permitted ground-floor retail uses, Urban Limited frontage type, and Zoning conditions will ensure compliance with this guideline.</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><b>Response:</b> The Urban Limited frontage type, zoning conditions, permitted building types, and other UDO provisions will ensure that the proposed development will complement the function of the existing public sidewalk along Hillsborough Street.</p>



# **REZONING OF PROPERTY LOCATED ON THE NORTH SIDE OF HILLSBOROUGH STREET, BETWEEN MONTGOMERY STREET AND FURCHES STREET IN THE CITY OF RALEIGH**

## **REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS ON APRIL 6, 2015**

Pursuant to applicable provisions of the Unified Development ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Monday, April 6, 2015, at 7:30 PM. The property considered for this potential rezoning totals approximately 2.18 acres and is located on the north side of Hillsborough Street, between Montgomery Street and Furches Street, and having Wake County Parcel Identification numbers: 0794-43-3517, 0794-43-1645, 0794-33-9776. This meeting was held at the home of Bill and Shera Hube at 19 Furches Street, Raleigh, NC 27607. All owners of property within 100 feet of the subject properties were invited to attend the meeting. Attached hereto as **Exhibit A** is a copy of the neighborhood meeting notice. A copy of the required mailing list for the meeting invitations is attached hereto as **Exhibit B**. A list of the attendees of the meeting is attached hereto as **Exhibit C**.

### **Introduction**

Jim Zanoni introduced himself as a principle with FMW Real Estate based in Charlotte. He described his company, which historically has assembled and developed land in Uptown Charlotte. FMW prefers to identify property that offers a long-term value. Mr. Zanoni discussed FMW's interest in Hillsborough Street, beginning with the acquisition of the Tao Auto property at Boylan Avenue and Hillsborough Street in the early 2000s. Since that time, FMW has acquired and developed a number of properties along Hillsborough Street, primarily for residential uses. FMW is a stakeholder on Hillsborough Street and has a strong interest in the Street's revitalization.

### **Zoning District**

Participants discussed the base zoning district. Mr. Paul summarized the main UDO districts for a location such as this as NX, OX, and RX. Mr. Paul explained that NX offers the most flexibility and allows the most retail uses. Further, he stated that RX would be primarily a residential use and OX primarily an office use. Mr. Zanoni said he is open to feedback on zoning districts. Attendees indicated a desire for a mix of uses, including office, residential, and retail as well as interest in having NX in areas of the subject property not immediately adjacent to current residences. The commercial uses would not necessarily be a predominant use but could serve the neighborhood. The possibility that including office and retail might reduce parking on the site was discussed. Mr. Zanoni pointed out that retail can present a tradeoff because it requires sufficient patronage, which requires parking and access. Therefore, it is important to consider the primary use of a project and how that will shape the design and impacts in the area.

## **Demographics**

There was a lengthy discussion about the type of market along this section of Hillsborough Street. Attendees expressed desire to attract a diversity of people ranging from young professionals and graduate students to families and empty nesters. Mr. Zaroni pointed to the different markets that exist along Hillsborough Street. For example, properties directly across from campus cater to a younger clientele. He has seen more demand from young professionals who work Downtown and graduate students near West Morgan at the eastern end of Hillsborough Street. At this time, he envisions a similar market at the western end of Hillsborough Street (i.e., graduate students and young professionals).

## **Product Types**

Mr. Zaroni indicated that he has not settled on a specific building plan yet. He envisions either townhomes or "townhome flats" at Furches Street. A townhome would contain each unit vertically within the building. A townhome flat would contain each unit horizontally within the building. FMW is developing townhome flats on Ashe Avenue at this time so Mr. Zaroni can relay an example of this product type. Attendees expressed a preference for townhomes over townhome flats. Mr. Zaroni pointed to the project under construction at 1301 Hillsborough Street (IHOP property) and the existing 2604 Hillsborough Street (Saxby's coffee) as examples of a four story building. Again, he will send examples that can be shared with the neighborhood. Attendees felt that townhomes would fit the character and quality of the surrounding area.

An attendee expressed concern with fully furnished units because they associated these units with a higher turnover of residents.

## **Proposed Zoning Conditions**

Mack Paul, zoning attorney for FMW, listed the key conditions to be placed on the Hillsborough Street properties, including a minimum of three (3) buildings and no four (4) bedroom units. In addition, FMW proposes to limit height of any building to four (4) stories adjacent to the apartments and West Oak Townhomes and three (3) stories adjacent to Susan Delmonico's property on Furches Street. Attendees felt that height along the West Oak Townhomes area should be limited to three stories as well inasmuch as they are single family homes like the Delmonico property. Clarification about the definition of story was requested. Mr. Paul stated that the City code counts as a story any level that is at least 50% above grade. Other attendees were concerned that the proposed height limitations are actually half a story higher, particularly if podium parking is used. Mr. Zaroni stated that he envisions the buildings fronting Hillsborough Street with direct access to a sidewalk on Hillsborough Street; therefore, the first story would be at street level.



## **General Feedback**

Attendees stressed their preference for multiple access points, one on Furches, Montgomery and Hillsborough Street, emphasizing they did not want all traffic to be channeled on Montgomery Street. The preference is for multiple access points, including one on Furches, Montgomery, and Hillsborough Street. Mr. Zanoni relayed some of the challenges he experienced with access on Hillsborough Street at 1301 Hillsborough, but ultimately he achieved it.

Attendees also emphasized the number of children who walk to the retail establishments along Hillsborough Street. Those types of venues are valued and encouraged.

There is also a desire of local ownership, diversity in tenant mix, and unique establishments. In the alternative, some attendees expressed concern about national chains and the same look of projects.

A question was raised about saving trees on the site. Mr. Zanoni suggested that multiple buildings create more of an opportunity to achieve that.

Participants emphasized the desire for buildings that can adapt as the community evolves to promote permanency.

Attendees expressed concerns regarding the uncertainty that exists with future development in the area, including near Ridgewood and future transit stops.

Participants raised concerns about parking. Those comments led to a mutual discussions about applying an urban frontage that would allow for a reduction in parking. It was noted that the urban frontages encourage greater pedestrian feel and sidewalk connectivity, which neighbors desire. However, attendees raised concerns that more parking may be needed than required under parking limited. Consequently, there is a trade-off with any frontage type.

A question was raised by attendees on building setbacks, but there was nothing to report given the early stage of planning. Attendees expressed a view that the context at this site is different from other properties closer to NCSU and Downtown. They stated an interested in the proposed project being of a character and quality consistent with the neighborhood.

## **Next Steps**

Mr. Zanoni stated he would like to initiate the rezoning process with the conditions set forth about height, bedroom units, and multiple buildings. That would go into staff review for a number of weeks. Once he wraps up work on the Ashe Avenue project and 1301 Hillsborough Street, he will direct his designers to prepare schematics for these properties on Hillsborough Street, which can be shared with the community for feedback. In the meantime, he will relay examples of the four story and townhome projects to Bill Hube to distribute amongst the community.



## EXHIBIT A

### NEIGHBORHOOD MEETING NOTICE



Mack A. Paul, IV | Partner  
630 Davis Drive, Suite 200  
Morrisville, NC 27560

919-590-0377  
mpaul@morningstarlawgroup.com  
www.morningstarlawgroup.com

To: Neighboring Property Owner

From: Mack Paul

Date: March 25, 2015

Re: Notice of meeting to discuss potential rezoning of three parcels of land located on the north side of Hillsborough Street, between Montgomery Street and Furches Street, containing approximately 2.18 acres, and having Wake County Parcel Identification Numbers: 0794-43-3517, 0794-43-1645 and 0794-33-9776 (the "Property")

We are counsel for FMW Real Estate ("FMW"), which is considering rezoning the above-captioned Property. The Property is currently zoned Office & Institution-1 with a Special Residential Parking Overlay District. The City of Raleigh recently adopted a new Unified Development Ordinance, which includes a new set of zoning districts. FMW is considering rezoning the Property to a Conditional Use district with a combination of Neighborhood Mixed Use with a four (4) story height limit (NX-4) and Residential Mixed Use with a three (3) story height limit (RX-3) as the base districts with an Urban Limited (UL) frontage designation.

You are cordially invited to attend a meeting to discuss the potential rezoning. We have scheduled a meeting with surrounding property owners on Monday, April 6, 2015, at 7:30 p.m. Bill and Shera Hube have volunteered to host the meeting at their home on 19 Furches Street, Raleigh NC, 27607.

This meeting is required by the City of Raleigh and is intended to afford neighbors an opportunity to ask questions about the potential rezoning and for the owners to obtain suggestions and comments you may have about it. You are not required to attend, but are certainly welcome. After the meeting, we will prepare a report for the Raleigh Planning Department regarding the items discussed at the meeting.

Please do not hesitate to contact me directly should you have any questions or wish to discuss any issues. I can be reached at (919) 590-0377 or mpaul@morningstarlawgroup.com.

## **EXHIBIT B**

### **MAILING LIST**

1. CLARK STORES LLC – PO BOX 469 CLINTON NC 28329-0469
2. CCH PROPERTIES LLC – PO BOX 19726 RALEIGH NC 27619-9726
3. SUSAN P DELMONICO – 13 FURCHES ST RALEIGH NC 27607-7048
4. COHEN GLENN JORDAN – 16 FURCHES ST RALEIGH NC 27607-7049
5. WESTOAK TOWNHOUSE HOMEOWNERS ASSOC – 3431 CLARK AVE RALEIGH NC 27607-7035
6. DUKE ENERGY PROGRESS INC TAX DEPT - DEC41B – 550 S TRYON ST CHARLOTTE NC 28202-4200
7. CYRUS B KING JR – 3407 CLARK AVE RALEIGH NC 27607-7035
8. ERWIN DISTRIBUTING CORPORATION – PO BOX 1971 DURHAM NC 27702-1971
9. ARTHUR D & ANNEMARIE L ALEXANDER – 94 LAKE ROYALE LOUISBURG NC 27549-9593
10. EDWIN L GAVIN II – 3417 CLARK AVE RALEIGH NC 27607-7035
11. SAMPSON BLADEN OIL CO INC – PO BOX 469 CLINTON NC 28329-0469
12. OAK CITY PROPERTIES LLC – 100 NORTHBROOK DR APT 301 RALEIGH NC 27609-7075
13. JILL A EAKER – 14 FURCHES ST RALEIGH NC 27607-7049
14. WILLIAM K JR & SHERA J HUBE – 19 FURCHES ST RALEIGH NC 27607-7048
15. B COMPTON – PO BOX 10371 RALEIGH NC 27605-0371
16. REDA PROPERTIES LLC C/O RICK LELAND – PO BOX 10547 RALEIGH NC 27605-0547
17. ROBERT III WILLIAMSON – 3409 CLARK AVE RALEIGH NC 27607-7035
18. LELAND/GONZALEZ LLC RICK LELAND – PO BOX 10547 RALEIGH NC 27605-0547
19. CAROLINE THOMPSON – 3415 CLARK AVE RALEIGH NC 27607-7035
20. WILBORN B & MARY O COWARD – 2800 HAZELWOOD DR RALEIGH NC 27608-1418
21. REYNOLDS, SANDRA HONEYCUTT C/O RKRIB INC – 1100 LOGGER CT STE A102 RALEIGH NC 27609-8506
22. BETTY HOLDING HONEYCUTT TRUSTEE – 3301 FELTON PL RALEIGH NC 27612-5001
23. PETER T & VICKIE H DANIEL – 15 FURCHES ST RALEIGH NC 27607-7048
24. TRILLIUMS LLC – 3108 ETON RD RALEIGH NC 27608-1114
25. ALICIA L & CHRISTOPHER R KIRWAN – 3223 MERRIMAN AVE RALEIGH NC 27607-7001
26. PEGGY S DOMINGUE – 3405 CLARK AVE RALEIGH NC 27607-7035
27. MELISSA MONTAGUE SHEPSON – 3411 CLARK AVE RALEIGH NC 27607-7035
28. TRIANGLE ENTERPRISES GROUP LLC – PO BOX 534 MOREHEAD CITY NC 28557-0534
29. RKRIB INC – 1100 LOGGER CT STE A102 RALEIGH NC 27609-8506
30. LAUREN A ROBBINS – 3419 CLARK AVE RALEIGH NC 27607-7035
31. HENRY E DILLON JR – 3421 CLARK AVE RALEIGH NC 27607-7035
32. DEBORAH A MARTIN – 3431 CLARK AVE RALEIGH NC 27607-7035
33. ROBERT H LEWIS – 3425 CLARK AVE RALEIGH NC 27607-7035
34. MARK B WELSH – 3427 CLARK AVE RALEIGH NC 27607-7035
35. SANDRA HONEYCUTT REYNOLDS – PO BOX 1347 HILLSBOROUGH NC 27278-1347

## **EXHIBIT C**

### **Attendees to the Neighborhood Meeting**

George Allen  
Randy Carter  
Will Coward  
Peter Daniel  
Susan Delmonico  
Candace Haigler  
Shera and Bill Hube  
George Huntley  
Cy King  
Debbie Martin  
Andrew Techet  
Bailey Tucker  
Jennifer Williams  
Jim Zanoni  
Mack Paul