



# Rezoning Application and Checklist

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

Please complete all sections of the form and upload via the Permit and Development Portal ([permitportal.raleighnc.gov](http://permitportal.raleighnc.gov)). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email [rezoning@raleighnc.gov](mailto:rezoning@raleighnc.gov).

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input checked="" type="checkbox"/> Conditional use	<input type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
Existing zoning base district: R-4		Height:	Frontage:
Proposed zoning base district: RX		Height: 3	Frontage:
		Overlay(s):	Overlay(s):
<b>Helpful Tip:</b> <a href="#">View the Zoning Map</a> to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			

General Information		
Date: November 25, 2025	Date amended (1):	Date amended (2):
Property address: 3470 Blue Ridge Road		
Property PIN: 0795152818		
Deed reference (book/page): Book 19279, Page 2024		
Nearest intersection: Blue Ridge Road and Morningside Drive		Property size (acres): 1.61
For planned development applications only:	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: The Forge at Blue Ridge, LLC 2821 Plaza Place, Suite 210 Raleigh, NC 27612		
Property owner email: <a href="mailto:jon@homesbydickerson.com">jon@homesbydickerson.com</a>		
Property owner phone: 919-847-4447		
Applicant name and address: Isabel Mattox 3700 Glenwood Avenue, Suite 500 Raleigh, NC 27612		
Applicant email: <a href="mailto:imattox@nichollscrampton.com">imattox@nichollscrampton.com</a>		
Applicant phone: 919-828-7171		
Applicant signature(s):		
Additional email(s):		

The Forge at Blue Ridge, LLC

By: Homes by Dickerson Inc., its Managing Member

By: Jonathan Showalter

Name: Jonathan Showalter

Title: Vice President

**RECEIVED**

By Metra Sheshbaradaran at 3:20 pm, Dec 03, 2025

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted: November 25, 2025	OFFICE USE ONLY Rezoning case #
Existing zoning: R-4	Proposed zoning: RX-3-CU	

Narrative of Zoning Conditions Offered
<div>1. Residential density shall not exceed 20 dwelling units.</div> <div>2. No retail uses shall be permitted on the property.</div> <div>3. The apartment building type shall not be permitted on the property.</div>

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

The Forge at Blue Ridge, LLC

By: ~~Homes by Dickerson Inc.~~, its Managing Member

By: Jonathan Showalter  
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Name: Jonathan Showalter  
Title: Vice President



**Rezoning Application Addendum #1****Comprehensive Plan Analysis**

The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.

**OFFICE USE ONLY**

Rezoning case #  
\_\_\_\_\_

**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.

Although the FLUM designates the property as Low Scale Residential, this parcel is located on a Transit Emphasis Corridor and is within a Frequent Transit Area, where greater density is encouraged. Based on the foregoing, the proposed rezoning is consistent with the City of Raleigh's Comprehensive Plan. The requested RX-3-CU zoning allows for townhouse development at a moderate density, which aligns with the Future Land Use Map's designation for residential infill and compatible neighborhood growth. The conditional use provisions ensure the development will be compatible with surrounding properties and the character of the existing neighborhood.

**Public Benefits**

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

The proposed townhouse development provides additional housing options in a walkable, established neighborhood, supporting the city's goals for compatible infill and moderate-density residential growth. The development will be designed to respect the character of surrounding properties, enhance the streetscape, and contribute to the stability and vitality of the community.

Rezoning Application Addendum #2	
Impact on Historic Resources	<b>OFFICE USE ONLY</b> Rezoning case # _____
<p>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.</p>	
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.	
<p>No historic resources located on the property.</p>	
Proposed Mitigation	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
<p>No historic resources located on the property.</p>	

### 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: Transit Emphasis Corridor

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

**1**

All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.

**Response:**

The site plan has not been fully engineered at present. The UDG responses are what is anticipated.

While the proposed development is exclusively residential townhouses, the project still aligns with the intent of the guideline by promoting compact, pedestrian-friendly design along a Transit Emphasis Corridor.

**2**

Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.

**Response:**

The height will be similar to the surrounding residential areas. Heights are limited to 45 feet or three stories (compared to 40 feet allowed in R-4) and neighborhood transition buffers will be provided.

**3**

A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major thoroughfare or arterial.

**Response:**

While the site has a single access point on Blue Ridge Road, the internal street and pedestrian network will be designed to maximize connectivity within the development and provide safe, walkable routes for residents.

**4**

Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.

**Response:**

The development will include an internal street network fully interconnected within the site, and while no opportunities exist for future connections to adjacent properties due to surrounding lot configurations and the adjacencies of purely single family properties, the design will maximize internal connectivity.

**5**

New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.

**Response:**

The development will be organized with interconnected private drives and sidewalks, and all block faces will be kept well under 660 feet to ensure pedestrian accessibility and a walkable site.

**6**

A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.

**Response:**

Buildings will be oriented toward streets and pedestrian paths to define the public realm, with front-facing architectural elements providing visual interest, while garages and service areas are located at the rear to minimize their impact on the streetscape.

7	<p>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.</p> <p><b>Response:</b></p> <p>The townhouses will be sited close to the street to promote a pedestrian-friendly frontage, with all parking located to the rear or sides of buildings.</p>
8	<p>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.</p> <p><b>Response:</b></p> <p>The site is not located at a street intersection.</p>
9	<p>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.</p> <p><b>Response:</b></p> <p>The primary amenity area will be located at the rear of the development, providing a central, accessible space for residents while taking advantage of sunlight and sightlines within the site.</p>
10	<p>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.</p> <p><b>Response:</b></p> <p>The amenity and open spaces will be designed to be directly accessible from internal pathways and sidewalks, with multiple entry points and visual permeability that allows clear views into the space from pedestrian areas within the site.</p>
11	<p>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.</p> <p><b>Response:</b></p> <p>While the development is residential, the townhouses surrounding the amenity area are oriented with active areas to generate pedestrian activity and engagement within the open space.</p>
12	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p><b>Response:</b></p> <p>The amenity area, located at the rear of the townhouses, will be visually defined through landscaping and site layout to create a comfortable and usable outdoor space for residents.</p>
13	<p>New public spaces should provide seating opportunities.</p> <p><b>Response:</b></p> <p>The amenity area will be designed to be a usable outdoor space, and seating opportunities will be incorporated where feasible to enhance resident comfort and usability.</p>

14	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p><b>Response:</b></p> <p>All parking will be located to the rear or side of the townhouses, ensuring that street frontages remain pedestrian-oriented and uninterrupted, with minimal impact on surrounding properties.</p>
15	<p>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.</p> <p><b>Response:</b></p> <p>Parking will be located behind or to the side of the townhouses, ensuring that it does not dominate the frontage or exceed one-third of the building frontage.</p>
16	<p>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.</p> <p><b>Response:</b></p> <p>While no structured parking is proposed, all surface parking and garages will be designed with quality materials and careful placement to minimize visual impact and complement the overall architectural character.</p>
17	<p>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.</p> <p><b>Response:</b></p> <p>The proposed townhouses will be located along Blue Ridge Road within walking distance of frequent transit stops, supporting transit use as a convenient alternative to driving.</p>
18	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p><b>Response:</b></p> <p>Sidewalks will be located along some, but not all, of Blue Ridge Road. The proposed development will include sidewalks and will contribute to pedestrian infrastructure in the area.</p>
19	<p>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.</p> <p><b>Response:</b></p> <p>The development will preserve natural features to the greatest extent possible, using natural grades as possible, and incorporate sensitive areas into the site design as open space amenities where feasible.</p>
20	<p>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.</p> <p><b>Response:</b></p> <p>The internal streets and driveways will be designed to prioritize pedestrians, providing safe, human-scaled pathways that connect townhouse entrances and function as integral public spaces within the development.</p>

21	<p>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.</p> <p><b>Response:</b></p> <p>Sidewalks will be provided within the development and along Blue Ridge Road to ensure pedestrian access to and within the development, with widths designed to meet City standards for safe and comfortable circulation.</p>
22	<p>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.</p> <p><b>Response:</b></p> <p>Street trees will be provided along Blue Ridge Road, offering shade, visual buffering, and pedestrian comfort, with spacing and size designed to meet City standards.</p>
23	<p>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.</p> <p><b>Response:</b></p> <p>The townhouses will be oriented close to Blue Ridge Road, providing a consistent street edge and spatial definition that creates a pedestrian-friendly scale and rhythm along the roadway.</p>
24	<p>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.</p> <p><b>Response:</b></p> <p>Some townhouses will front Blue Ridge Road with primary entrances conveying prominence from the street, while the others will be oriented internally, with design features ensuring functional and visually accessible entries.</p>
25	<p>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.</p> <p><b>Response:</b></p> <p>The townhouse frontages will be designed to provide pedestrian interest through windows, entrances, and architectural detailing, with additional features such as signage, awnings, and ornamentation incorporated where feasible.</p>
26	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p><b>Response:</b></p> <p>The public sidewalks will serve as the primary pedestrian path, providing safe, accessible, and comfortable spaces for residents to walk and interact within the development and the neighborhood.</p>



### Rezoning Checklist (Submittal Requirements)

To be completed by Applicant			To be completed by staff		
General Requirements – General Use or Conditional Use Rezoning	Yes	N/A	Yes	No	N/A
1. I have referenced this <b>Rezoning Checklist</b> 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"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Pre-application conference.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Neighborhood meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Rezoning application review fee (see <a href="#">Fee Guide</a> for rates).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Completed application submitted through Permit and Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Completed Comprehensive Plan consistency analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Completed response to the urban design guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Two sets of stamped envelopes addressed to all property owners and tenants of the rezoning site(s) and within 500 feet of area to be rezoned.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Trip generation study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Traffic impact analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>For properties requesting a Conditional Use District:</b>					
11. Completed zoning conditions, signed by property owner(s).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>If applicable, see page 11:</b>					
12. Proof of Power of Attorney	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>For properties requesting a Planned Development or Campus District:</b>					
13. Master plan (see Master Plan submittal requirements).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>For properties requesting a text change to zoning conditions:</b>					
14. Redline copy of zoning conditions with proposed changes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Proposed conditions signed by property owner(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Master Plan (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – Master Plan	Yes	N/A	Yes	No	N/A
1. I have referenced this <b>Master Plan Checklist</b> 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Total number of units and square feet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 12 sets of plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Completed application; submitted through Permit & Development Portal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Vicinity Map	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Existing Conditions Map	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Street and Block Layout Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Development Plan (location of building types)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Parking Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Open Space Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Tree Conservation Plan (if site is 2 acres or more)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Phasing Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Common Signage Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUMMARY OF ISSUES

A neighborhood meeting was held on November 17, 2025 (date) to discuss a potential rezoning located at 3470 Blue Ridge Road (property address). The neighborhood meeting was held at Laurel Hills Community Center (location). There were approximately 25 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

For Sale Townhouses- Price points
Number of Units
Amenities of Project
Retail Uses
Timing of Construction
Stormwater Issues
Trash and location of dumpster
Extension of Sewer line along Blue Ridge Road

## ATTENDANCE AT NEIGHBORS MEETING

3470 Blue Ridge Road

Monday, November 17, 2025

NAME	ADDRESS	PHONE #
JAM + DEAN BOYD	Street: 3113 CHANCERY PL Email:	
Nancy Harris	Street: 3116 Morningside Dr. Email:	
margaret bill	Street: 3118 morningside br. Email:	
Judy Harvell	Street: 3124 Morningside Dr. Email: jharvell@outlook.com	
George & Pam Hedrick	Street: 3120 morningside Dr Email: <del>sheddick</del> georgehedrick2@gmail.com	
Mia + Christopher LaBossiere	Street: 3107 morningside Drive Email: mia.freeland15@gmail.com	
John Gottshall	Street: 3316 morningside Drive Email: John.Gottshall@gmail.com	
Ian Rutherford	Street: 3446 Blue Ridge Rd Email: ian.m.rutherford@gmail.com	
CHRIS + SYBILLE WARD	Street: MORNINGSIDE DR Email: <del>MSD</del> MSD@WARDSYS.US	
Kerry & Debbie Seiff	Street: 3152 Morningside Dr Email:	
Elizabeth Woltz	Street: 3500 Canton Square Place Email: Beth@WVLP.com	919.459.2393
Ann Gilbert	Street: 3152 Morningside Dr Email: avgbt77@gmail.com	
STEWART Wilson	Street: 3504 Carlton Square Place Email: Raleigh, NC 27612	

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