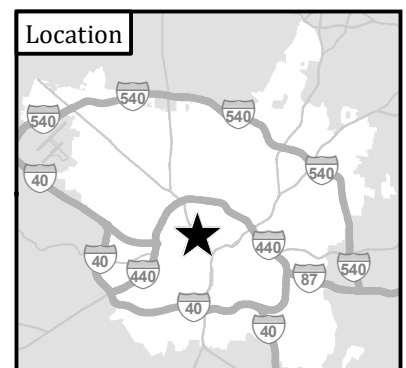


Property	2600 & 2634 Oberlin Rd (portions)
Size	4.78 acres
Existing Zoning	R-10
Requested Zoning	RX-5-CU





Raleigh

MEMO

TO: Marchell Adams-David, City Manager
THRU: Ken Bowers, AICP, Deputy Director
FROM: Jason Hardin, Senior Planner
DEPARTMENT: Planning and Development
DATE: March 16, 2021

SUBJECT: City Council agenda item for April 6, 2021 – Z-56-20

On March 2, 2021, City Council authorized the public hearing for the following item:

Z-56-20 2634 and 2600 Oberlin Road (portions of each), approximately 4.78 acres located on the east side of the Oberlin Road roughly [300 feet north of Fairview Road](#).

Signed zoning conditions provided on October 9 2020:

- Prohibit outdoor recreation, school, and outdoor sports or entertainment facility (above 250 seats) uses
- Limit building height to three stories within 40 feet of Oberlin Road, except for the northern 150 feet along Oberlin, where four stories are allowed
- Limit height elsewhere on the site to four stories that are entirely above finished grade
- Limit the maximum number of residential units to 190
- Screen any parking structures from public view.

Current zoning: Residential-10 (R-10)

Requested zoning: Residential Mixed Use-Five Stories-Conditional Use (RX-5-CU)

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 (7-0).

Attached are the Planning Commission Certified Recommendation (including Staff Report), the Zoning Conditions, 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#12090

CASE INFORMATION: Z-56-20 2600 AND 2634 OBERLIN ROAD

Location	Oberlin Road, on the east side, at its intersection with Middle Court Address: 2600 and 2634 Oberlin Road (portions) PINs: 1705-20-3062 1705-20-2354 (portions) iMaps , Google Maps , Transit/Driving directions from Municipal Building
Current Zoning	Residential-10
Requested Zoning	Residential Mixed Use-Five Stories-Conditional Use
Area of Request	4.78 acres
Corporate Limits	The subject site is located within the corporate limits and is surrounded by properties also within corporate limits.
Property Owner	Oberlin Fairview Investors LLC
Applicant	Oberlin Fairview Investors LLC, represented by Michael Birch
PC Recommendation Deadline	April 26, 2021

SUMMARY OF PROPOSED CONDITIONS

1. Outdoor recreation, school, and outdoor sports or entertainment facility (above 250 seats) uses are prohibited.
2. Building height within 40 feet of Oberlin Road is limited to three stories, except for the northern 150 feet along Oberlin, where four stories are allowed.
3. Elsewhere on the site, buildings are limited to four stories that are entirely above finished grade.
4. The maximum number of residential units is 190.
5. Any parking structures will be screened from public view.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Medium Density Residential
Urban Form	Transit Emphasis Corridor
Consistent Policies	LU 1.2 Future Land Use Map and Zoning Consistency LU 2.2 Compact Development LU 4.9 Corridor Development

	LU 8.1 Housing Variety EP 1.1 Greenhouse Gas Reduction H 1.8 Zoning for Housing
Inconsistent Policies	None

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
September 23, 2020 31 attendees January 14, 2021 82 attendees	Jan. 26, 2021 (consent for deferral); Feb. 23, 2021	March 2, 2021 (report of Planning Commission)

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:

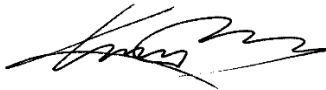
Reasonableness and Public Interest	The request is reasonable and in the public interest, as it is consistent with the Comprehensive Plan and with specific policies that encourage compact development, housing variety, and increased housing supply.
Change(s) in Circumstances	N/A
Recommendation	Approve (7-0)
Motion and Vote	Motion: Fox; Second: Bennett In Favor: Bennett, Fox, Hicks, Lampman, McIntosh, O'Haver and Winters Opposed: None

Reason for Opposed Vote(s)	N/A
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ATTACHMENTS

1. Staff report
2. Rezoning Application
3. Original conditions

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

Date

Staff Coordinator: Jason Hardin: (919) 996-2657; Jason.Hardin@raleighnc.gov



ZONING STAFF REPORT – CASE Z-56-20

Conditional Use

OVERVIEW

The proposal seeks to rezone portions of two parcels totaling 4.78 acres on the east side Oberlin Road, roughly 300 feet north of Fairview Road. The site is on both sides of Middle Court (private street) and is immediately south of a 6.5-acre site that was rezoned separately in 2020.

The area is currently zoned Residential-10 (R-10); the request is for Residential Mixed Use-Five Stories-Conditional Use (RX-5-CU) zoning with limitations on height, uses, and density.

In terms of height, within 40 feet of Oberlin Road, conditions limit height to four stories along the northern 150 feet of the property and three stores along the majority of the Oberlin Road frontage. Elsewhere on the site, buildings are limited to four stories that are entirely above finished grade. The total number of residential units would be limited to 190, and any parking spaces screened from public view. Lastly, outdoor recreation, school, and outdoor sports or entertainment facility (above 250 seats) uses are prohibited.

The property is developed and currently occupied by the Country Club Homes townhouses, including the eastern portions of the two parcels, which are not included in the rezoning.

The site is bordered on all sides by residential uses, including townhouses on the west side of Oberlin Road. A small commercial area exists at the intersection of Oberlin and Fairview Road; a larger one exists north of Oberlin Middle School at the intersection of Oberlin and Glenwood Avenue.

The Wake County Transit Plan calls for both Oberlin Road and Glenwood Avenue to be part of the city's frequent transit network, with buses scheduled to arrive every 15 minutes during peak periods. Both Oberlin Road and Glenwood Avenue are designated as Transit Emphasis Corridors on the Urban Form Map. That designation supports a higher level of walkability, with buildings generally closer to the street and not fronted by large amounts of parking.

In terms of zoning, the subject property and the eastern half of the Country Club Homes development are zoned Residential-10. The portion of Country Club Homes to the north was rezoned in 2020 (Z-1-20) to Residential Mixed Use-Seven Stories-Conditional Use. South of the site, County Club Homes is zoned Residential-10, with a smaller portion of Neighborhood Mixed Use-Three Stories-Urban Limited zoning at the intersection of Oberlin Road and Fairview Road.

The Future Land Use Map designates the subject property and most of the rest of Country Club Homes as Medium Density Residential, which envisions multi-unit housing such as townhouses and apartments and a limited amount of neighborhood-serving commercial use. That category envisions heights of up to five stories in places that front a corridor with frequent bus transit, as is the case here.

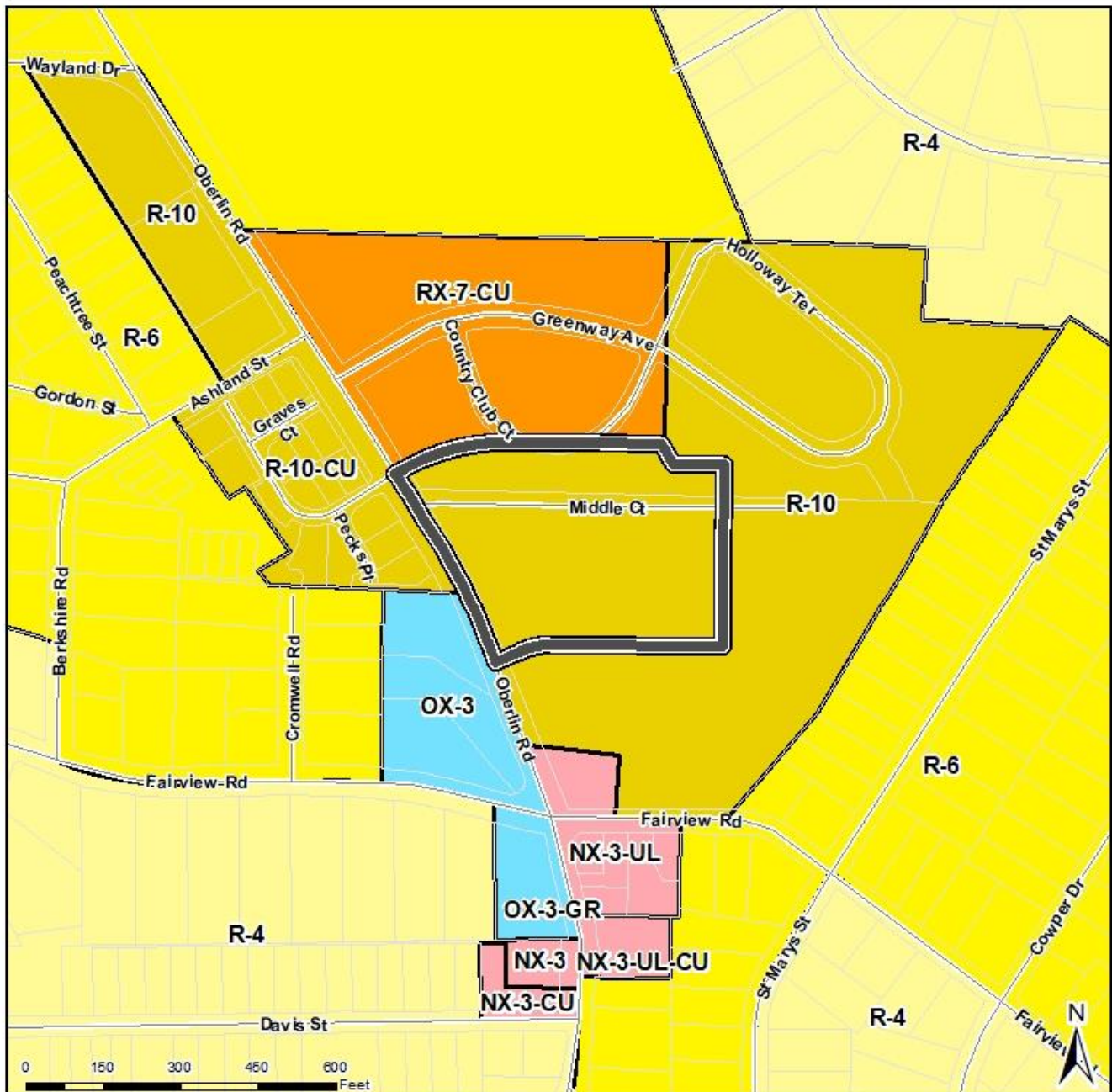
Overall, the request would permit additional housing units and additional height on the site. The Residential Mixed Use district also allows a limited amount of commercial space, defined by the code as no more than 4,000 square feet on the ground floor as part of a larger building at the intersection of two public streets.

OUTSTANDING ISSUES

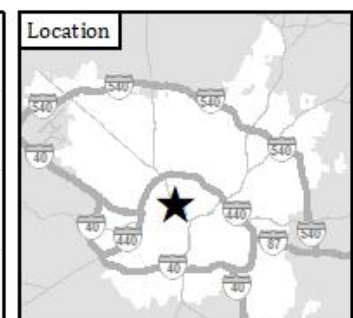
Outstanding Issues	1. None	Suggested Mitigation	1. N/A
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Existing Zoning

Z-56-2020



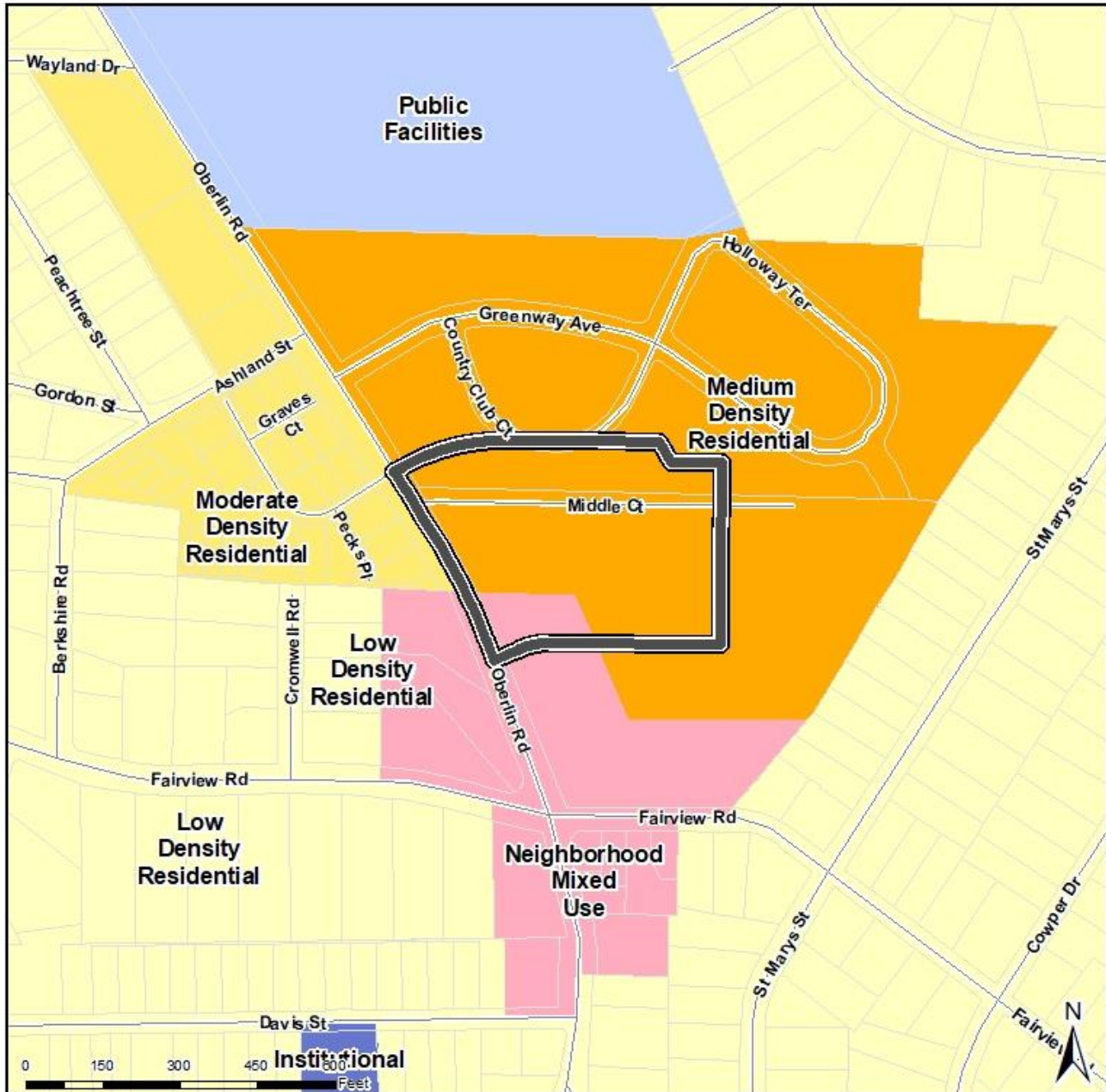
Property	2600 & 2634 Oberlin Rd (portions)
Size	4.78 acres
Existing Zoning	R-10
Requested Zoning	RX-5-CU



Map by Raleigh Department of City Planning (mansolf); 11/9/2020

Future Land Use

Z-56-2020



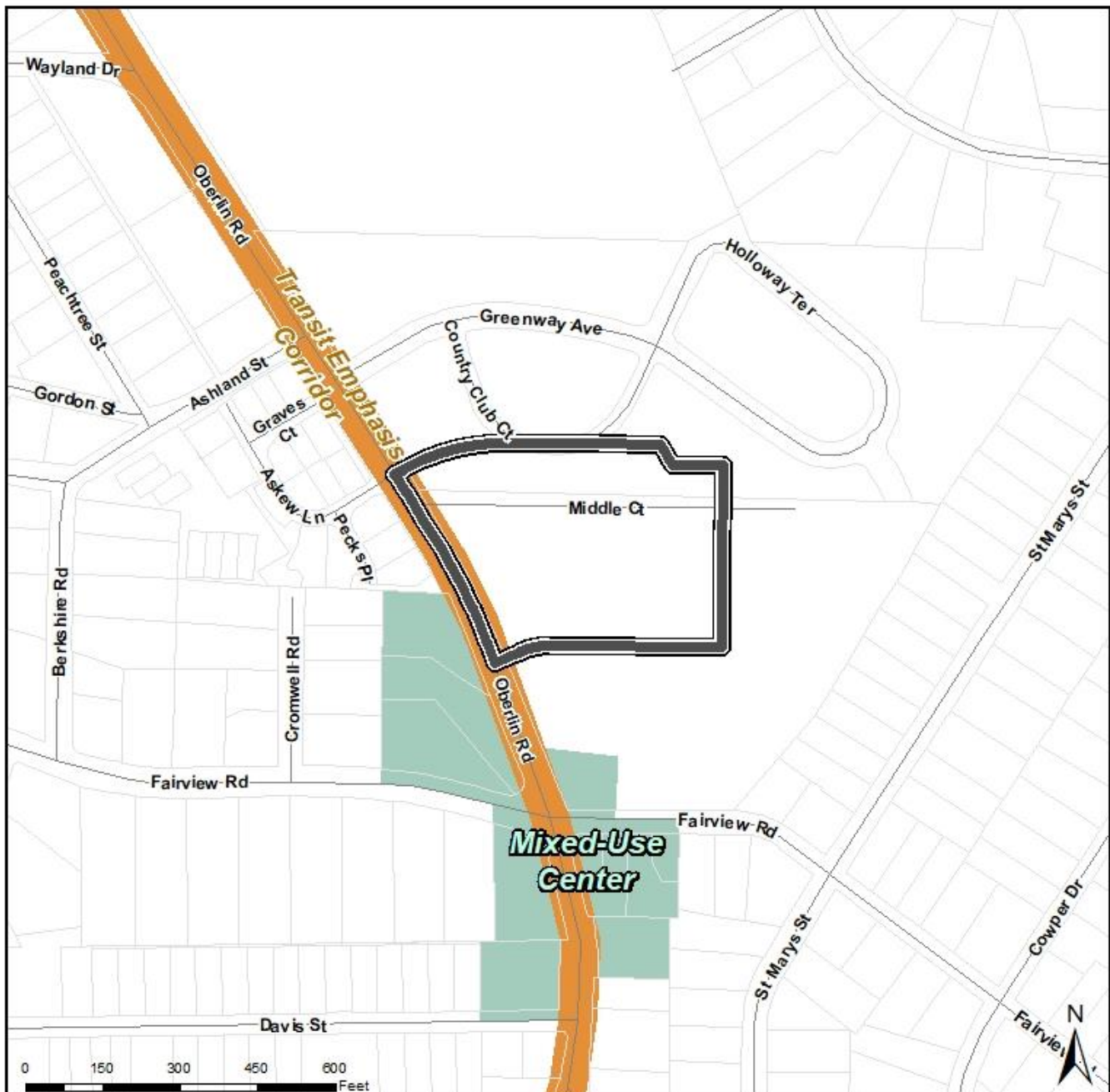
Property	2600 & 2634 Oberlin Rd (portions)
Size	4.78 acres
Existing Zoning	R-10
Requested Zoning	RX-5-CU



Map by Raleigh Department of City Planning (mansdfj): 11/9/2020

Urban Form

Z-56-2020



Property	2600 & 2634 Oberlin Rd (portions)
Size	4.78 acres
Existing Zoning	R-10
Requested Zoning	RX-5-CU



Map by Raleigh Department of City Planning (mansolf): 11/9/2020

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?

Yes. The request, which would allow more housing in an area where frequent transit services is planned, is consistent with several themes of the plan, including Expanding Housing Choices, Coordinating Land Use and Transportation, and Greenprint Raleigh—Sustainable Development.

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

Yes. The Future Land Use Map's designation of Medium Density Residential envisions residential uses in the area, which aligns with the request for RX-5-CU. In terms of height, the Plan envisions up to five stories in Medium Density Residential in places that front a corridor with frequent bus transit, which is planned along both Oberlin Road and Glenwood Avenue.

A smaller portion of the site is designated for Neighborhood Mixed Use, which envisions commercial uses and a similar height to Medium Density Residential. The request is consistent with this category as well.

- 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 FLUM.

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

Existing infrastructure is sufficient to serve the use.

Future Land Use

Future Land Use designation: Medium Density Residential and Neighborhood Mixed Use

The rezoning request is

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

☐ **Inconsistent**

The Future Land Use Map designates the bulk of area as Medium Density Residential, which envisions multifamily housing types such as townhouses and apartments. In terms of height, the FLUM envisions up to five stories in the Medium Density Residential category in places that front a corridor with frequent bus transit, which is planned along both Oberlin Road and Glenwood Avenue. The request,

which would allow up to four stories above grade, with a mix of three and four stories along Oberlin Road, is consistent with this guidance. The request also is consistent with the smaller area designated for Neighborhood Mixed Use.

Urban Form

Urban Form designation: Transit Emphasis Corridor

The rezoning request is

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

☐ **Inconsistent**

Oberlin Road is designated as a Transit Emphasis Corridor on the Urban Form Map. To support transit use and walkability, buildings should support a higher level of pedestrian safety and comfort by not being set back far from the street or fronting the street with large amounts of parking. The request allows building types, such as Apartment, that include build-to areas that ensure the buildings have a presence on the street, although it also permits the Civic building type, which has no build-to but allows a 10' setback.

Compatibility

The proposed rezoning is

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

☐ **Incompatible.**

The property is developed and occupied by residential uses, and the current zoning permits three-story buildings. Nearby uses are largely residential, with a neighborhood-oriented retail area at the intersection of Oberlin Road and Fairview Road. The rezoning would continue to allow residential uses, but would also permit a limited amount of neighborhood-serving commercial uses.

Public Benefits of the Proposed Rezoning

- The proposal would provide more opportunities for housing in a place that is walkable and well-served by transit, therefore reducing per capita carbon emissions and other air pollutants.
- The proposal would allow more units than current zoning in the form of building types, such as apartments and townhouses, that are significantly more energy-efficient than detached houses. This results in much smaller amounts of per capita carbon emissions.
- The proposal would allow for additional housing choice for residents who do not want to live in a detached house or are at a stage in life where a detached house and yard is not feasible or suited to their household.

- The proposal allows housing types that are, relative to new detached houses, more affordable.
- The proposal would support community-serving businesses in the area by providing additional customers.

Detriments of the Proposed Rezoning

- Some existing trees likely would be removed. However, due to the age of the trees and the high likelihood of some form of redevelopment on the site, that may be the result even if the zoning is not changed. In either case, new street trees would be part of redevelopment.

Policy Guidance

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

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 proposal is consistent with the Medium Density Residential category on the FLUM in terms of use and in terms of height.*

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-contiguous development.

- *The proposal would allow a more compact form of development in an area that has already been developed and that is served by public services and infrastructure, minimizing the need to expand services and infrastructure on the city's fringes.*

LU 4.9 Corridor Development - Promote pedestrian-friendly and transit-supportive development patterns along multimodal corridors designated on the Growth Framework Map, and any corridor programmed for "transit intensive" investments such as reduced headways, consolidated stops, and bus priority lanes and signals.

- *Oberlin Road is designated on the Growth Framework Map as a frequent bus corridor. The proposal would create a more transit-supportive pattern by allowing more residential units on the site.*

LU 8.1 Housing Variety - Accommodate growth in newly developing or redeveloping areas of the city through mixed-use neighborhoods with a variety of housing types.

- While the existing R-10 zoning allows a range of building types, the proposal would allow more units in a range of building types than the current zoning.

EP 1.1 Greenhouse Gas Reduction - Promote best practices for reducing greenhouse gas emissions as documented through the U.S. Mayors' Climate Protection Agreement.

- *The proposal would allow for carbon reduction in two ways that the city has the power to control. The proposal would allow additional homes in a walkable location served by high-frequency transit, which reduces vehicle miles traveled and associated carbon emissions. It also permits more density within the Apartment building type, which is the most energy-efficient residential building type.*

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 the 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.

- The proposal would expand the housing supply and provide more housing diversity.

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

None

Area Plan Policy Guidance

N/A

HOUSING AFFORDABILITY & ENERGY EFFICIENCY ANALYSIS

Carbon Footprint: Transportation

	City Average	Site*	Notes
Transit Score	30	51	Transit service here is higher than the city average, with significant improvements planned.
Walk Score	30	39	The walkability of the site is higher than the 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.

* Score measured from Oberlin Road.

Summary: The area is more walkable and served by transit than the city as a whole, meaning trips are less likely to be in cars than in other areas of the city, and that vehicle trips are likely to be shorter distances. This means development here is likely to produce less transportation-related carbon than development in a place where driving is more likely.

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 proposal would allow more units in more energy-efficient building types, which produce less carbon.

Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds	Would allow more units
Does it include any subsidized units?	No	
Does it permit a variety of housing types other than detached?	Yes	Permits all housing types
If not a mixed-use district, does it permit smaller lots than the average?*	N/A	
Is it within walking distance of transit?	Yes	Transit is available in front of the site on Oberlin Road

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

Summary: The proposal allows more units in building types such as apartments that tend to be relatively more affordable than new units in detached houses.

IMPACT ANALYSIS

Historic Resources

The site is not located within or adjacent to a Raleigh Historic Overlay District. It is located adjacent to the Bloomsbury National Register Historic 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 Windemere Beaver Dam Park (1.2 miles) and Jaycee Park (1.4 miles).
3. Nearest existing greenway trail access is provided by Crabtree Creek Greenway Trail (1.6 miles).
4. Current park access level of service in this area is graded a B letter grade.

Impact Identified: Increased use of nearby parks.

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	11,950	11,950	48,020
Waste Water	11,950	11,950	48,020

The proposed rezoning would add approximately 48,020 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.

Impact Identified: Increase water and wastewater use.

Stormwater

Floodplain	n/a
Drainage Basin	Beaverdam - SW
Stormwater Management	UDO 9.2

Impact Identified: Downstream flooding impacts identified at 2605 Sanderson Drive in 1996 because of a pipe failure. It did not lead to structural damage.

Transportation

Rezoning Case: Z-56-20

Transportation Planning Initial Review Comments. Full comments will be added when the request moves to the action agenda.

- Oberlin Road is a designated part of the frequent bus network which is planned to be implemented by the Wake Transit Plan. This service will operate every 15 minutes between the Midtown area and Centennial Campus of NC State University. The comprehensive plan calls for increasing access to transit.
- Based on the Envision results, approval of case Z-56-20 would increase the amount of projected vehicular peak hour trips for the site. The proposed rezoning from R-10 to RX-5 is projected to have 57 new trips in the AM peak hour and 66 new trips in the PM peak hour relative to the current zoning entitlement. These values do not trigger a rezoning Traffic Impact Analysis based on the trip generation thresholds in the Raleigh Street Design Manual. A TIA may be required during site permit review.

Z-56-20 Existing Land Use	Daily	AM	PM
Residential - Garden apartments	242	15	18
Z-56-20 Current Zoning Entitlements	Daily	AM	PM
Residential	451	35	47
Z-56-20 Proposed Zoning Maximums	Daily	AM	PM
Residential Mixed Use	1,458	92	114
Z-56-20 Trip Volume Change	Daily	AM	PM
(Proposed Maximums minus Current Entitlements)	1,006	57	66

Urban Forestry

The site is larger than two acres, so tree conservation could be required. Whether any eligible areas exist is determined during site plan review.

Impact Identified: Some existing trees may be removed, although that is the case under current zoning as well.

Impacts Summary

The rezoning would facilitate redevelopment that could add additional trips. As the site is served by transit and within walking distance of some destinations, a greater-than-typical number of trips would not be vehicle trips. The rezoning is projected to add roughly 60 trips in the morning and afternoon peak hours, which is below the level that requests a more detailed traffic impact analysis as part of the rezoning. However, a TIA could be required during site plan review.

Mitigation of Impacts

No impacts requiring additional mitigation beyond code or existing plans for transit and other improvements.

CONCLUSION

The rezoning is fully consistent with the Future Land Use Map, which sees this area as a reasonable place for additional residential density. The height requested is consistent with guidance for the area, which envisions up to five stories.

The site also is more walkable and transit-served than the city as a whole, meaning more non-car trips would tend to take place here than elsewhere. That, along with the fact that the rezoning would facilitate additional units in building types, such as apartments, that are more energy efficient than detached houses, means the rezoning likely would facilitate a smaller per-person carbon footprint.

The proposal would add to the housing supply and choice generally.

Overall, the request is consistent with the Comprehensive Plan.

CASE TIMELINE

Date	Action	Notes
9/23/20	First neighborhood meeting	31 attendees
11/2/20	Petition filed	
1/14/21	Second neighborhood meeting	82 attendees
1/26/21	Planning Commission	Consent agenda for deferral
2/23/21	Planning Commission	New business

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	R-10	RX-7-CU	R-10	R-10	R-10-CU
Additional Overlay	-	-	-	-	-
Future Land Use	Medium Density Residential/ Neighborhood Mixed Use	Medium Density Residential	Neighborhood Mixed Use	Medium Density Residential	Moderate Density Residential
Current Land Use	Residential	Residential	Residential	Residential	Residential
Urban Form	Transit Emphasis	Transit Emphasis	Transit Emphasis	None	Transit Emphasis

CURRENT VS. PROPOSED ZONING SUMMARY

EXISTING ZONING		PROPOSED ZONING
Zoning	R-10	RX-5-CU
Total Acreage	4.78	4.78
Setbacks:		
Front	10'-55' build-to (if Apartment)	10'-55' build-to (if Apt.)' 10' setback (if Civic)
Side	0' or 6'	0' or 6'
Rear	0' or 6'	0' or 6'
Residential Density:	10 units/acre	39.8 units/acre
Max. # of Residential Units	47	190
Max. Gross Office SF	-	4,000 sf
Max. Gross Retail SF	-	4,000 sf
Max. Gross Industrial SF	-	-

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

Relevant Minutes from February 23, 2021 Planning Commission Meeting

AGENDA ITEM (F) 4: Z-56-20 – 2634 and 2600 Oberlin Road (portions of each)

This case is located on the east side of the road roughly 300 feet north of Fairview Road.

Approximately 4.78 acres is requested to be rezoned by Oberlin Fairview Investors LLC. Conditions dated October 29:

- Prohibit outdoor recreation, school, and outdoor sports or entertainment facility (above 250 seats) uses
- Limit building height to three stories within 40 feet of Oberlin Road, except for the northern 150 feet along Oberlin, where four stories are allowed
- Limit height elsewhere on the site to four stories that are entirely above finished grade
- Limit the maximum number of residential units to 190
- Screen any parking structures from public view.

The request is consistent with the 2030 Comprehensive Plan.

The request is consistent with the Future Land Use Map.

The deadline for the Planning Commission to make a recommendation is April 26, 2021.

Planner Hardin presented the case.

Michael Birch representing the applicant gave a brief overview of the case.

Gordon Grubb also representing the applicant gave a brief statement regarding their development group and their work in the Raleigh Area.

Michael Birch continued a brief overview of the case regarding future development for this area and the opportunity to provide full life cycle living in the area.

Ms. Bennett asked whether the traffic impacted the whole area and build out or the whole area.

Transportation Planner Conlin responded regarding the analysis addressing this area.

Chair Fox gave a brief overview of the discussion and asked the applicant to speak on the

Mr. Birch responded regarding subsidies the applicant is providing such as housing fair; reduced rent option and immediate return for housing deposits.

There was discussion from commissioners commending the efforts of the applicant and its thoughtfulness surrounding the provision of subsidies to potential housing applicants.

Chair. Fox made a motion to approve this case. Ms. Bennett seconded the motion.

Commissioners how do you vote?

Bennett (Aye), Fox (Aye), Hicks (Aye), Lampman (Aye), McIntosh (Aye), O'Haver (Aye) and Winters (Aye). The vote was unanimous 7-0.

Rezoning Application



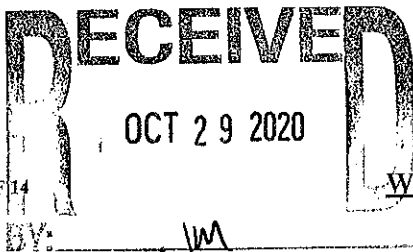
RALEIGH
DEPARTMENT OF
CITY PLANNING



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

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY
Existing Zoning Base District <u>R-10</u> Height <u>N/A</u> Frontage <u>N/A</u> Overlay(s) <u>N/A</u>			Rezoning Case #
Proposed Zoning Base District <u>RX</u> Height <u>5</u> Frontage <u>N/A</u> Overlay(s) <u>N/A</u>			
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:			
GENERAL INFORMATION			
Date		Date Amended (1)	Date Amended (2)
Property Address <u>2600 & 2634 Oberlin Road (portion of)</u>			
Property PIN <u>1705-20-3062 & 1705-20-2354 (portion of)</u>		Deed Reference (book/page) <u>DB 12146, PG1827</u>	
Nearest Intersection <u>Oberlin Road & Fairview Road</u>			
Property Size (acres) <u>4.78 acres</u> subject to the rezoning	For Planned Development Applications Only:	Total Units <u>N/A</u>	Total Square Footage <u>N/A</u>
		Total Parcels <u>N/A</u>	Total Buildings <u>N/A</u>
Property Owner Name/Address <u>Oberlin Fairview Investors, LLC</u> <u>3700 Glenwood Avenue, Suite 430</u> <u>Raleigh, NC 27612</u>		Phone <u>919.786.9905</u>	Fax
		Email <u>astoddard@grubbventures.com</u>	
Applicant Name/Address <u>Michael Birch, Longleaf Law Partners</u> <u>4509 Creedmoor Road, Suite 302</u> <u>Raleigh, NC 27612</u>		Phone <u>919.645.4317</u>	Fax
		Email <u>mbirch@longleaflp.com</u>	
Applicant* Signature(s) <u>[Signature]</u>		Email <u>gggrubb@grubbventures.com</u>	

*Please see Page 11 for information about who may submit rezoning applications. 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 Rezoning Case #
Date Submitted	
Existing Zoning R-10 Proposed Zoning RX-5-CU	
Narrative of Zoning Conditions Offered	
<p>1. The following principal uses as set forth in UDO Section 6.1.4. Allowed Principal Use Table shall be prohibited: outdoor recreation; school, public or private (K-12); outdoor sports or entertainment facility (>250 seats).</p> <p>2. The maximum building height within 40 feet of the Oberlin Road right-of-way shall be limited to three (3) stories, except four (4) stories shall be permitted within that portion of the property located within 40 feet of Oberlin Road and 150 feet of the northern boundary of the zoning district line.</p> <p>3. Outside of that area of the property described in Condition 2, the maximum building height shall be limited to four (4) stories entirely above the highest point of finished grade.</p> <p>4. The maximum number of dwelling units permitted on the property is 190 dwelling units.</p> <p>5. Structured parking facades shall be screened from public view except for openings for points of ingress and egress.</p>	

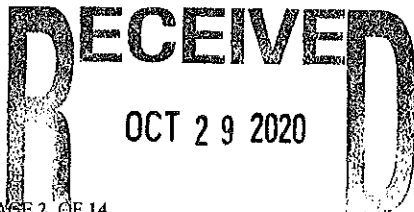
The property owner(s) hereby offers, consents to, and agrees to abide by, if the rezoning request is approved, the conditions written above. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Property Owner(s) Signature

R. Gordon Gull

Print Name

R. Gordon Gull



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

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> |

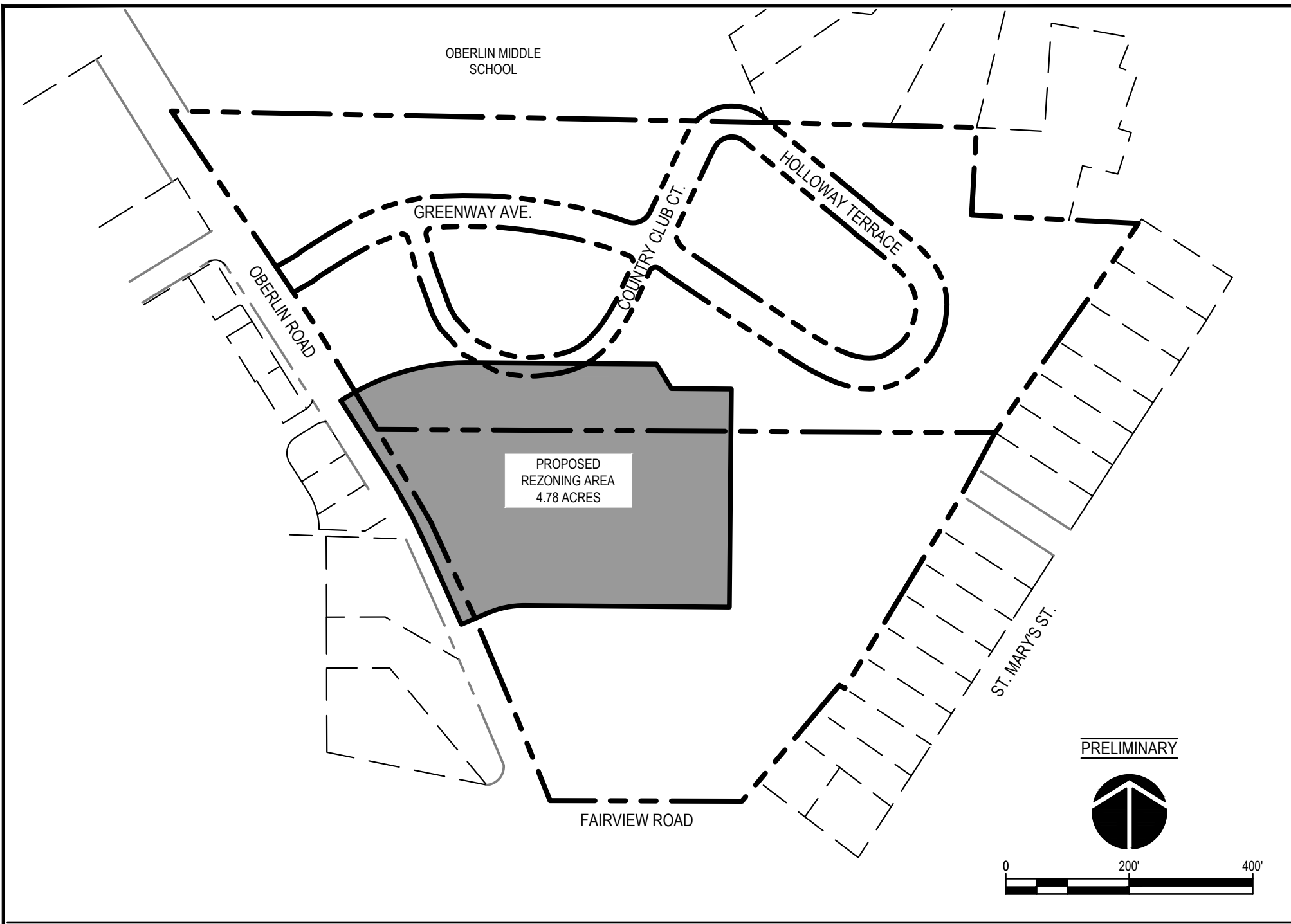
7.	<p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building 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.	<i>New public spaces should provide seating opportunities.</i> Response:
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i> Response:
15.	<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:
16.	<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:
17.	<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:
18.	<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:
19.	<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:

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>

Proposed rezoning

Beginning at a calculated point on the centerline of Oberlin Road (Variable Public R/W), said point having NC grid coordinates (NAD 83 – 2011) of N=7,503,14.41, E= 2,101,820.66, said point being South 26°20'39"02" East 256.15 feet from a PK nail, said nail having NC grid coordinates (NAD 83 – 2011) of 750,543.35, E=2,101,705.76, thence from said beginning point leaving said centerline along a curve to the right having a radius of 375.00 feet, an arc length of 221.06 feet, and a chord bearing and distance of North 73°33'27" East 217.87 feet to a point, thence South 89°33'18" East 302.19 feet to a point, thence South 31°18'33" East 46.45 feet to a point, thence South 89°33'18" East 97.05 feet to a point, thence South 00°31'21" West 68.41 feet to a point on the boundary between, OBERLIN FAIRVIEW INVESTORS LLC, D.B. 12146 PG. 1834, B.M. 1949 PG. 42 (PIN: 1705-20-2354) and OBERLIN FAIRVIEW INVESTORS LLC, D.B. 12146 PG. 1834, B.M. 1949 PG. 42 (PIN: 1705-20-3062), thence South 00°31'21" West 284.90 feet to a point, thence North 89°33'18" West 330.93 feet to a point, thence along a curve to the left having a radius of 150.00 feet, an arc length of 62.44 feet, and a chord bearing and distance of South 78°31'13" West 61.99 feet to a point, thence South 66°35'43" West 46.11 feet to a point on the centerline of Oberlin Road (Variable Public R/W), thence along the centerline North 23°51'01" West 59.85 feet to a point, thence North 24°11'13" West 47.42 feet to a point, thence North 24°33'27" West 40.63 feet to a point, thence North 25°25'40" West 42.98 feet to a point, thence North 29°22'59" West 60.52 feet to a point, thence North 32°26'27" West 49.73 feet to a point, thence North 32°28'35" West 62.65 feet to a point, thence North 32°24'13" West 48.77 feet to a point, to the point and place of beginning containing 208374 sq. ft. or 4.784 acres more or less.



REZONING OF PROPERTY CONSISTING OF +/- 4.78 ACRES,
LOCATED ALONG THE EASTERN BOUNDARY OF OBERLIN ROAD, NORTH OF
FAIRVIEW ROAD, IN THE CITY OF RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS ON
SEPTEMBER 23, 2020

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Wednesday, September 23, at 5:00 p.m. The property considered for this potential rezoning totals approximately 4.78 acres, and is located along the eastern boundary of Oberlin Road, north of Fairview Road, in the City of Raleigh, having Wake County Parcel Identification Numbers 1705-20-2354 and 1705-20-3062. This meeting was held virtually on Zoom with an option to call in by telephone. All owners of property within 500 feet of the subject property 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 summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.

EXHIBIT A – NEIGHBORHOOD MEETING NOTICE



To: Neighboring Property Owner
From: Michael Birch, Longleaf Law Partners
Date: September 11, 2020
Re: Neighborhood Meeting for Rezoning of a Portion of Country Club Homes Property

I am writing to you on behalf of six lifelong Raleigh residents, Tim and Tom Clancy, Gordon Grubb, and Cross, Joel and Owen Williams, who are the owners of the Country Club Homes property. They are redeveloping the Country Club Homes property, planning a mix of single-family homes, townhomes, cottages, condominiums and apartments. As part of this redevelopment, the owners are seeking to rezone a 4.78-acre portion of the property in order to develop the apartments.

You are invited to attend a virtual neighborhood meeting to discuss the proposed rezoning of a 4.78-acre portion of the Country Club Homes property, which consists of two properties located on the east side of Oberlin Road, north of Fairview Road, with the addresses of 2600 Oberlin Road and 2634 Oberlin Road. This area is currently zoned R-10, and the proposed zoning for this area is RX-5-CU, with conditions that limit building height to predominantly three stories along Oberlin Road and predominantly 4 stories on the balance of the rezoning area.

We have scheduled an informational meeting with surrounding property owners for Wednesday, September 23rd at 5:00 PM until 7:00 PM, during which we will provide details about the rezoning request and receive questions and comments. After the meeting, we will prepare a report of the meeting and provide it to the City's Planning & Development Department.

Due to the COVID-19 Pandemic, this meeting will be held virtually. You can participate online or by telephone using the directions at the bottom of this notice, and you can also email written questions and comments to me.

I can be reached at 919.645.4317 and mbirch@longleaflp.com. Also, for more information about rezoning, you may visit www.raleighnc.gov or contact the City's Planning & Development Department at 919.996.2682 or JP.Mansolf@raleighnc.gov.

Virtual Neighborhood Meeting Information:

To Join with Video:

<https://zoom.us/join>
Meeting ID: 845 3580 1660
Password: Oberlin

To Join by Telephone:

+1 646 558 8656
Meeting ID: 845 3580 1660
Password: 574335

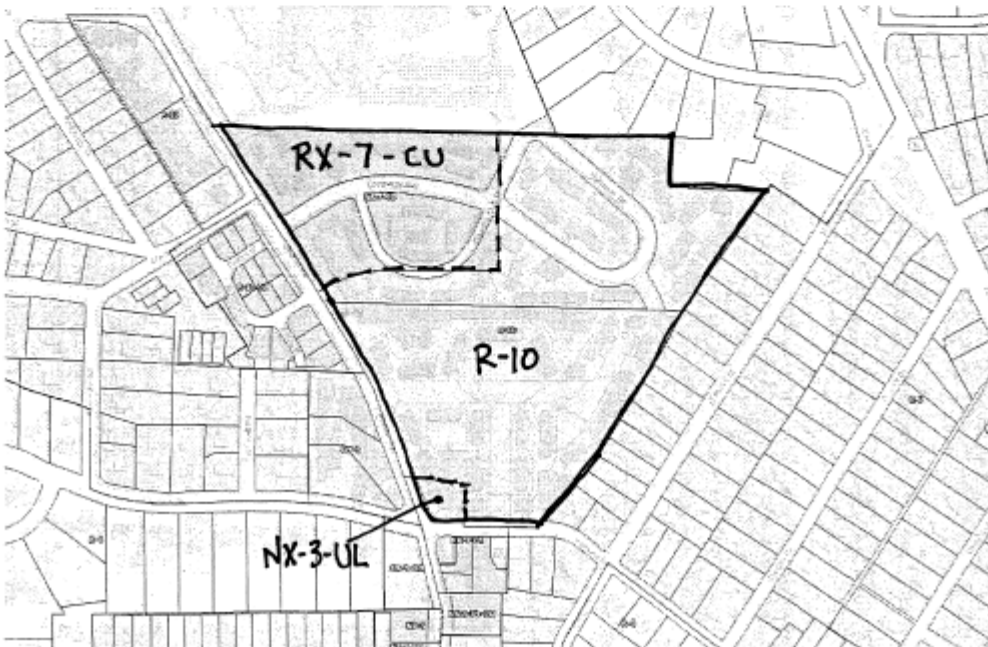
The following exhibits are included with this notice:

1. Aerial of Properties
2. Current Zoning Map of Properties
3. Preliminary Subdivision Plan Under Review by City of Raleigh
4. Exhibit Highlighting Portion of Properties Subject to Rezoning Application
5. Draft of the Proposed Rezoning Application

CURRENT PROPERTY MAP



CURRENT ZONING MAP



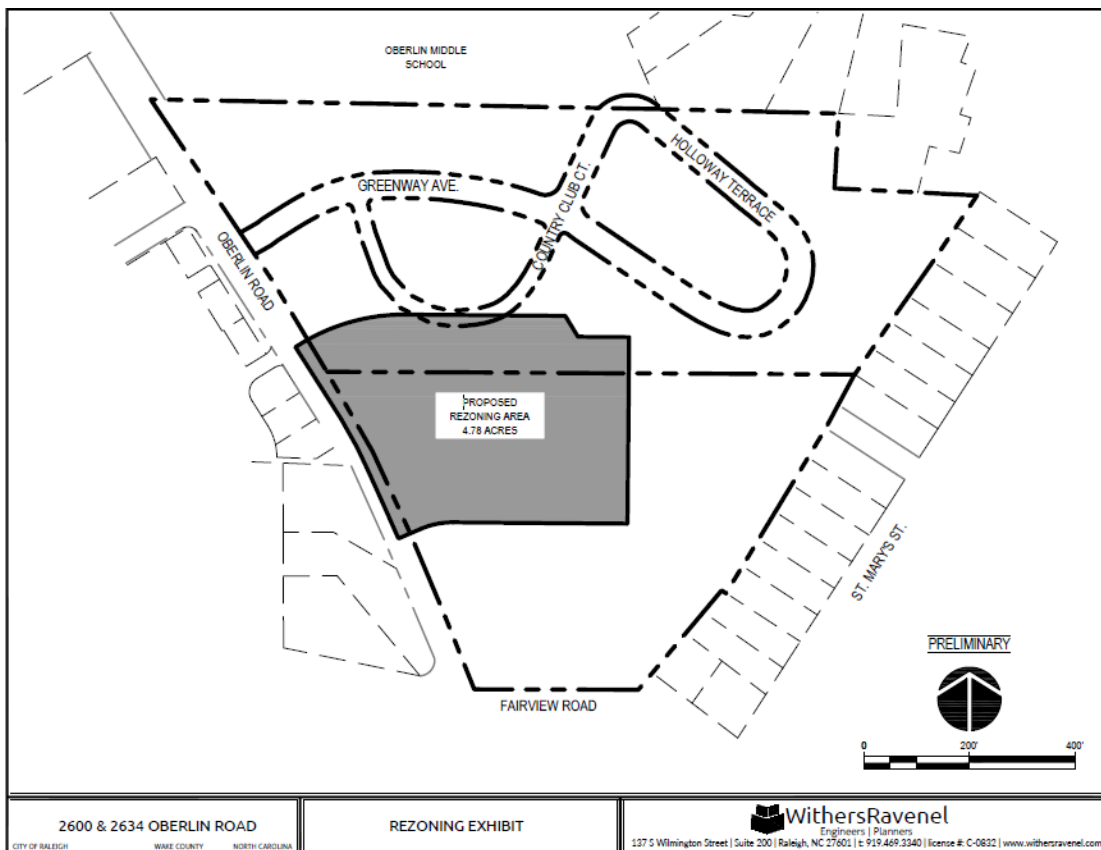
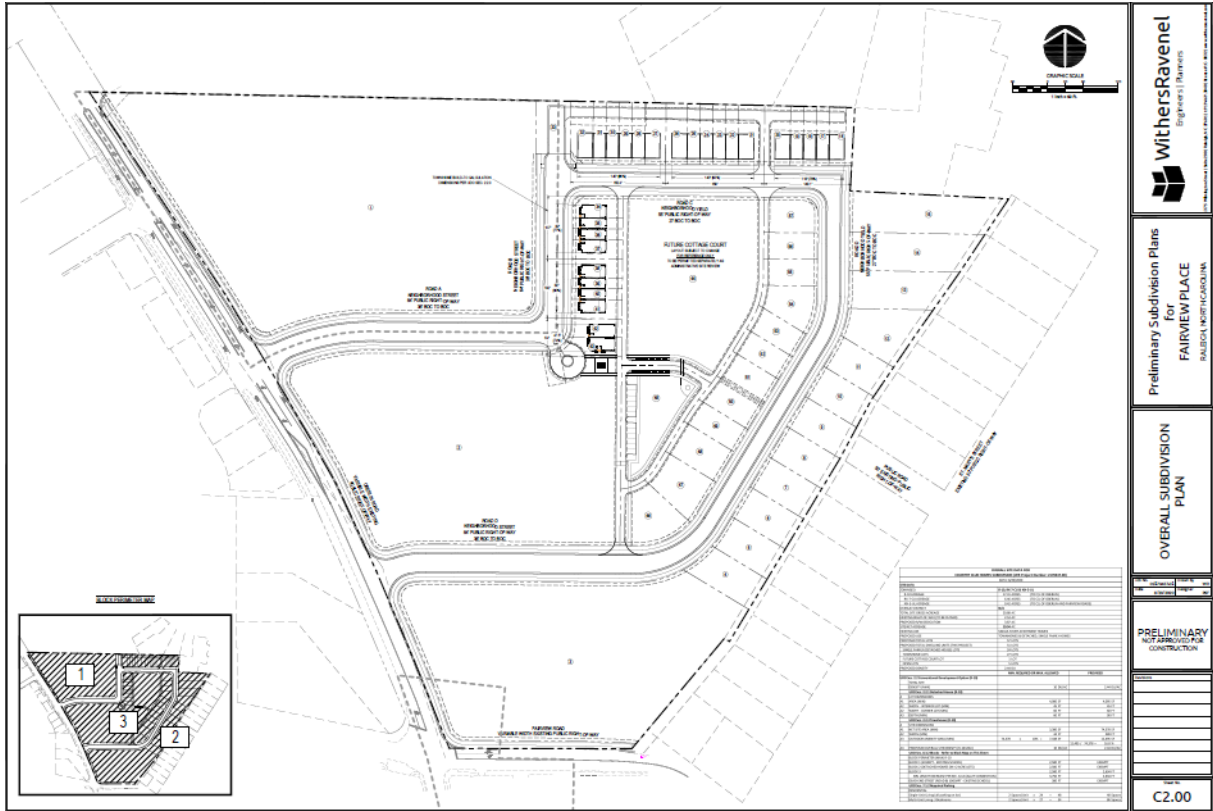


EXHIBIT C – ITEMS DISCUSSED

1. Will the project's additional traffic require any changes to Oberlin Road and/or Fairview Road?
 - a. The project will dedicate right-of-way to widen Oberlin Road; only widening on the Project's side of the right-of-way
 - b. If the properties across the street were redeveloped, then road widening may be triggered if width is needed
2. Did the developer contemplate incorporating ground floor retail along Oberlin Road?
 - a. There is the flexibility within the RX- zoning district to permit ground floor retail
3. What is the approximate building height along Oberlin Road and the building setback from Oberlin Road?
 - a. Likely farther back than the proposed Continuing Care Retirement Community (CCRC) immediately north
4. Will the slides be available?
 - a. Yes
5. Possible alley closure and access onto St. Mary's Street
6. When was traffic data gathered for the Traffic Impact Analysis?
 - a. Not taking current traffic counts
 - b. TIA compares trip generation potential of current v. proposed zoning
7. Will the developer paint pedestrian crossings across Oberlin Road?
 - a. Developer is open to that idea, but it's part of the subdivision/site plan review rather than rezoning
8. Does RX-5 mean a potential five-story building?
 - a. Yes, but we are limiting most of the building height to 3 or 4 stories?
9. What is the construction timeline?
 - a. Complete buildout of the CCRC and the residential component on this site by late 2024
10. What are the price points and square footage of the proposed dwelling units?
 - a. Apartments would average between 900-1,000 square feet
 - b. Likely priced at \$2 per square foot
 - c. At this time, we don't have pricing estimates for the townhomes
11. What will happen to the current apartment residents?
 - a. The developer has given the current residents notice and is assisting them to find comparable housing
12. Will there be a traffic signal for the driveway cut into the CCRC?
 - a. No

EXHIBIT D – MEETING ATTENDEES

1. Amy Perry
2. Tim Clancy
3. Joel Williams
4. J.B. Bryant
5. Tom Clancy
6. Anne Stoddard
7. Gordon Grubb
8. Donald Belk
9. Melanie Jennings
10. Harris Vaughan
11. Grace Ricks
12. John and Gig Harris
13. Josh Kmiec
14. Tyler Quinn
15. Tammie Rhodes
16. Maxwell Mundy
17. Alex Cathcart
18. Marielle Bryant
19. Annette McLean
20. D. Roach
21. Michael Birch
22. Worth Mills
23. Charlotte Quinn
24. Thomas
25. Michael Altman
26. D. McConnell
27. Blake and Jennifer Thomas
28. Jim Wiley
29. Jessica Mara
30. Hampton Fields
31. Annetta

REZONING OF PROPERTY CONSISTING OF +/- 4.78 ACRES,
LOCATED ALONG THE EASTERN BOUNDARY OF OBERLIN ROAD, NORTH OF
FAIRVIEW ROAD, IN THE CITY OF RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS ON
JANUARY 14, 2021

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners on Thursday, January 14, at 5:00 p.m. The property considered for this potential rezoning totals approximately 4.78 acres, and is located along the eastern boundary of Oberlin Road, north of Fairview Road, in the City of Raleigh, having Wake County Parcel Identification Numbers 1705-20-2354 and 1705-20-3062. This meeting was held virtually on Zoom with an option to call in by telephone. All owners of property within 1,000 feet of the subject property 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 summary of the items discussed at the meeting is attached hereto as **Exhibit C**. Attached hereto as **Exhibit D** is a list of individuals who attended the meeting.

EXHIBIT A – NEIGHBORHOOD MEETING NOTICE



To: Neighboring Property Owner
From: Michael Birch
Date: December 31, 2020
Re: Neighborhood Meeting for Rezoning of 2600 and 2634 Oberlin Road (Z-56-20)

I am writing to you on behalf of six lifelong residents, Tim and Tom Clancy, Gordon Grubb, and Cross, Joel and Owen Williams, who are the owners of the Country Club Homes property. They are redeveloping the Country Club Homes property, planning a mix of single-family homes, townhomes, cottages, condominiums and apartments. As part of this redevelopment, the owners are seeking to rezone a 4.78-acre portion of the property in order to develop the apartments. The rezoning has been assigned the case number Z-56-20.

You are invited to attend a virtual neighborhood meeting to discuss the proposed rezoning of a 4.78-acre portion of the Country Club Homes property, which consists of two properties located on the east side of Oberlin Road, north of Fairview Road, with the addresses of 2600 Oberlin Road and 2634 Oberlin Road. This area is currently zoned R-10, and the proposed rezoning for this area is RX-5-CU, with conditions that limit building height to predominately three stories along Oberlin Road and approximately four stories on the balance of the rezoning area.

We have scheduled an informational meeting with surrounding property owners for Thursday, January 14, 2021 at 5:00 PM until 7:00 PM, during which we will provide details about the rezoning request and receive questions and comments. After the meeting, we will prepare a report of the meeting and provide it to the City's Planning & Development Department.

Due to the COVID-19 Pandemic, this meeting will be held virtually. You can participate online or by telephone using the directions at the bottom of this notice, and you can also email written questions and comments to me.

I can be reached at 919.645.4317 and mbirch@longleaflp.com. Also, for more information about the rezoning, you may visit the City's website at www.raleighnc.gov and search for "Rezoning Process", or contact the Raleigh Planning & Development Department at 919.996.2657 or Jason.Hardin@raleighnc.gov.

To Join with Video:

<https://zoom.us/join>
Meeting ID: 848 4016 8161
Password: 376464

To Join by Telephone:

+1 646 558 8656
Meeting ID: 848 4016 8161
Password: 376464

Attached to this invitation are the following materials:

1. Subject Property Current Aerial Exhibit
2. Subject Property Current Zoning Exhibit
3. A draft of the proposed Rezoning Application, including proposed zoning conditions
4. Preliminary Subdivision Plan under review by City of Raleigh
5. Exhibit highlighting portions of properties subject to the Rezoning Application

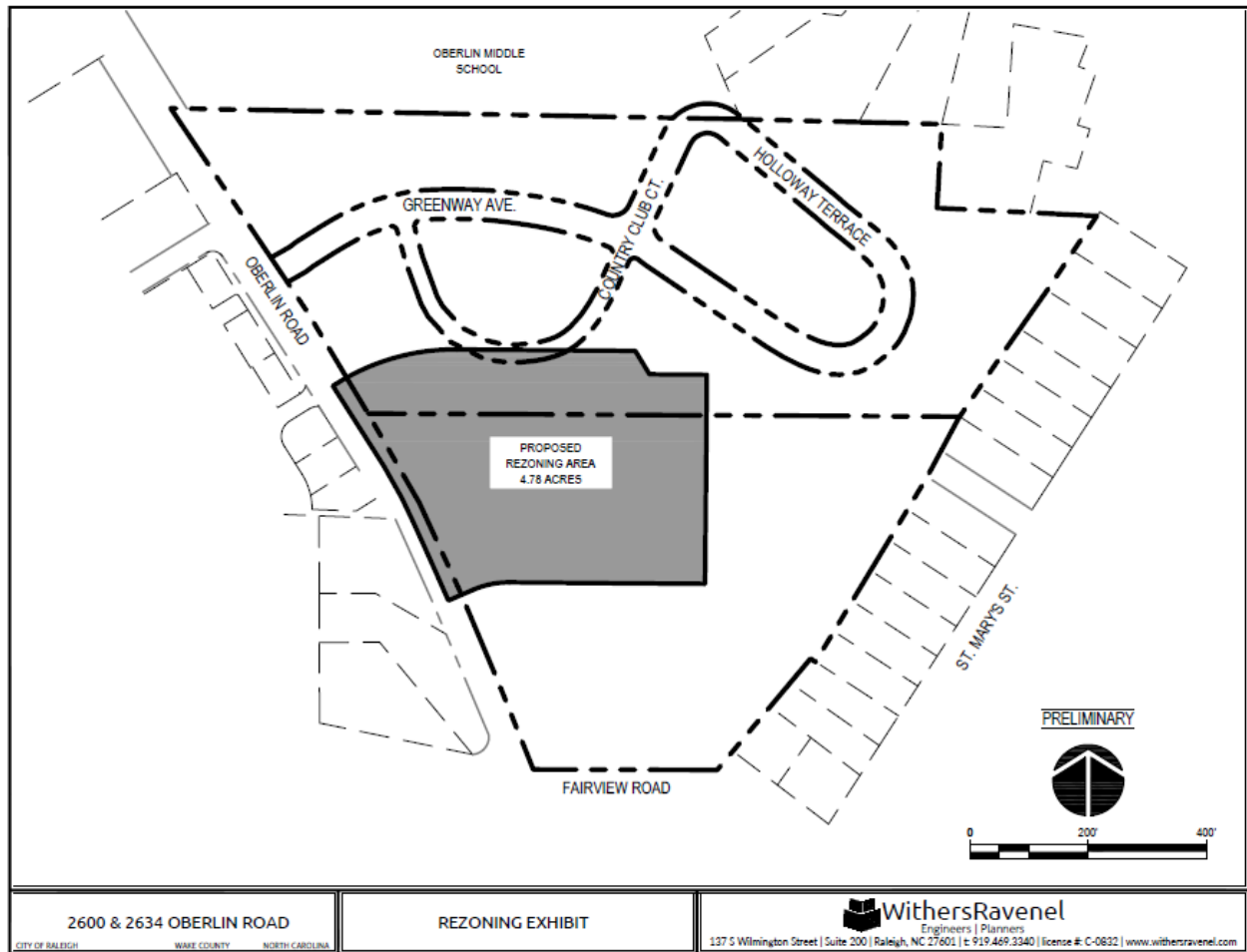


EXHIBIT C – ITEMS DISCUSSED

1. The increase in residential units compared to the current apartment complex
2. Value of active mobility infrastructure in the design
3. GoRaleigh bus routes along the property
4. Bicycle amenities on-site
5. Pedestrian traffic from nearby school.
6. Development of surrounding properties and the relation to this rezoning proposal
7. Proposed grading plan
8. Possibility of including electric vehicle charging stations
9. Affordability and the anticipated range of housing types
10. Impact on existing trees and landscaping
11. Traffic along Fairview Road
12. Developer's long-term strategy
13. Emphasis on quality of life for residents and neighbors
14. Possibility of traffic calming measures along Fairview Road
15. Construction timeline and expected completion date; demolition beginning in Summer 2021
16. Expected community amenities for new residents
17. Impacts to surrounding street network
18. Impact of lighting on nearby properties
19. Review of pending subdivision plan
20. The importance of redevelopment near existing transit, employment and commercial opportunities
21. Permitted nonresidential uses in the RX- zoning district and restrictions

EXHIBIT D – MEETING ATTENDEES

1. Michael Birch
2. Worth Mills
3. Christa Greene
4. Karen King
5. Joe Meir
6. David Brown
7. Ed McLeod
8. Debbie Hamrick
9. Dan McConnell
10. Charlie Warner
11. Jason Hardin
12. Gordon Grubb
13. Anne Stoddard
14. Joel Williams
15. Tom Clancy
16. Maxwell Mundy
17. Sandy Acton
18. Owen Williams
19. Howard Brooks
20. Tim Rohde
21. Chris
22. Tammie Rhodes
23. Jay James
24. Josh
25. Bob O'Brien
26. John B
27. Nancy
28. Mary Martha Elis
29. Tricia Willoughby
30. Mike
31. Jane Ford
32. Michael Altman
33. Melanie Jennings
34. John F
35. Gig Harris
36. Grace Ricks
37. Bonifant
38. Lee Singleton
39. John
40. Betsy Reade
41. A. McLean
42. Josh Kmiec
43. Joanne
44. Marti Switzer

45. Jessica Mara
46. Cynthia Dubrouillet
47. Jeff Gregorio
48. Liza Williams
49. Lucinda Davis
50. Ford Robertson
51. Kim and Chris J
52. Liz Harrell
53. J.T.
54. E.T.
55. Louis Reavis
56. Greg Kempf
57. Kevin
58. Lindsey Chitwood
59. Eric and Tonya Mills
60. Anne Underwood
61. Fran Williams
62. Charles Montauge
63. Sophia Katheriou
64. Danny Kadis
65. Mary-Jo Gellenbeck
66. Betsy Reade
67. Gray Creech
68. Kevin
69. Chris Garrard
70. Julia Williams
71. Bat Barber
72. Neighbor
73. Christina
74. H.
75. Ellen Harris
76. Marion Dye
77. G. Andrews
78. Brendan Koslo
79. Beacon Street
80. Oliver Williams
81. Al Brothers
82. Stella