

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	John Anagnost, Senior Planner
Department	Planning and Development
Date	February 16, 2022
Subject	Public Hearing Agenda Item: March 1, 2022 Meeting Rezoning Z-56-21 2016 Cameron Street (portion)

Z-56-21: 2016 Cameron Street (portion), on its north side, being the portion of the parcel at the southwest corner of Smallwood Drive and Woodburn Road, being a portion of Wake County PIN 1704035117. Approximately 1.11 acres are requested by Columbia Village District LLC to be rezoned from Commercial Mixed Use-5 Stories-Urban Limited (CX-5-UL) to Commercial Mixed Use-7 Stories-Urban Limited-Conditional Use (CX-7-UL-CU). Zoning conditions prohibit the cemetery, adult establishment, jail, and vehicle repair uses; require screening of parking structure openings; requires parapet walls on all floors of parking structures; and regulate lighting within parking structures.

Current Zoning: Commercial Mixed Use-5 Stories-Urban Limited (CX-5-UL)

Requested Zoning: Commercial Mixed Use-7 Stories-Urban Limited-Conditional Use (CX-7-UL-CU)

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

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

The **Planning Commission** voted 7-0 to recommend approval of the request.

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



RALEIGH PLANNING COMMISSION CERTIFIED RECOMMENDATION

CR# 13091

CASE INFORMATION: Z-56-21 2016 CAMERON STREET (PORTION)

Location	Cameron Street, on its north side, being the portion of the parcel at the southwest corner of Smallwood Drive and Woodburn Road Address: 2016 Cameron Street (portion) PINs: 1704035117 (portion) iMaps , Google Maps , Directions from City Hall
Current Zoning	CX-5-UL
Requested Zoning	CX-7-UL-CU
Area of Request	1.11 acres
Corporate Limits	The site is within Raleigh's corporate limits.
Property Owner	Chris Widmayer Columbia Village District LLC c/o Regency Centers Corp. 2068 Clark Avenue Raleigh, NC 27605
Applicant	Jennifer Ashton, Longleaf Law Partners
Council District	District D
PC Recommendation Deadline	January 22, 2022

SUMMARY OF PROPOSED CONDITIONS

1. Prohibits cemetery, adult establishment, jail, and vehicle repair uses.
2. Requires screening of parking structure openings.
3. Requires parapet walls on all floors of parking structures.
4. Regulates lighting within parking structures.

COMPREHENSIVE PLAN GUIDANCE

Future Land Use	Community Mixed Use
Urban Form	Mixed Use Center
Consistent Policies <i>Key policies are marked with a dot (●)</i> <i>Area Specific Guidance policies are marked with a square (□)</i>	● Policy LU 1.2—Future Land Use Map and Zoning Consistency
	● Policy LU 6.2—Complementary Land Uses and Urban Vitality
	● Policy UD 1.10—Frontage
	● Policy UD 7.3—Design Guidelines
	● Policy UD 8.2—Transit Area Transitions
	□ Policy AP-CH 6 Guide Future Zoning

Inconsistent Policies	●	Policy LU 6.1—Composition of Mixed-use Centers
	●	Policy UD 5.1—Contextual Design
	□	Policy AP-CH 2 Improve and Expand Parks and Open Space
	□	Policy AP-CH 7 Promote Quality Design

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

First Neighborhood Meeting	Second Neighborhood Meeting	Planning Commission	City Council
8/18/2021 (22 attendees)	11/10/2021 (24 attendees)	11/23/2021 (not discussed); 12/14/2021; 1/11/2022	

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 proposal is consistent with the Future Land Use Map and the 2030 Comprehensive Plan because it would allow for additional housing supply and more opportunities for shopping, services, or employment in an urbanized area.
Recommendation	Approval. City Council may now schedule this proposal for a public hearing or refer it to committee for further study and discussion.
Motion and Vote	Motion: Rains Second: O'Haver In Favor: Bennett, Dautel, Fox, Lampman, Miller, O'Haver, and Rains

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: 1/11/2022

Staff Coordinator: John Anagnost: (919) 996-2638; John.Anagnost@raleighnc.gov



ZONING STAFF REPORT – CASE Z-56-21

Conditional Use District

OVERVIEW

The rezoning site is just over an acre at the southwest corner of Smallwood Drive and Woodburn Road. It forms the northeast corner of a larger parcel extending west to Daniels Street and south to Cameron Street. The existing zoning is Commercial Mixed Use-5 Stories-Urban Limited (CX-5-UL). The rezoning requests a Commercial Mixed Use-7 Stories-Urban Limited-Conditional Use (CX-7-UL-CU) zoning district. One condition is offered to prohibit some uses.

The context of the rezoning site is the Village District, which was formerly known as Cameron Village. The Village District is a shopping center spanning four blocks east of Oberlin Road and north of Cameron Street. It was constructed in 1949 as one of the earliest shopping malls in North Carolina. Many original buildings are present in the center, and it has been surveyed by the North Carolina Historic Preservation Office. Neither the Village District nor any of its individual buildings had been locally or nationally designated as historic.

The Village District is largely surrounded by housing. The Cameron Park neighborhood lies to the south and covers about one-quarter mile before reaching Hillsborough Street. University Park occupies a large portion of the area west of Oberlin Road. Another neighborhood, Cameron Village, lies to the north of the Village District. Cameron Park, University Park, and Cameron Village are each listed in the National Register of Historic Places as Cameron Park, West Raleigh, and Cameron Village respectively. The neighborhoods display a range of housing types, densities, and architectural styles.

A fourth historic district is present along Oberlin Road. The Oberlin Village neighborhood is a local Historic Overlay District (HOD) but not a National Register historic district. Two historic resources within Oberlin Village are listed on the National Register. They are the Oberlin Cemetery and the Latta House and University site.

Clark Avenue passes the site about 800 feet to the south. Clark Avenue becomes Peace Street as it continues east toward Downtown. Broughton High School is located east of the Village District. North Carolina State University is located almost one-half mile south on the south side of Hillsborough Street.

The Village District is zoned CX-5-UL. Office Mixed Use (OX) and Neighborhood Mixed Use (NX) districts are present along Oberlin Road and Clark Avenue. Other mixed use districts are present closer to Hillsborough Street. The surrounding neighborhoods are predominantly zoned Residential-6 (R-6). The Special Residential Parking Overlay District is mapped on the west side of Oberlin Road. Oberlin Village and Cameron Park have Neighborhood Conservation Overlay Districts in place.

The Future Land Use Map generally aligns with the existing zoning in the rezoning vicinity. Village District is identified as Community Mixed Use. Office & Residential Mixed Use along with Neighborhood Mixed Use is designated along Oberlin Road and approaching Hillsborough Street. The residential neighborhoods are mostly mapped for Low Density Residential. The Village District, including the rezoning site, is a Mixed Use Center on the Urban Form Map. Urban Throughfares are also mapped on Cameron Street and Clark Avenue. Oberlin Road is a Transit Emphasis Corridor with a small segment of Main Street also mapped along the Village District.

The rezoning area is included in the Cameron Village-Hillsborough Street small area plans. That area specific guidance provides recommendations for maximum height and appropriate zoning districts. A portion of those recommendations apply to the rezoning site and are described later in this report. The rezoning request would have the effect of increasing the total amount of potential development by about ten percent. Some uses would be prohibited by an offered zoning condition. The applicant has indicated that the intended use of the site is a hotel.

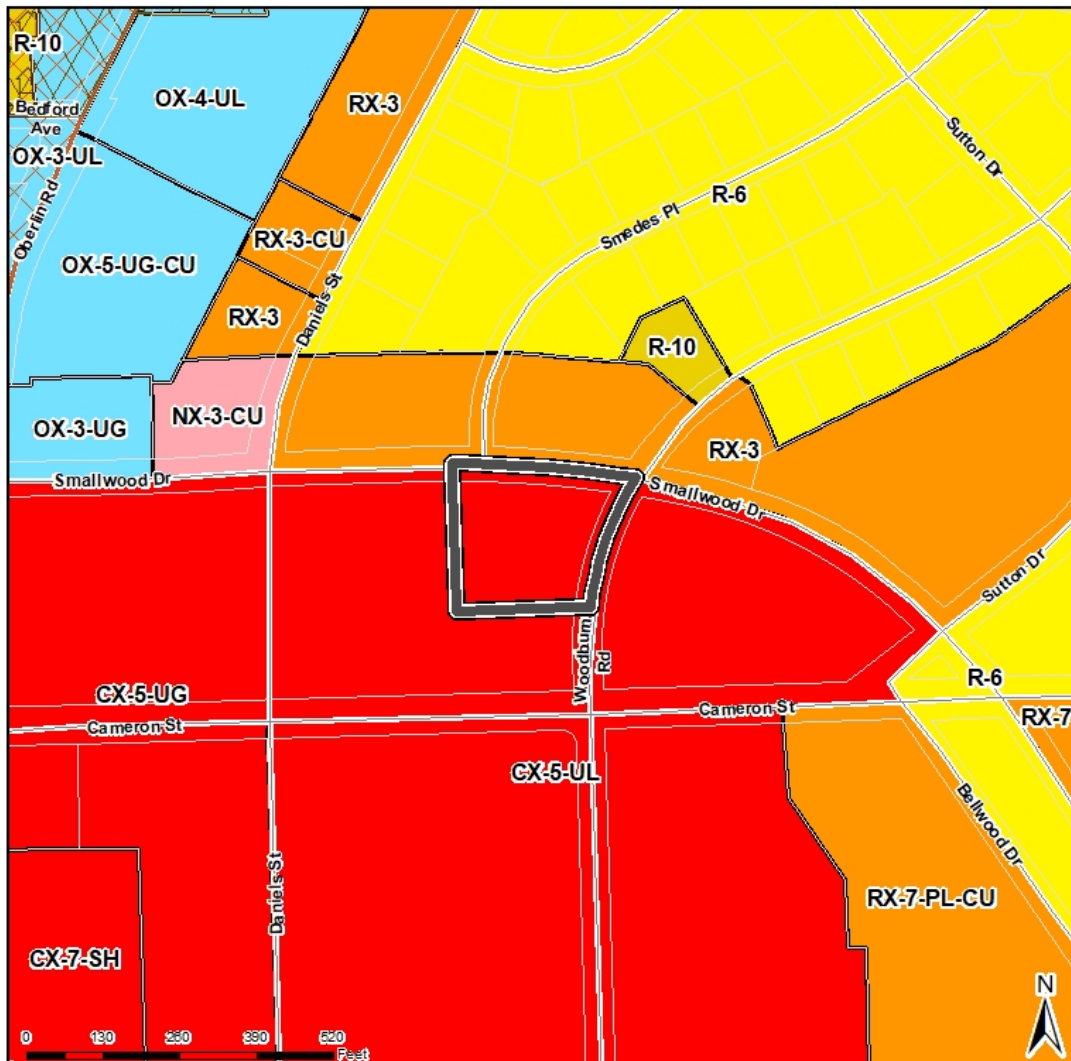
Update for January 11: The applicant has submitted revised conditions which require screening for parking structure openings, require parapet walls for all floors of parking structures, and regulate lighting within parking structures.

OUTSTANDING ISSUES

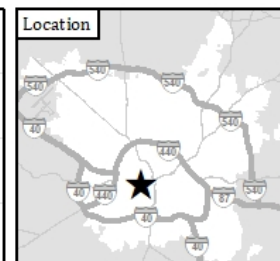
Outstanding Issues	None	Suggested Mitigation	N/A
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Existing Zoning

Z-56-2021



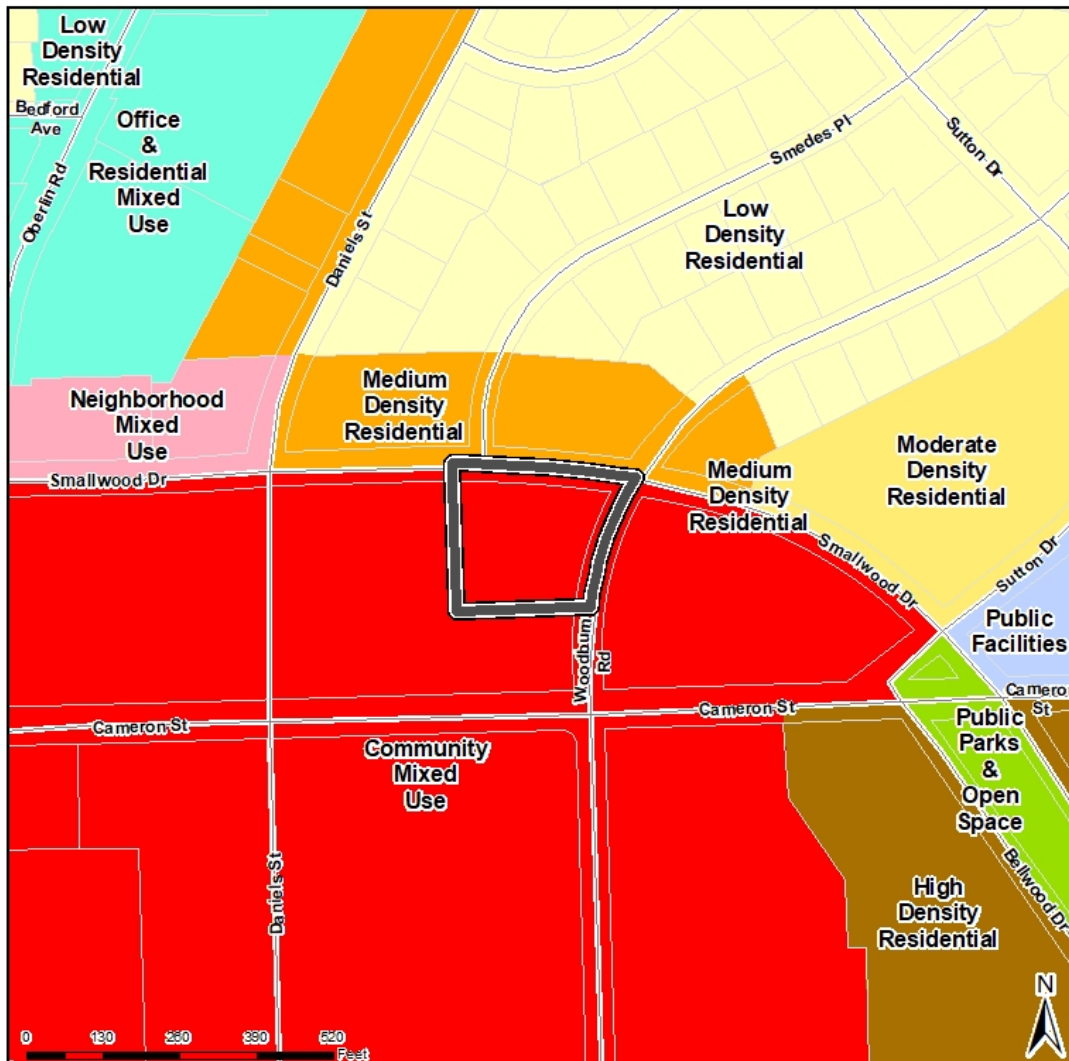
Property	2016 Cameron St (portion)
Size	1.13 acres
Existing Zoning	CX-5-UL
Requested Zoning	CX-7-UL-CU



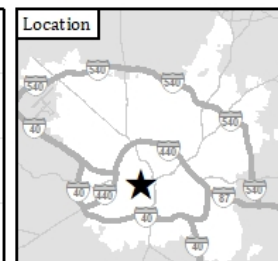
Map by Raleigh Department of Planning and Development (mansol@): 9/3/2021

Future Land Use

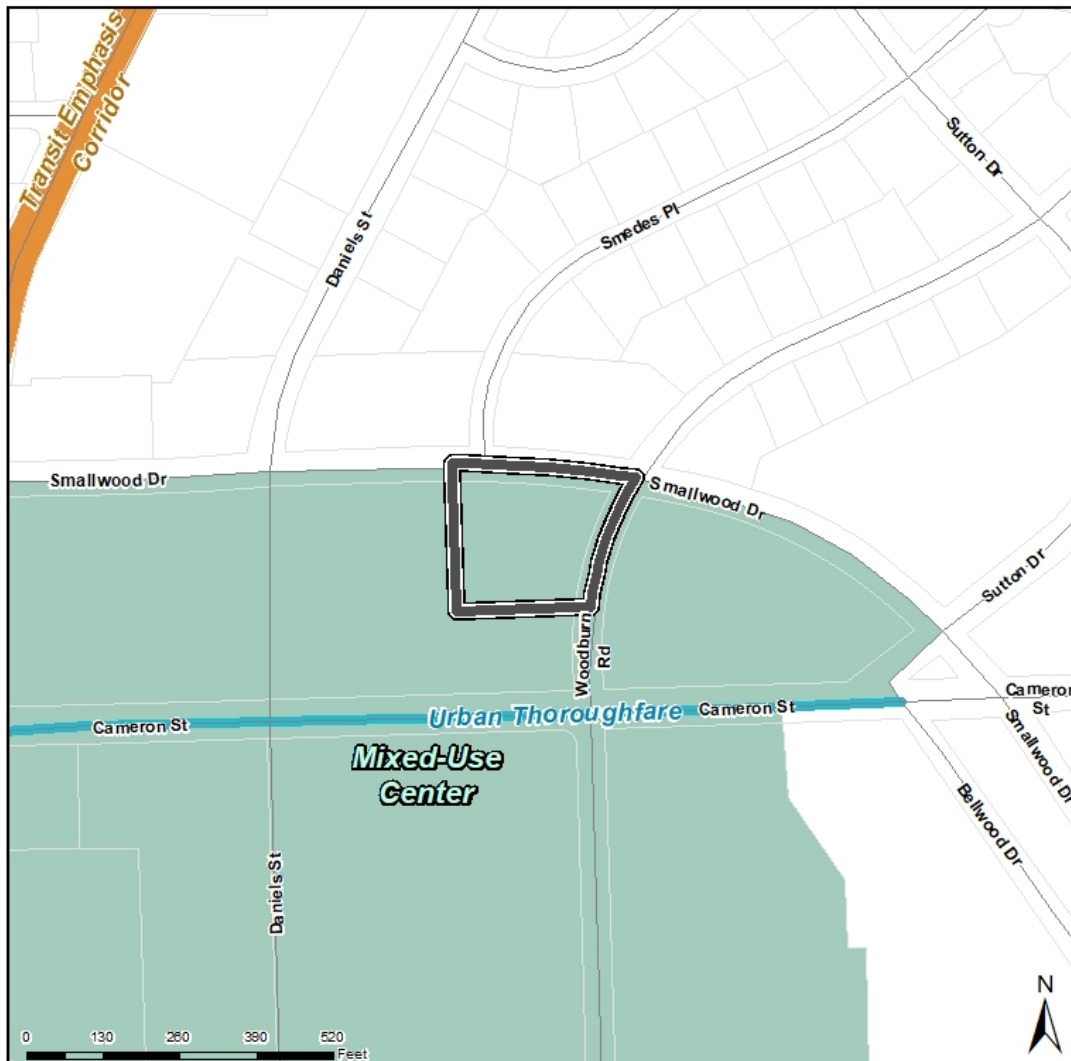
Z-56-2021



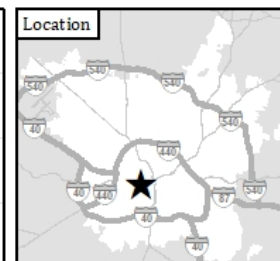
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Map by Raleigh Department of Planning and Development (mansol@): 9/3/2021

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 is consistent with the Coordinating Land Use and Transportation Vision Theme because it would allow additional development in an area that has existing infrastructure and robust multi-modal transportation options. The Growing Successful Neighborhoods and Communities Vision Theme also supports the request is also generally supportive of the rezoning. This is due to the proposed location of additional development in an existing context where more density and a range of uses has been deemed appropriate by public planning processes, including the Cameron Village-Hillsborough Street small area plans. The request could be more consistent with Growing Successful Neighborhood and Communities by including conditions to require architectural features that reflect the historic resources in the surrounding area.

The request is inconsistent with the Managing Our Growth Vision Theme because it does not provide requirements for high-quality public space as indicated in the area specific guidance. This inconsistency is mitigated by the location of the site in an area where land uses are integrated and transportation options are varied. Overall, the request is consistent with the 2030 Comprehensive Plan.

- 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 category for the site is community Mixed Use. This category calls for a mix of uses with height up to 12 stories. The requested CX-7-UL-CU district would allow the height and blend of uses suggested in the Future Land Use Map.

- 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?

Not applicable. The use is specifically designated.

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

Yes, City infrastructure is adequate to serve the proposed scale of development or will be provided through compliance with standard UDO requirements.

Future Land Use

Future Land Use designation: Community Mixed Use

The rezoning request is

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

☐ **Inconsistent**

The Future Land Use designation recommends a wide range of uses including retail, offices, and apartments. Shopping centers and mixed use development are also envisioned in the Community Mixed Use designation. The proposed Commercial Mixed Use (CX) district allows a closely corresponding set of uses and development styles. The CX districts is specifically identified in the designation's definition as an appropriate zoning. Height guidance derived from the designation, along with the applicable Urban Form designations, suggests a maximum height of up to twelve stories. The requested height is seven stories. The rezoning proposal is aligned with the Future Land Use Map in terms of land uses and height.

Urban Form

Urban Form designation: Mixed Use Center

The rezoning request is

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

☐ **Inconsistent**

☐ **Other** (no Urban Form designation OR no Urban Form designation, but zoning frontage requested)

The site is within a Mixed Use center. This designation suggests a frontage be included in the zoning request. The requested frontage is Urban Limited.

Compatibility

The proposed rezoning is

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

☐ **Incompatible.**

The area immediately adjacent to the rezoning site is the Village District shopping center. The shopping center is zoned CX and has a range of commercial uses. The proposed zoning is compatible with the zoning and uses in the Village District because it would allow a similar range of uses. Multi-family development is present on the north side of Smallwood Drive. This area has been developed with apartments for decades and is popular due to the proximity to the Village District. The proposed zoning is buffered by the public right-of-way from the apartments, which will mitigate many potential impacts from commercial development. The additional height proposed may have some impacts on shadow being cast on properties to the north.

Public Benefits of the Proposed Rezoning

- The proposal would enable additional capacity for housing, shopping, services, and employment in an area that is walkable and served by transit.

Detriments of the Proposed Rezoning

- The requested height may create additional shadow on properties to the north during certain times of the day and year.

Policy Guidance

Key policies are directly related to changes in zoning and are used to evaluate rezoning request consistency. They are marked with an orange dot (●).

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

● **Policy LU 1.2—Future Land Use Map and Zoning Consistency**

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

The requested zoning of CX-7 allows a range of uses that matches the recommendations of the Community Mixed Use designation on the site. The Future Land Use Map states that apartments, offices, and retail uses should be allowed as well as vertical mixed-use developments. The proposal would allow all of these styles of development. Table LU-2 in the 2030 Comprehensive Plan provides a maximum height of 12 stories for the site. The requested height of seven stories fits within this recommendation.

● **Policy LU 6.2—Complementary Land Uses and Urban Vitality**

A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers to maintain the city's livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistently with this policy.

The rezoning proposal allows a range of uses including multiple uses within a single development. The range of permitted uses creates opportunities for employment, services, and shopping in an area served by transit.

● **Policy UD 1.10—Frontage**

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

● **Policy UD 7.3—Design Guidelines**

The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit Emphasis Corridors or in City Growth, TOD and Mixed-Use Centers, including preliminary site plans and development

plans, petitions for the application of Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions.

The rezoning request includes the Urban Limited frontage. This frontage requires buildings to be placed close to the street with no parking between the building and the street. Other components of the frontage include limiting building types, setting a minimum height of two stories, and specifying allowed streetscapes. These elements ensure that the interface of buildings with the street is supportive of walking and other human-scale activity along the street. This effect supports the goals of the Urban Form map designation of Mixed Use Center and the Urban Design Guidelines.

● **Policy UD 8.3—Transit Area Infill**

Encourage sensitive densification in areas surrounding transit routes by promoting “missing middle” housing and accessory dwelling units in nearby residential areas, and the retrofit or redevelopment of existing underutilized properties.

The rezoning site is within a shopping center with building heights of mostly one and two stories and surface parking. This development pattern can be considered an underutilization of a location that is near the core of Raleigh and has very good transit service. The additional height requested in the rezoning would encourage development that makes more use of the benefits of the site’s central location in the city and proximity to a variety of other uses.

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

● **Policy LU 6.1—Composition of Mixed-use Centers**

Mixed-use centers should comprise a variety of integrated residential and commercial uses - mixed both vertically and horizontally - that have well-planned public spaces that bring people together and provide opportunities for active living and interaction.

The proposal does not include zoning conditions to require high-quality public spaces. The Outdoor Amenity Area requirements in the UDO ensure some amount of outdoor common space, and the Urban Limited frontage applies additional standards for features such as seating and art.

● **Policy UD 5.1—Contextual Design**

Proposed development within established neighborhoods should create or enhance a distinctive character that relates well to the surrounding area.

The rezoning site is located near three National Register Historic Districts and a local Historic Overlay District. The shopping center containing the site was constructed in 1949 and is informally considered historic by many Raleigh residents. The rezoning does not require new development to recognize this historic context through architectural features of new buildings. Consistency with this policy would be improved if zoning conditions were offered to specify that new structures will have design elements reflective of historic architectural styles present nearby.

Area Plan Policy Guidance

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

Policy AP-CH 6 Guide Future Zoning

Rezoning petitions should be evaluated for consistency with the policy guidance and recommendations of the area plan, as well as Map AP-CH 1.

Map AP-CH 1 shows the subject property as having a maximum recommended height of seven stories. The requested height is seven stories, which matches the policy map guidance.

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

Policy AP-CH 2 Improve and Expand Parks and Open Space

Seek opportunities to enhance existing open spaces and create new open spaces through the development process. Larger new developments in the plan area should provide enhanced outdoor amenity areas that contribute to a gracious and inviting public realm.

The proposal would be subject to Outdoor Amenity Area requirements in the UDO. Those standards do not require amenities to be publicly accessible. The rezoning request could increase alignment with this policy by requiring amenity areas to be accessible to the public and/or giving more details of the features they will provide to support the quality of public space this policy indicates.

Policy AP-CH 7 Promote Quality Design

Building on the foundation created in the Unified Development Ordinance, new developments should incorporate transition areas, setbacks, stepbacks, and design that improve the public realm. Design, massing, and height should respond to the contextual setting.

The design of future development would not be required to incorporate the architectural character of the multiple historic resources nearby. Conditions to this effect would help the proposal to fulfill this policy.

EQUITY AND CLIMATE CHANGE ANALYSIS

Transportation Cost and Energy Analysis

	City Average	Site	Notes
Walk Score	30	92	Much higher than the city average. The Village District, Hillsborough Street, and Peace Street are walkable areas with consistent sidewalks, a variety of destinations, low vehicle speeds, and public gathering spaces.
Transit Score	30	51	The Village District is served by GoRaleigh Route 12 Method and Route 16 Oberlin. GoRaleigh Route 4 Rex Hospital has a stop on Hillsborough Street that is about one-half mile away by Woodburn Road.
Bike Score	41	77	Significantly higher than city average. There are bicycle lanes on Clark Avenue, Oberlin Road, and Peace Street in the vicinity of the site. A bikeshare station is present on Oberlin Road near the site. Another station is located on Hillsborough Street near Enterprise Street.
HUD Low Transportation Cost Index	[N/A, index is expressed as a percentile.]	84	The index is fairly high in this area, indicating that a variety of transportation options are available other than a private vehicle and destinations for daily activities are accessible.
HUD Jobs Proximity Index	[N/A, index is expressed as a percentile.]	97	There is a large number of jobs accessible from the site. NCSU and downtown are easily accessible by transit and bicycle. The Village District is an employment center as well.

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. HUD index scores are percentiles indicating how well the subject tract performs compared to all other census tracts in the United States. A higher percentile for Low Transportation Cost or Jobs Proximity indicates a lower the cost of transportation and higher access to jobs in the nearby area, respectively.

Housing Energy Analysis

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.

Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Adds	As many as 17 additional dwelling units could be constructed under the proposed zoning.
Is naturally occurring affordable housing present on the site?	Unlikely	No housing is present on the site.
Does it include any subsidized units?	No	
Does it permit a variety of housing types beyond detached houses?	Yes	All residential building types are allowed in the requested zoning.
If not a mixed-use district, does it permit smaller lots than the average? *	N/A	The request is for a mixed use district.
Is it within walking distance of transit?	Yes	Stops for GoRaleigh Route 12 Method and Route 16 Oberlin are present on Cameron Street.

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

Demographic Indicators from EJSCREEN*

Indicator	Site Area	Raleigh
Demographic Index** (%)	19	36
People of Color Population (%)	13	46
Low Income Population (%)	24	30
Linguistically Isolated Population (%)	1	3
Population with Less Than High School Education (%)	3	9
Population under Age 5 (%)	5	6

Population over Age 64 (%)	10	11
% change in median rent since 2015	21.1	20.3

**Environmental Justice Screening and Mapping Tool from the Environmental Protection Agency
(<https://www.epa.gov/ejscreen>)*

***The Demographic Index represents the average of the percentage of people who are low income and the percentage of people who are minorities*

Health and Environmental Analysis

What is the life expectancy in this census tract? Is it higher or lower than the county average?	78.1	The life expectancy in the subject tract matches the average for Wake County.
Are there known industrial uses or industrial zoning districts within 1,000 feet?	No	
Are there hazardous waste facilities are located within one kilometer?	No	
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	No	
Is this area considered a food desert by the USDA?	No	The subject tract is not considered a food desert by any of the USDA definitions. There are two grocery stores in the Village District.

Land Use History

When the property was annexed into the City or originally developed, was government sanctioned racial segregation in housing prevalent?*	Yes	Village District was originally developed as the Cameron village shopping center in the 1950s. Racial segregation in housing was legal and practiced in Raleigh at that time.
Has the area around the site ever been the subject of an urban renewal program?*	No	
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups?*	Yes	According to the nomination for Cameron Park to be place on the National Register of Historic Places, Cameron Park was subject to restrictive covenants barring Black people from owning or renting homes there. Restrictive covenants were applied in Cameron Village dating from 1950 which prohibited non-Caucasian people from owning or renting houses in that neighborhood.

Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires?*	Yes	A restriction is recorded for a bed and breakfast at 115 Woodburn Road reinforcing zoning conditions that limit use of the property to bed and breakfast or a detached house. Additional dwelling units might be constructed on the property without this restriction. Cameron Park and Cameron Village have restrictive covenants providing additional standards for certain aspects of homes and lots, particularly minimum home sizes, lot sizes, and home values.
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*The response to this question is not exhaustive, and additional information may be produced by further research. Absence of information in this report is not conclusive evidence that no such information exists.

Analysis Questions

1. Does the rezoning increase the site's potential to provide more equitable access to housing, employment, and transportation options? Does the rezoning retain or increase options for housing and transportation choices that reduce carbon emissions?

Response: The proposed zoning would enable additional housing and commercial development in an area that is well served by transit, pedestrian-friendly, and with easy access to many services and amenities. New residents or employees at the site would benefit from reduced transportation costs that may improve equity in terms of affordability for various income levels.

2. Is the rezoning in an area where existing residents would benefit from access to lower cost housing, greater access to employment opportunities, and/or a wider variety of transportation modes? Do those benefits include reductions in energy costs or carbon emissions?

Response: Demographic data show that residents of the area are generally more economically and socially advantaged than Raleigh residents in general. The Census tract to the northwest has a rate of 31% of its residents who are low income, which matches the city average. Residents in that area may benefit from additional housing or employment opportunities nearby.

3. Have housing costs in this area increased in the last few years? If so, are housing costs increasing faster than the city average?

Response: Housing costs have increased at roughly the same pace in the subject tract as for Raleigh as a whole. The increase in housing costs of 21% suggests that additional housing may help slow this growth.

4. Are there historical incidences of racial or ethnic discrimination specific to this area that have deprived Black, Indigenous, and People of Color (BIPOC) of access to economic opportunity, public services, or housing? If so, does the rezoning request

improve any current conditions that were caused, associated with, or exacerbated by historical discrimination?

Response: The area on the west side of Oberlin Road is the Oberlin Village neighborhood. Oberlin Village became a local historic overlay district in 2018. This neighborhood was populated by formerly enslaved people in the late 19th century and the first half of the 20th century. Oberlin Village was not originally part of Raleigh's corporate limits though it did have one of Raleigh's earliest schools for Black children. The Latta House and University were also located there and offered educational opportunities for Black people during the Jim Crow era. The construction of Wade Avenue, which occurred in a similar time period to the development of the Village District, divided Oberlin Village and led to the removal of many of the original homes there. The Village District was previously named Cameron Village, after the Cameron family who owned a plantation covering much of the surrounding area. Many of Oberlin Village's early residents were likely freed from enslavement on the Cameron plantation. Additional housing allowed by the rezoning may benefit existing residents of the area, some of whom may be descendants of original residents of Oberlin Village. The intended use of the rezoning site is a hotel, which would not create additional housing. Housing on the site is also likely to be oriented to higher incomes due to the access to employment and amenities.

5. Do residents of the area have disproportionately low life expectancy, low access to health insurance, low access to healthy lifestyle choices, or high exposure to environmental hazards and/or toxins? If so, does the rezoning create any opportunities to improve these conditions?

Response: No, the rezoning area has no known environmental hazards and life expectancy is similar to the county average. Walkability and access to grocery stores may also generate better health outcomes for residents in the area.

IMPACT ANALYSIS

Historic Resources

The site is not located within or adjacent to a National Register Historic District or Raleigh Historic Overlay District. It does not include nor is adjacent to any National Register individually-listed properties or Raleigh Historic Landmarks. The property has been surveyed by the SHPO and is identified as WA2672.

Impact Identified: Redevelopment of the property may lead to removal of structures built during a historic period, though structures on the site are not designated as historic.

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 Chamberlain Park (0.4 miles) and Edna Metz Wells Park (0.4 miles).
3. Nearest existing greenway trail access is provided by Gardner Street Greenway Trail (0.6 miles).
4. Current park access level of service in this area is graded an A letter grade.

Impact Identified: None.

Public Utilities

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water	19,233	23,250	24,750
Waste Water	19,233	23,250	24,750

Impact Identified:

1. The proposed rezoning would add 5,517 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the proposed rezoning area
2. At the time of development plan submittal, a Downstream Sewer Capacity Study may be required to determine adequate capacity to support the proposed development. Any improvements identified by the study would be required to be permitted prior to the issuance of Building Permit & constructed prior to release of a Certificate of Occupancy
3. Verification of water available for Fire Flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer

Stormwater

Floodplain	None
Drainage Basin	Pigeon House Branch
Stormwater Management	UDO Article 9.2.
Overlay District	None

Impact Identified: Additional proposed impervious will be subject to stormwater requirements found in UDO 9.2

Transportation

Site Location and Context

Location

The Z-56-21 site is located in west Raleigh at the southwest corner of Smallwood Drive and Woodburn Road.

Area Plans

The Z-56-21 site is located within the Cameron Village and Hillsborough Street small area plan. The Cameron Village area is designated as a City Growth Center.

Other Projects in the Area

The Oberlin Road Streetscape project will implement a separated bikeway on Oberlin Road Between Cark Avenue and Bedford Avenue. It will also make several sidewalk and pedestrian improvements to the area. It is in right-of-way acquisition and is expected to be begin construction this winter.

Existing and Planned Infrastructure

Streets

Smallwood Drive and Woodburn Road are designated as two-lane undivided avenues in map T-1 of the Comprehensive Plan (Street Plan); they are maintained by the City of Raleigh. Daniels Street is also in the Street Plan as a two-lane undivided avenue. It is not currently a City-Maintained street.

In accordance with UDO section 8.3.2, the maximum block perimeter for CX-7 zoning districts is 2,500 feet. The current block perimeter for this site is approximately 2,750 feet. The extension of Daniels Street between Cameron Street and Smallwood Street would result in a block approximately 1,700 feet in perimeter.

Pedestrian Facilities

There is no sidewalk on the south side of Smallwood Street between Daniels Street and approximately 160 feet from Sutton Drive. There is a sidewalk on the site's frontage on Woodburn Road. Development of the site with a tier three site plan or a subdivision requires sidewalks conforming to Article 8.5 of the UDO.

Bicycle Facilities

There are existing bicycle lanes on Clark Avenue and Cameron Street; there is no existing bikeways on other streets in the vicinity of Z-56-21. Avenue Street types now include standard separated bikeways with the adoption of TC-3-21. Development of the site with a tier three site plan or a subdivision requires separated bikeways conforming to Article 8.5 of the UDO on Smallwood Drive and Woodburn Road.

Z-56-21 is within the bikeshare service area. The station nearest the site is on Oberlin Road, south of Stafford Avenue (0.3 mile from the site). Other nearby stations are in Downtown Raleigh and along Hillsborough Street. Bikeshare station spacing guidelines suggest that additional stations in the vicinity of this site may be appropriate. The addition of Bikeshare infrastructure may help to mitigate traffic concerns, as trips would be converted from motorized vehicles to bicycles. There is a positive correlation between station density and ridership in larger systems like Citibike (New York City), Capital Bikeshare (Washington, DC), and Hubway (Boston, MA). If the applicant wishes, Transportation Staff can help the applicant craft a condition requiring installation of bikeshare infrastructure.

Transit

The site is served by two GoRaleigh routes (#12 and #16); both offer service between Downtown Raleigh and Cameron Village. Route #12 continues west to Method Road. Route #16 heads north on Oberlin Road and connects to other routes at Crabtree Valley. There are four buses per hour between Downtown Raleigh and Cameron Village during peak periods, and two buses per hour during off-peak times. The Wake Transit Plan and Map T-2 in the Comprehensive plan call for Oberlin Road service to become frequent and connect the North Hills area to Centennial Campus.

Access

Vehicle access to the subject site is Smallwood Drive and Woodburn Road, subject to driveway spacing standards in UDO Article 8.3.

TIA Determination

Based on the Envision results, approval of case Z-56-21 would increase the amount of projected vehicular peak hour trips to and from the site as indicated in the table below. The proposed rezoning from CX-5-UL to CX-7-UL-CU is projected to generate 3 new trips in the AM peak hour and 1 new trips in the PM peak hour. 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-56-21 Existing Land Use Restaurant	Daily	AM	PM
	1,198	106	104
Z-56-21 Current Zoning Entitlements Commercial Mixed Use	Daily	AM	PM
	739	51	61
Z-56-21 Proposed Zoning Maximums Commercial Mixed Use	Daily	AM	PM
	786	54	61
Z-56-21 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	48	3	1

Impact Identified: The request may lead to a marginal increase in vehicle trips generated at the site.

Urban Forestry

Proposed zoning and conditions offered do not alter Tree Conservation Area requirements or street tree requirements of the UDO from the existing zoning.

Impact Identified:

Impacts Summary

The rezoning is not anticipated to have significant impacts on infrastructure.

Mitigation of Impacts

No mitigation is recommended beyond regular UDO requirements of the proposed zoning district.

CONCLUSION

The rezoning request is to apply the CX-7-UL-CU zoning to approximately one acre currently zoned CX-5-UL. The site is located along the north side of the Village District. One zoning condition is offered to prohibit some uses. The Future Land Use Map envisions Community Mixed Use for the site. The site is within a Mixed Use Center. Additional guidance from the Cameron Village-Hillsborough Street small area plans says the site may be zoned CX with height of up to seven stories.

The requested zoning closely matches and is consistent with the Future Land Use Map and Urban Form Map. The proposed height and zoning also comply with the area plan recommendations on those topics. Other consistency with the 2030 Comprehensive Plan is derived from the site's location in an urbanized, mixed use area with great access to destinations and transportation modes. Policy inconsistency is identified due to the lack of zoning conditions defining how new development will support high-quality civic space and exhibit historically representative design features. The request is consistent with the 2030 Comprehensive Plan.

CASE TIMELINE

Date	Action	Notes
8/18/2021	First neighborhood meeting	
11/10/2021	Second neighborhood meeting	
11/23/2021	Placed on Planning Commission agenda but not discussed	
12/14/2021	Placed on Planning Commission agenda and discussed	Discussion of parking structure impacts and treatment of outdoor amenity areas
1/11/2022	Placed on Planning Commission agenda	Revised conditions submitted to regulate parking structures

APPENDIX

SURROUNDING AREA LAND USE/ ZONING SUMMARY

SUBJECT PROPERTY		NORTH	SOUTH	EAST	WEST
Existing Zoning	CX-5-UL	RX-3, R-10, R-6	CX-5-UL	CX-5-UL	CX-5-UG
Additional Overlay	None	None	None	None	None
Future Land Use	Community Mixed Use	Medium Density Residential, Low Density Residential	Community Mixed Use	Community Mixed Use	Community Mixed Use
Current Land Use	Shopping Center	Multi-unit Living	Shopping Center	Shopping Center	Shopping Center
Urban Form	Mixed Use Center	None	Mixed Use Center, Urban Throughfare	Mixed Use Center	Mixed Use Center

CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning	CX-5-UL	CX-7-UL-CU
Total Acreage	1.1	1.1
Setbacks:		
Front	5'	5'
Side	0' or 6'	0' or 6'
Rear	0' or 6'	0' or 6'
Residential Density:	64 dua.	79.3 dua.
Max. # of Residential Units	71	88
Max. Gross Building SF	83,000	94,000
Max. Gross Office SF	46,000	49,000
Max. Gross Retail SF	14,000	12,000
Max. Gross Industrial SF	83,000	94,000
Potential F.A.R	1.72	1.94

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


Rezoning Application and Checklist

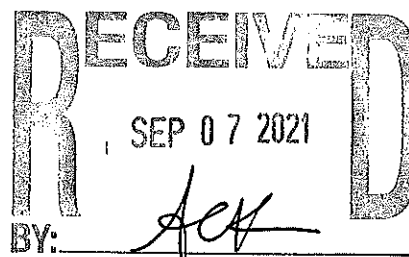
Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500



Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 8 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.

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: CX		Height: 5	Frontage: UL
Proposed zoning base district: CX		Height: 7	Frontage: UL
Overlay(s):		Overlay(s):	
Helpful Tip: View the Zoning Map 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:	Date amended (1):	Date amended (2):
Property address: 2016 Cameron Street (portion of)		
Property PIN: 1704035117 (portion of)		
Deed reference (book/page): Book 11056, Page 01785		
Nearest intersection: Woodburn Road and Smallwood Drive		Property size (acres): 1.13 acres
For planned development applications only	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Columbia Village District LLC c/o Regency Centers Corporation, 2068 Clark Avenue, Raleigh, NC 27605		
Property owner email: chriswidmayer@regencycenters.com		
Property owner phone: 919-831-4904		
Applicant name and address: Jennifer Ashton, Longleaf Law Partners		
Applicant email: jashton@longleaflp.com		
Applicant phone: 919.780.5433		
Applicant signature(s): 		
Additional email(s):		



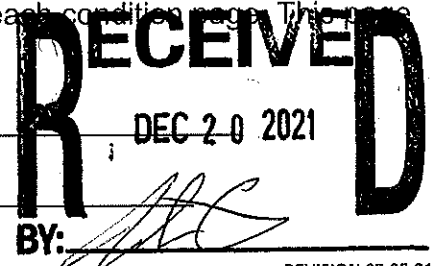
Conditional Use District Zoning Conditions		
Zoning case #: Z-56-21	Date submitted: 9/2/21	Office Use Only Rezoning case #
Existing zoning: CX-5-UL	Proposed zoning: CX-7-UL-CU	

Narrative of Zoning Conditions Offered
<p>1. The following Principal Uses as listed in UDO Section 6.1.4. that are permitted, limited, or special uses in the CX- District shall be prohibited: (i) cemetery; (ii) adult establishment; (iii) detention center, jail, prison; and (iv) vehicle repair (minor and major).</p> <p>2. Public façades of Structured Parking: When a parking structure façade is adjacent to or facing any public park or plaza, public right-of-way, public sidewalk, or private street, façades shall comply with the following:</p> <p>a. Any such façades of the parking structure shall have openings screened to prevent views into the structure except for perpendicular vehicular ingress and egress openings at a maximum width of 30 feet and pedestrian access openings at a maximum width of eight feet.</p> <p>b. Screening elements shall be designed in a structurally sound manner and have a gap of no more than 18 inches from the frame of the screening element to the wall opening. Alternative decorative elements which provide an equivalent level of screening may be allowed in an accessory parking structure where such elements are employed to match the architectural character of the main building. Mesh or decorative panels, louvers, green walls, tinted or sandblasted opaque spandrel glass, or similar screening elements shall be used. Chain link fencing and similar screening elements shall be prohibited as an allowable mesh or similar screening element.</p> <p>3. Parapet walls. On all levels where parking is provided adjacent to an exterior wall, all façades shall have exterior opaque walls a minimum height of 42 inches above any finished grade and any finished floor.</p> <p>4. Lighting of parking structures: Lighting shall be designed to reduce light spillage outside the parking structure according to the following:</p> <p>a. Internal illumination of parking structures shall be screened so that internal light sources shall not be visible from the adjacent public right-of-way or adjacent parcels. Light fixtures directly visible from the exterior of a parking structure shall be directed internally upward or shall contain shielded fixtures to minimize such visibility.</p> <p>b. Internal illumination of parking structures shall conform to the standards of UDO Section 7.4.7.</p> <p>Vehicular Canopies.</p> <p>c. Rooftop lighting shall be located at an elevation height less than the top of the nearest exterior perimeter rooftop wall; or shall be setback a minimum of 15 feet from the exterior perimeter of the rooftop wall at a maximum mounted height of 12 feet above finished floor with cutoff light fixtures that have a maximum 90 degree illumination.</p> <p>d. Lighting levels measured at the property line of privately-owned parcels adjacent to the structured parking deck shall not be greater than 0.5 footcandles.</p>

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.

Property Owner(s) Signature: Chris Widmayer

Printed Name(s): CHRIS WIDMAYER



Proposed Zoning District Boundary: 2016 Cameron Street (Portion of)



Raleigh CURIO Metes and Bounds Description
(A portion of PIN 1704035117)

BEGINNING AT AN EXISTING IRON ROD LOCATED AT THE SOUTHWEST CORNER OF THE INTERSECTION OF SMALLWOOD DR. AND WOODBURN DR. HAVING THE NAD83(2011) COORDINATES: NORTHING 743,342.57', EASTING 2,101,067.99', THENCE ALONG THE WEST MARGIN OF WOODBURN DR. RIGHT OF WAY ALONG A CURVE TO THE LEFT HAVING THE CHORD BEARING AND DISTANCE OF S17°22'04"W 200.03' WITH A RADIUS OF 570.87' TO A POINT, THENCE LEAVING THE RIGHT OF WAY S88°01'33"W 198.48' TO A POINT, THENCE N01°58'46"W 22.49' TO A POINT, THENCE S88°01'33"W 10.00' TO A POINT, THENCE N01°58'46"W 134.01' TO A POINT, THENCE N88°01'33"E 10.00' TO A POINT, THENCE N01°58'46"W 59.41' TO A POINT IN THE SOUTH MARGIN OF SMALLWOOD DR. RIGHT OF WAY, THENCE ALONG THE SOUTH MARGIN ALONG A CURVE TO THE RIGHT HAVING A CHORD BEARING AND DISTANCE OF S86°07'00"E 266.14' WITH A RADIUS OF 1782.15' TO THE POINT AND PLACE OF BEGINNING, CONTAINING 48,356 SQ. FT., OR 1.110 AC., MORE OR LESS.

Rezoning Application Addendum #1	
<div>Comprehensive Plan Analysis</div> <div>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.</div>	<div>Office Use Only</div> <div>Rezoning case #</div> <div>_____</div>
Statement of Consistency	
<div>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.</div> <div> <p>1. The property is designated Community Mixed Use on the Future Land Use Map, which supports a mix of residential, office retail and hotel uses. CX is the closest corresponding zoning district for this land use designation. Therefore, the rezoning request to maintain the CX District is consistent with the Future Land Use Map.</p> <p>2. The property is within a Mixed Use Center, as shown on the Urban Form Map. This designation encourages a walkable and mixed-use development pattern. The CX district permits the mix of uses envisioned by this designation, and the Urban Limited frontage district implements a walkable development. Therefore, the rezoning request is consistent with the Urban Form Map.</p> <p>3. The Comprehensive Plan notes that building height of up to 12 stories is appropriate in the core of mixed-use centers for property designated Community Mixed Use. The property is located within the core of a mixed-use center, as shown on the Urban Form Map. This means that the property is considered to be within a Core/Transit Area for the purposes of Table LU-2, which recommends up to 12 stories on property designated Community Mixed Use and Core/Transit. Finally, Cameron Village/Hillsborough Street Area Plan Map AP-CH1 designates this property as appropriate for up to 7 stories in height. Based on the foregoing, the request for 7 stories is consistent with the Comprehensive Plan, Future Land Use Map, Urban Form Map and the Cameron Village/Hillsborough Area Plan.</p> <p>4. The rezoning request is consistent with the following Comprehensive Plan policies: LU 1.2 "Future Land Use Map and Zoning Consistency" (the proposed use with conditions is consistent with the Community Mixed Use land use designation); LU 2.2 "Compact Development" (the proposed use will be arranged in a compact manner); LU 4.4 "Reducing VMT Through Mixed Use" and LU 4.5 "Connectivity" (the proposed development will provide pedestrian, bicycle and vehicular connectivity between sites and a hotel use in proximity to retail and restaurants can reduce VMT); LU 5.1 "Reinforcing the Urban Pattern" (the proposed use will enhance the urban fabric); LU 6.1 "Composition of Mixed-Use Centers" and LU 6.2 "Complementary Land Uses and Urban Vitality" (the proposed rezoning and hotel use will provide a complementary integration and mixture of uses); LU 7.2 "Shopping Center Reuse" (the proposed rezoning promotes the redevelopment of a portion of a shopping center for a greater mix of uses); and LU 7.6 "Pedestrian-Friendly Development" (the -UL frontage promotes pedestrian-friendly development).</p> </div>	
Public Benefits	
<div>Provide brief statements explaining how the rezoning request is reasonable and in the public interest.</div> <div> <p>1. The rezoning request is reasonable and in the public interest because it facilitates the development of a hotel use within a shopping center area, thereby providing a greater mix of uses and a hospitality use that is walkable to retail and restaurant amenities.</p> </div>	

Rezoning Application Addendum #2	
Impact on Historic Resources	Office Use Only Rezoning case # _____
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.	
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.	
There are no known historical resources located on these lots.	
Public Mitigation	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
N/A	

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", "Mixed-Use Center", or "Transit Station Areas", 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.

Policy UD 7.3:

The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit Emphasis Corridors or in City Growth, TOD and Mixed-Use Centers, including preliminary site plans and development plans, petitions for the application of Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions.

The Applicant must respond to the **Downtown Urban Design Guidelines** contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within "Downtown" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Policy DT 7.18:

The design guidelines in Table DT-1 shall be used to review rezoning, alternative means of compliance, special use permits, and planned development master plan applications in downtown.

Please [click here](#) to download the Design Guidelines Addendum if required.

Urban Form Designation: Mixed-Use Center

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

Please continue to the next page for the Rezoning Checklist Submittal Requirement.

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: Mixed-Use Center

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 proposed rezoning allows for residential, commercial and/or office uses within walking distance of nearby residential, office, and commercial uses.

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 site is not adjacent to low density residential.

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:

The subject property is located at the intersection of Smallwood Drive and Woodburn Road, providing ample opportunities for access to the property from the nearby residential communities and adjacent commercial sites.

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:

No new streets are anticipated as part of this development, but the property is already well-served by the existing transportation infrastructure.

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 area of the rezoning has frontage of only about 200 feet along both Smallwood and Woodburn.

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:

The rezoning maintains the Urban Limited frontage district, which promotes development consistent with this guideline.

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>Response:</p> <p>The rezoning maintains the Urban Limited frontage district, which promotes development consistent with this guideline.</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>Response:</p> <p>The rezoning maintains the Urban Limited frontage district, which promotes development consistent with this guideline.</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>Response:</p> <p>Outdoor amenity area will be provided consistent with the UDO.</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>Response:</p> <p>Outdoor amenity area will be provided consistent with the UDO.</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>Response:</p> <p>The rezoning maintains the Urban Limited frontage district, which promotes development consistent with this guideline.</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>Response:</p> <p>Outdoor amenity area will be provided consistent with the UDO.</p>
13	<p>New public spaces should provide seating opportunities.</p> <p>Response:</p> <p>Outdoor amenity area will be provided consistent with the UDO.</p>

14	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p>Response:</p> <p>The rezoning maintains the Urban Limited frontage district, which promotes development consistent with this guideline.</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>Response:</p> <p>The rezoning maintains the Urban Limited frontage district, which promotes development consistent with this guideline.</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>Response:</p> <p>The rezoning maintains the Urban Limited frontage district, which promotes development consistent with this guideline.</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>Response:</p> <p>The proposed development is within walking distance to multiple bus stops.</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>Response:</p> <p>The rezoning maintains the Urban Limited frontage district, which promotes development consistent with this guideline.</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>Response:</p> <p>There are no known sensitive natural resources on the property.</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>Response:</p> <p>Sidewalks and driveways will be provided in accordance with the UDO.</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>Response:</p> <p>Sidewalks will be provided in accordance with the UDO.</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>Response:</p> <p>Street trees will be provided in accordance with the UDO.</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>Response:</p> <p>The rezoning maintains the Urban Limited frontage district, which promotes development consistent with this guideline.</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>Response:</p> <p>The rezoning maintains the Urban Limited frontage district, which promotes development consistent with this guideline.</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>Response:</p> <p>The rezoning maintains the Urban Limited frontage district, which promotes development consistent with this guideline.</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>Response:</p> <p>Sidewalks will comply with the applicable UDO standards. Additionally, the rezoning maintains the Urban Limited frontage district, which promotes development consistent with this guideline.</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 Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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 Development Fee Guide 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 or downtown 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 of area to be rezoned and properties with 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"/>
For properties requesting a Conditional Use District:	Yes	N/A	Yes	No	N/A
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"/>
If applicable, see page 8:	Yes	N/A	Yes	No	N/A
12. Proof of Power of Attorney or Owner Affidavit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Planned Development or Campus District:	Yes	N/A	Yes	No	N/A
13. Master plan (see Master Plan submittal requirements)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a text change to zoning conditions:	Yes	N/A	Yes	No	N/A
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"/>

Please continue to the next page for the Master Plan Submittal Requirements checklist.

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 Master Plan Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Total number of units and square feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 12 sets of plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Completed application submitted through Permit and Development Portal	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Vicinity Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Existing Conditions Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Street and Block Layout Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. General Layout Map/Height and Frontage Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Description of Modification to Standards, 12 sets	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Development Plan (location of building types)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Pedestrian Circulation Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Parking Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Open Space Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Tree Conservation Plan (if site is two acres or more)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Major Utilities Plan/Utilities Service Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Generalized Stormwater Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Phasing Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Three-Dimensional Model/renderings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Common Signage Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

REZONING OF PROPERTY
LOCATED AT THE INTERSECTION OF WOODBURN ROAD AND SMALLWOOD
DRIVE,
IN THE CITY OF RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS ON
AUGUST 18, 2021

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners and tenants on Wednesday, August 18, 2021 at 5:00 p.m. The property considered for this potential rezoning is located at the intersection of Woodburn Road and Smallwood Drive, in the City of Raleigh, having Wake County Parcel Identification Number 1704035117. This meeting was held in the CC Classroom at Pullen Community Center, located at 408 Ashe Avenue, Raleigh, NC 27606. All owners and tenants 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 and Tenants
From: Jennifer Ashton
Date: August 2, 2021
Re: Neighborhood Meeting for Rezoning of a Portion of 2016 Cameron Street

You are invited to attend an informational meeting to discuss the proposed rezoning of a portion of 2016 Cameron Street (with Property Identification Number (PIN) 1704035117). The meeting will be held on Wednesday, August 18, 2021 from 5:00 PM until 6:00 PM, at the following location:

**Pullen Community Center
CC Classroom 112A
408 Ashe Ave
Raleigh, NC 27606**

The portion of the property to be rezoned is located at the intersection of Woodburn Rd and Smallwood Dr. The property is currently zoned Commercial Mixed Use with a 5-story height limit and an Urban Limited frontage (CX-5-UL), and the proposed zoning is Commercial Mixed Use with a 7-story height limit and an Urban Limited frontage (CX-7-UL). The purpose of the rezoning is to permit a hotel of up to 7 stories.

The City of Raleigh requires a neighborhood meeting involving the owners and tenants of property within 500 feet of the property after filing the rezoning application. After the meeting, we will prepare a report for the Planning Department regarding the items discussed at the meeting.

Please do not hesitate to contact me directly if you have any questions or wish to discuss any issues. I can be reached at 919.780.5433 and jashton@longleaflp.com. Also, for more information about the rezoning, you may visit www.raleighnc.gov or contact the Raleigh City Planning Department at 919-996-4641 or at rezoning@raleighnc.gov.

Attached to this invitation are the following materials:
1. Subject Property Current Aerial Exhibit
2. Subject Property Current Zoning Map

PORTION OF PROPERTY TO BE REZONED CX-7-UL



CURRENT ZONING MAP

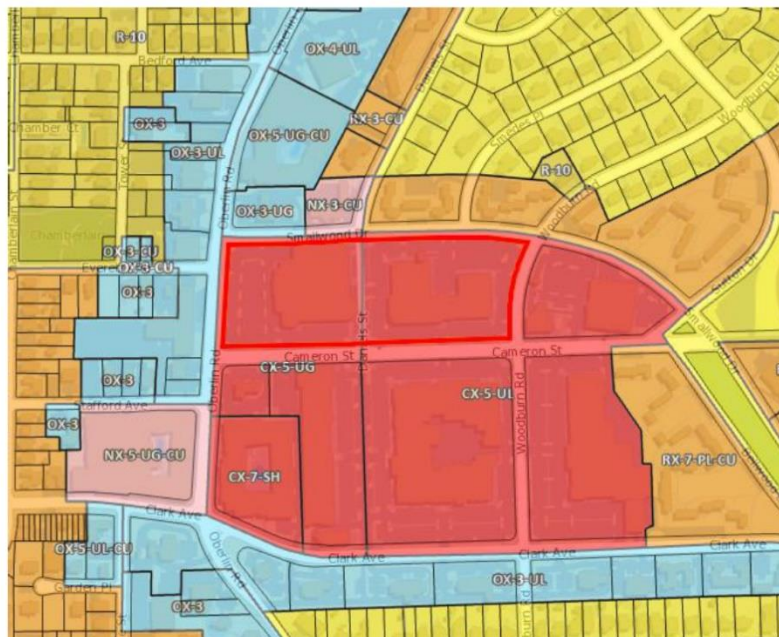


EXHIBIT C – ITEMS DISCUSSED

1. Existing Property Conditions
2. Existing and Proposed Zoning
3. City Policy Guidance for Rezoning
4. Traffic and speeding on existing streets
5. Proposed hotel development
6. Internal driveway circulation
7. Proposed frontage
8. Proposed height and conformance with the Cameron Village / Hillsborough Street Small Area Plan
9. Proposed parking for the development
10. Estimated number of hotel units
11. Rooftop amenity

EXHIBIT D – MEETING ATTENDEES

1. Jennifer Ashton
2. Michael Birch
3. Matt Klem
4. Alice Pettyjohn
5. Lyn Finnerty
6. Paul Bowden
7. Kevin Bowden
8. Kathy McCarty
9. John Craft
10. Julie Moore
11. Steven Harris
12. Adam Jolly
13. Paul Muñana
14. Maria Denning
15. Jim Bennett
16. Daniel Dinsbeer
17. Rodney Cheek
18. Anna Mangum
19. Liz Chiles
20. David Makepeace
21. Steve Jeffress
22. Beverly Clark
23. Donna Bailey
24. Kelly McIntyre
25. Graham Bennett

REZONING OF PROPERTY
LOCATED AT THE INTERSECTION OF WOODBURN ROAD AND SMALLWOOD
DRIVE,
IN THE CITY OF RALEIGH

REPORT OF MEETING WITH ADJACENT PROPERTY OWNERS ON
November 10, 2021

Pursuant to applicable provisions of the Unified Development Ordinance, a meeting was held with respect to a potential rezoning with adjacent property owners and tenants on Wednesday, November 10, 2021 at 5:00 p.m. The property considered for this potential rezoning is located at the intersection of Woodburn Road and Smallwood Drive, in the City of Raleigh, having Wake County Parcel Identification Number 1704035117. This meeting was held virtually on Zoom with an option to call in by telephone. All owners and tenants of property within 1000 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 and Tenants
From: Jennifer Ashton
Date: October 29, 2021
Re: Second Neighborhood Meeting for Rezoning of a Portion of 2016 Cameron Street (Z-56-21)

You are invited to attend a virtual meeting to discuss rezoning case Z-56-21. We have scheduled an informational meeting with surrounding neighbors on Wednesday, November 10th at 5:00 PM until 7:00 PM. Due to the COVID-19 Pandemic, this meeting will be held virtually. You can participate online or by telephone. To participate, visit:

To join with video:

To join by telephone:

<https://zoom.us/>

+1 646 558 8656

Meeting ID: 847 3495 9669

Meeting ID: 847 3495 9669

Password: 423808

Password: 423808

The portion of the property to be rezoned is located at the intersection of Woodburn Rd and Smallwood Dr. The property is currently zoned Commercial Mixed Use with a 5-story height limit and an Urban Limited frontage (CX-5-UL), and the proposed zoning is Commercial Mixed Use with a 7-story height limit and an Urban Limited frontage (CX-7-UL). The purpose of the rezoning is to permit a hotel of up to 7 stories.

The City of Raleigh requires a neighborhood meeting involving the owners and tenants of property within 1000 feet of the property after filing the rezoning application. After the meeting, we will prepare a report for the Planning Department regarding the items discussed at the meeting.

Please do not hesitate to contact me directly if you have any questions or wish to discuss any issues. I can be reached at 919.780.5433 and jashon@longleaflp.com. Also, for more information about the rezoning, you may visit www.raleighnc.gov or contact John Anagnost at the Raleigh City Planning Department at 919-996-3000 or at John.Anagnost@raleighnc.gov.

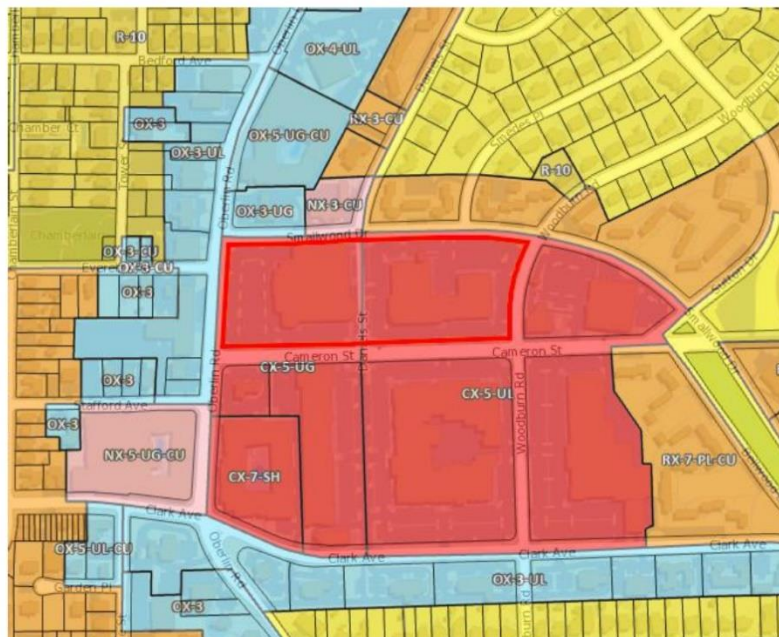
Attached to this invitation are the following materials:

1. Subject Property Current Aerial Exhibit
2. Subject Property Current Zoning Map
3. Rezoning Application Page, and Proposed Conditions

PORTION OF PROPERTY TO BE REZONED CX-7-UL



CURRENT ZONING MAP




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). Please see page 8 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.

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: CX	Height: 5	Frontage: UL	Overlay(s):
Proposed zoning base district: CX	Height: 7	Frontage: UL	Overlay(s):
Helpful Tip: View the Zoning Map 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:	Date amended (1):	Date amended (2):
Property address: 2016 Cameron Street (portion of)		
Property PIN: 1704035117 (portion of)		
Deed reference (book/page): Book 11056, Page 01785		
Nearest intersection: Woodburn Road and Smallwood Drive		Property size (acres): 1.13 acres
For planned development applications only	Total units:	Total square footage:
	Total parcels:	Total buildings:
Property owner name and address: Columbia Village District LLC c/o Regency Centers Corporation, 2068 Clark Avenue, Raleigh, NC 27605		
Property owner email: chriswidmayer@regencycenters.com		
Property owner phone: 919-831-4904		
Applicant name and address: Jennifer Ashton, Longleaf Law Partners		
Applicant email: jashton@longleaflp.com		
Applicant phone: 919.780.5433		
Applicant signature(s): 		
Additional email(s):		

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	Office Use Only Rezoning case # _____
Existing zoning: CX-5-UL	Proposed zoning: CX-7-UL-CU	

Narrative of Zoning Conditions Offered
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1. The following Principal Uses as listed in UDO Section 6.1.4. that are permitted, limited, or special uses in the CX- District shall be prohibited: (i) cemetery; (ii) adult establishment; (iii) detention center, jail, prison; and (iv) vehicle repair (minor and major).

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.

Property Owner(s) Signature: 

Printed Name(s): CHRIS WIDMAYER

EXHIBIT C – ITEMS DISCUSSED

1. Existing Property Conditions
2. Existing and Proposed Zoning
3. City Policy Guidance for Rezoning
4. Traffic and speeding on existing streets
5. Proposed hotel development
6. Proposed frontage
7. Proposed height and conformance with the Cameron Village / Hillsborough Street Small Area Plan
8. Proposed parking deck within project
9. Estimated number of hotel units
10. Rooftop amenity
11. Current allowed usage
12. Brand of hotel being considered
13. What is included in the traffic analysis report
14. How and who gets noticed for neighborhood mailing
15. Who is the development team and where are they from

EXHIBIT D – MEETING ATTENDEES

1. Jennifer Ashton
2. Kaline Shelton
3. Paul Muana
4. Roger Cheek
5. Donald Belk
6. Gretchen Chapman - 627 Woodburn Road
7. Adam Jolly - 2068 Clark Ave
8. Cheryl Williams – owns property at 1002 Oberlin Rd Raleigh, NC 27605
9. Chin
10. Daniel Dinsbeer
11. Glenn Seymour - 2710 Shady Lawn Drive Greensboro NC
12. Heather Virdy - 2404 1/2 Everett Ave.
13. Kelly Doggett - 4513 Connell Dr.
14. Jeri Gray
15. Kyle
16. David Makepeace - 2021 Smallwood Drive
17. rcheek
18. Suzanne Adair
19. Brian Simmons
20. Ralph Yeager - 1812 Park Drive Raleigh
21. Mike's Iphone
22. 919-275-1832
23. Ted Van Dyk
24. Ben Crawley
25. Karen Davis
26. Stephen Kicklighter
27. Ralph Sullivan
28. iPad (2)