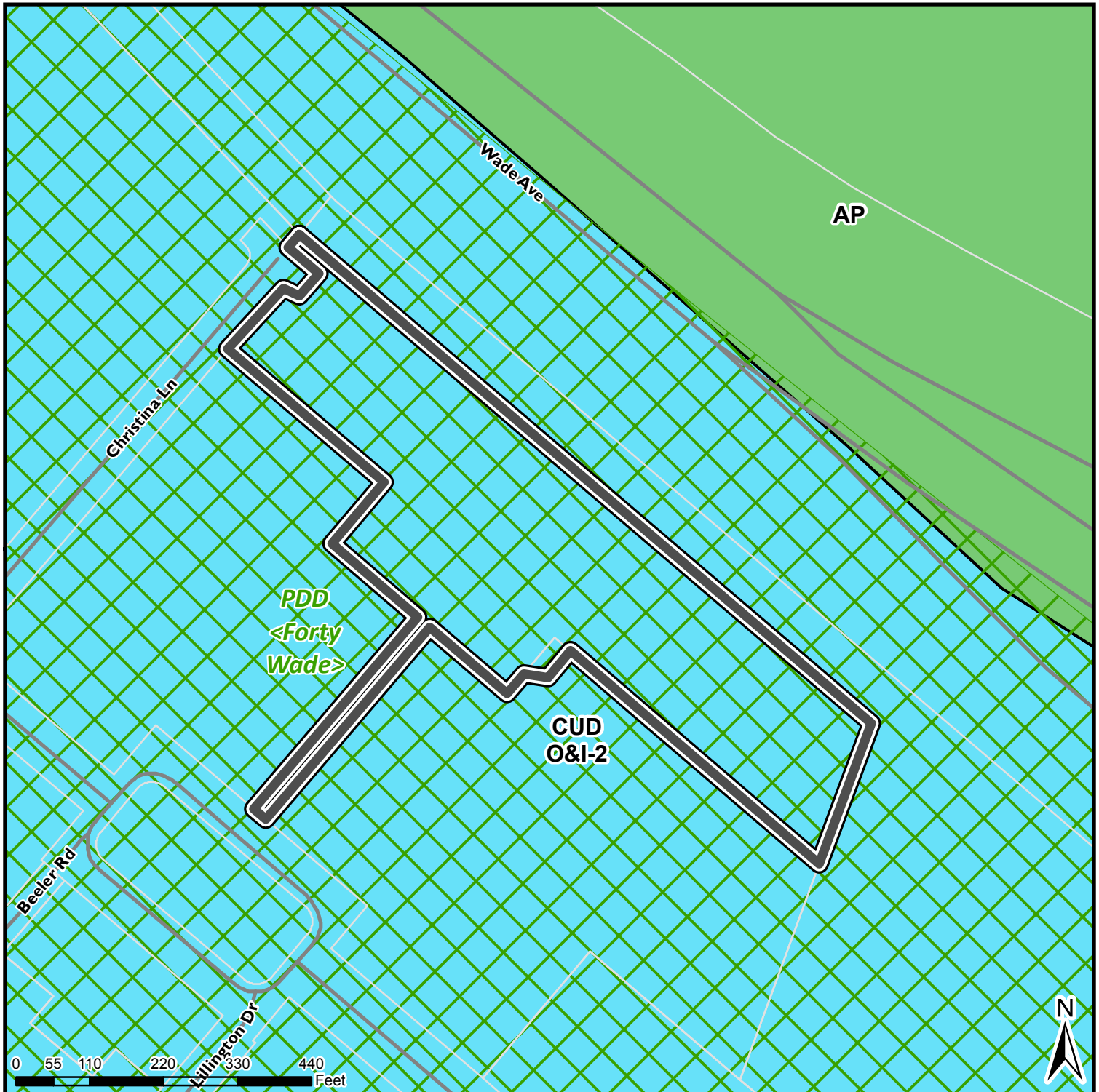


Existing Zoning Map

Z-17-15



**Submittal
Date**

5/11/2015

Request:

**6.46 acres from
O&I-2 -CUD w/PDD
to OX-12-CU**

VICINITY MAP





Certified Recommendation

Raleigh Planning Commission

CR# 11659

Case Information: Z-17-15 - Wade Park Blvd.

<i>Location</i>	Wade Park Boulevard, north side, west its intersection with Edwards Mill Road Addresses: 5438 Wade Park Boulevard; portion of 5420 Wake Park Boulevard PINs: 0784095397; portion of 0784086903
<i>Request</i>	Rezone property from Office & Institution-2 Conditional Use District with Planned Development District (O&I-2 CUD w/ PDD) to Office Mixed Use-12 stories-Conditional Use (OX-12-CU)
<i>Area of Request</i>	6.46 acres
<i>Property Owner</i>	PR II Wade Park V LLC PR II Wade Park LLC 7 Giralda Farms Madison, NJ 07940-1051
<i>Applicants</i>	Thomas C. Worth, Jr.: (919) 831-1125, curmudgtcw@earthlink.com Isabel Worthy Mattox: (919) 828-7171, Isabel@mattoxfirm.com
<i>Citizens Advisory Council (CAC)</i>	West -- Co-Chairpersons: Benson Kirkman, (919) 859-1187; Benson.Kirkman@att.net Jim Paumier, (919) 859-1735; jopaumier@earthlink.net
<i>PC Recommendation Deadline</i>	December 7, 2015

Comprehensive Plan Consistency

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

Future Land Use Map Consistency

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

Comprehensive Plan Guidance

<i>FUTURE LAND USE</i>	Office & Residential Mixed Use
<i>URBAN FORM</i>	Center: City Growth Corridor: <i>(none designated)</i>
<i>CONSISTENT Policies</i>	Policy LU 1.2 – Future Land Use Map and Zoning Consistency Policy LU 1.3 – Conditional Use District Consistency Policy LU 2.6 – Zoning and Infrastructure Impacts Policy LU 6.1 – Composition of Mixed Use Centers Policy LU 8.11 – Development of Vacant Sites Policy UD 6.1 – Encouraging Pedestrian-Oriented Uses Policy AP-A 1 – Open Space Reservation at Wade-I-40 Policy AP-A 2 – Parking Visibility from Wade-I-40 Policy AP-A 8 – Development Vision for Wade-I-40 Policy AP-A 10 – Placement of Taller Buildings at Wade-I-40

INCONSISTENT Policies	Policy UD 1.10 – Frontage
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Summary of Proposed Conditions

1. Building height limited.
2. Aggregate floor area gross limited.
3. Minimum floor area gross constructed to accommodate retail uses specified, and minimum ground floor floor-to-ceiling height and transparency specified.
4. Maximum floor area gross of retail uses specified.
5. Principal building to be constructed to "LEED-certifiable" standards.
6. Residential uses prohibited.
7. Retail and office square footage allocation declaration to be provided.

--amended 9/8/15

Public Meetings

Neighbor Meeting	CAC	Planning Commission	City Council	Public Hearing
3/16/15	5/26/15; 6/23/15: Y- 14, N- 2	9/8/15 (recommends approval)	9/15/15	10/7/15

☐ **Valid Statutory Protest Petition**

Attachments

1. Staff report
2. TIA Review Memo

Planning Commission Recommendation

Recommendation	Approve with conditions. City Council may now schedule this proposal for Public Hearing, or refer it to committee for further study and discussion.
Findings & Reasons	<ol style="list-style-type: none"> 1. While the proposal is inconsistent with the Urban Form Map, it is consistent with the Future Land Use Map and most pertinent policies of the Comprehensive Plan. Site access and configuration make application of Frontage standards (per Urban Form guidance) difficult. 2. The proposed rezoning is reasonable and in the public interest. Development would make use of existing infrastructure, while expanding opportunities for attracting new businesses. 3. The proposal is compatible with the surrounding area. Conditions limit scale/ intensity of potential redevelopment, propose that building be LEED-certifiable, and provide for allocation covenant for future uses.
Motion and Vote	Motion: Buxton Second: Fluhrer

	In Favor: Alcine, Braun, Buxton, Fluhrer, Hicks, Lyle, Schuster, Swink, Terando and Whitsett Opposed:
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This document is a true and accurate statement of the findings and recommendations of the Planning Commission. Approval of this document incorporates all of the findings of the attached Staff Report.

_____ Planning Director	_____ Date	_____ Planning Commission Chairperson	<u>9 /8/15</u> Date
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Staff Coordinator: Doug Hill: (919) 996-2622; Doug.Hill@raleighnc.gov



Zoning Staff Report – Case Z-17-15

Conditional Use District

Case Summary

Overview

The proposal would permit site development of greater height and intensity than currently permitted under the Planned Development Master Plan. The request would remove one parcel (Lot 203 of the overall development) and a small portion of a second (Lot 201) from the existing Planned Development District (PDD) overlay. The Planning Commission approved a request to begin proceedings for the termination of the site's PDD zoning on February 24, 2015.

The property, which is situated at the northern boundary of the PDD, is accessible by existing and planned driveways. It has only 24' of frontage on its addressed street, Wade Park Boulevard, although Christina Lane is projected to extend to its far western boundary. With exception of the northeast corner, grade is relatively flat. However, contours drop off quickly toward Wade Avenue, which borders the lot on the north. An office complex (5420 Wade Park Blvd., containing PDD buildings Wade I and II and an attendant parking deck) abuts the site on the south and southeast. Another office building, Wade III (5440 Wade Park Blvd.), is nearing completion on the parcel adjoining the subject site on the southwest. Situated to the south, across the PDD's "town square" green space, is the Post Parkside at Wade apartment complex.

The Master Plan document designates the property for office uses, with a maximum height of 70 feet; the same cap also is in effect in adjacent office and residential PDD areas. The case is conditioned to a maximum height of 8 stories/ 120 feet, with maximum square footage capped at 280,000 square feet. Residential uses would be prohibited, but none are permitted there under the existing Master Plan. Residential uses, however, are in close proximity; the Post Parkside at Wade complex just south of the subject site contains 397 apartments (along with ground-floor retail). The PDD Master Plan allots 200 additional units to an undeveloped 5.4 acre parcel on the southeast.

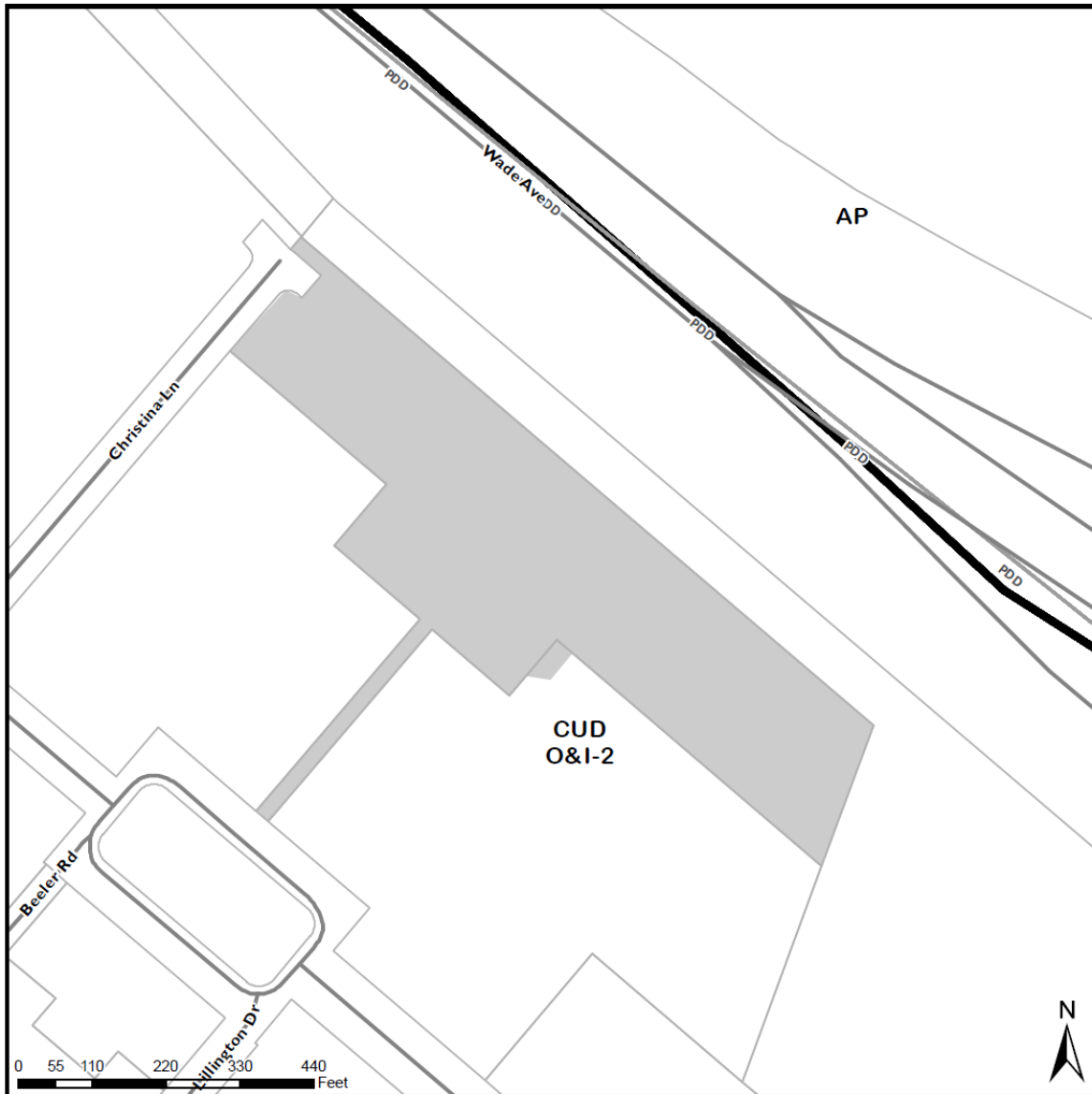
The proposal provides for 15,000 square feet of retail uses, a figure less than the 15% otherwise allowed under OX zoning (which could total 42,000 square feet). Staff notes, however, that a mix of office and retail uses would require construction of a Mixed Use Building. In case Condition 3, the minimum floor to ceiling height (12 feet) is less restrictive than the minimum required by the UDO for Mixed Use Buildings (13 feet); the conditioned minimum ground-floor transparency is also less restrictive (40%, compared to 50% required of a Mixed Use Building). It is recommended the respective case provisions be deleted, thereby defaulting to UDO standards.

Outstanding Issues

<i>Outstanding Issues</i>	<ol style="list-style-type: none">1. Floor to ceiling height and transparency provisions in Condition 3 less restrictive than UDO.2. Sewer and fire flow matters may need to be addressed upon development.	<i>Suggested Mitigation</i>	<ol style="list-style-type: none">1. Delete floor to ceiling height and transparency provisions in Condition 3.2. Address sewer and fire flow capacities at the site plan stage.
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Existing Zoning Map

Z-17-15

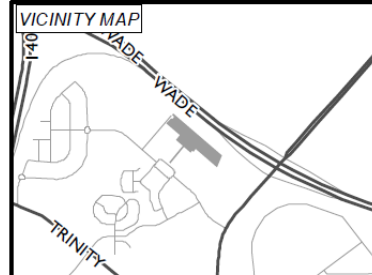


**Submittal
Date**

5/11/2015

Request:

**6.46 acres from
O&I-2 -CUD w/PDD
to OX-12-CU**



Rezoning Case Evaluation

1. Compatibility Analysis

1.1 Surrounding Area Land Use/ Zoning Summary

	Subject Property	North	South	East	West
<i>Existing Zoning</i>	O&I-2 CUD	O&I-2 CUD	O&I-2 CUD	O&I-2 CUD	O&I-2 CUD
<i>Additional Overlay</i>	PDD	PDD	PDD	PDD	PDD
<i>Future Land Use</i>	Office & Residential Mixed Use	Office & Residential Mixed Use	Office & Residential Mixed Use; Community Mixed Use	Office & Residential Mixed Use	Office & Residential Mixed Use
<i>Current Land Use</i>	Vacant; parking	Vacant (wooded buffer)	Vacant; Offices; Parking (surface & structured)	Vacant (wooded)	Vacant
<i>Urban Form</i>	City Growth Center	City Growth Center	City Growth Center	City Growth Center	City Growth Center

1.2 Current vs. Proposed Zoning Summary

	Existing Zoning	Proposed Zoning
<i>Residential Density:</i>	-0-	-0-
<i>Setbacks:</i>	<i>Per PDD standards:</i>	<i>If Mixed Use Building type:</i>
<i>Front:</i>	15 feet	5 feet
<i>Side:</i>	15 feet	0 or 6 feet
<i>Rear:</i>	15 feet	0 or 6 feet
<i>Retail Intensity Permitted:</i>	20,000	15,000
<i>Office Intensity Permitted:</i>	93,500	280,000

1.3 Estimated Development Intensities

	Existing Zoning	Proposed Zoning *
<i>Total Acreage</i>	6.46	6.46
<i>Zoning</i>	O&I-2 CUD w/ PDD	OX-12-CU
<i>Max. Gross Building SF</i>	93,500	280,000
<i>Max. # of Residential Units</i>	-0-	-0-
<i>Max. Gross Office SF</i>	93,500	280,000
<i>Max. Gross Retail SF</i>	20,000	15,000
<i>Max. Gross Industrial SF</i>	-0-	-0-
<i>Potential F.A.R.</i>	0.33	1.00

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

The proposed rezoning is:

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

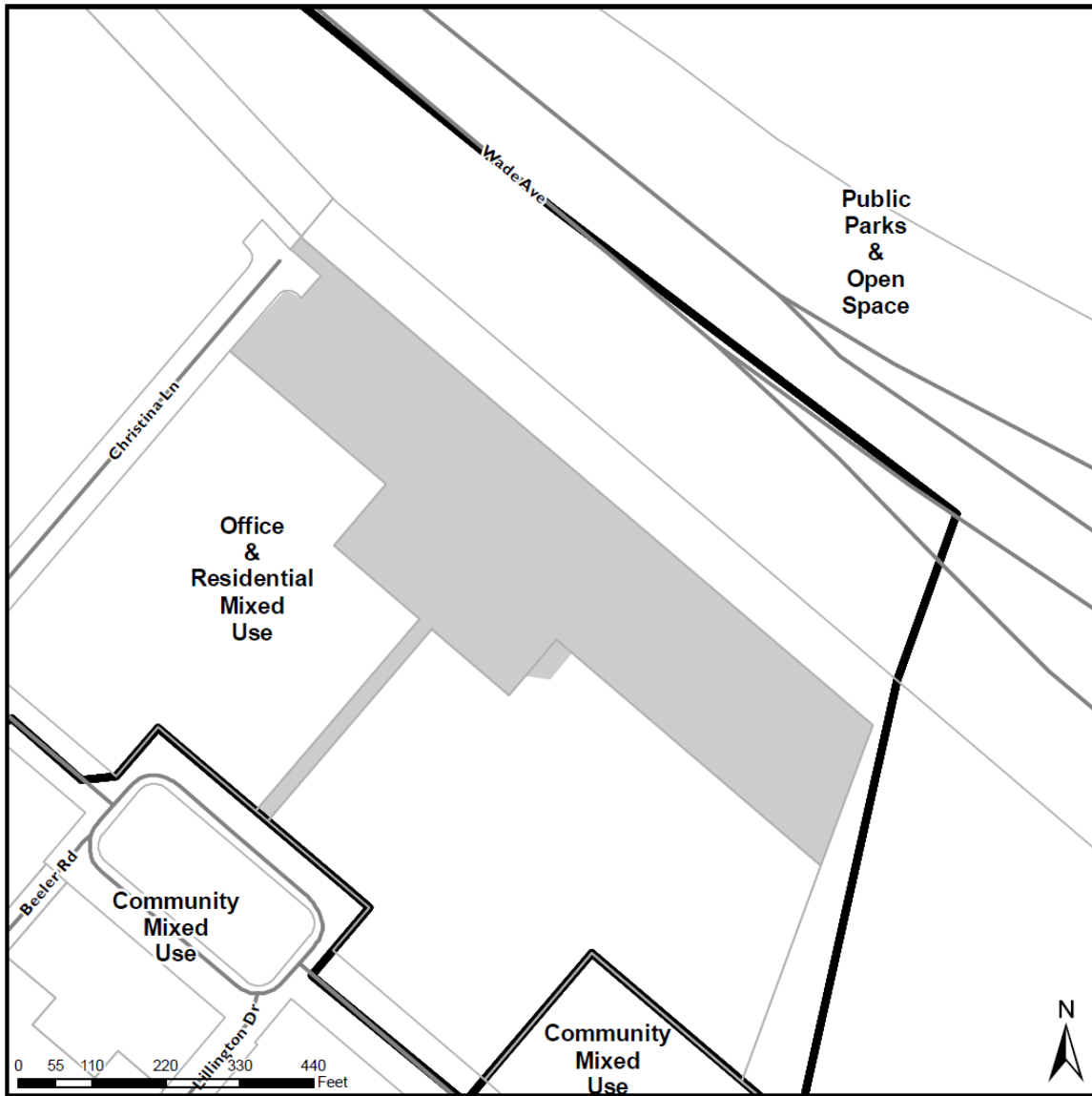
☐ **Incompatible.**

Analysis of Incompatibility:

(N/ A)

Future Land Use Map

Z-17-15

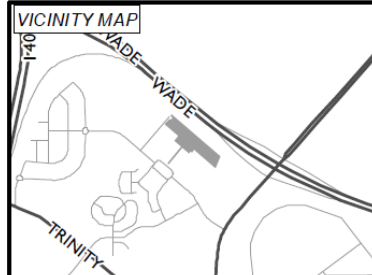


**Submittal
Date**

5/11/2015

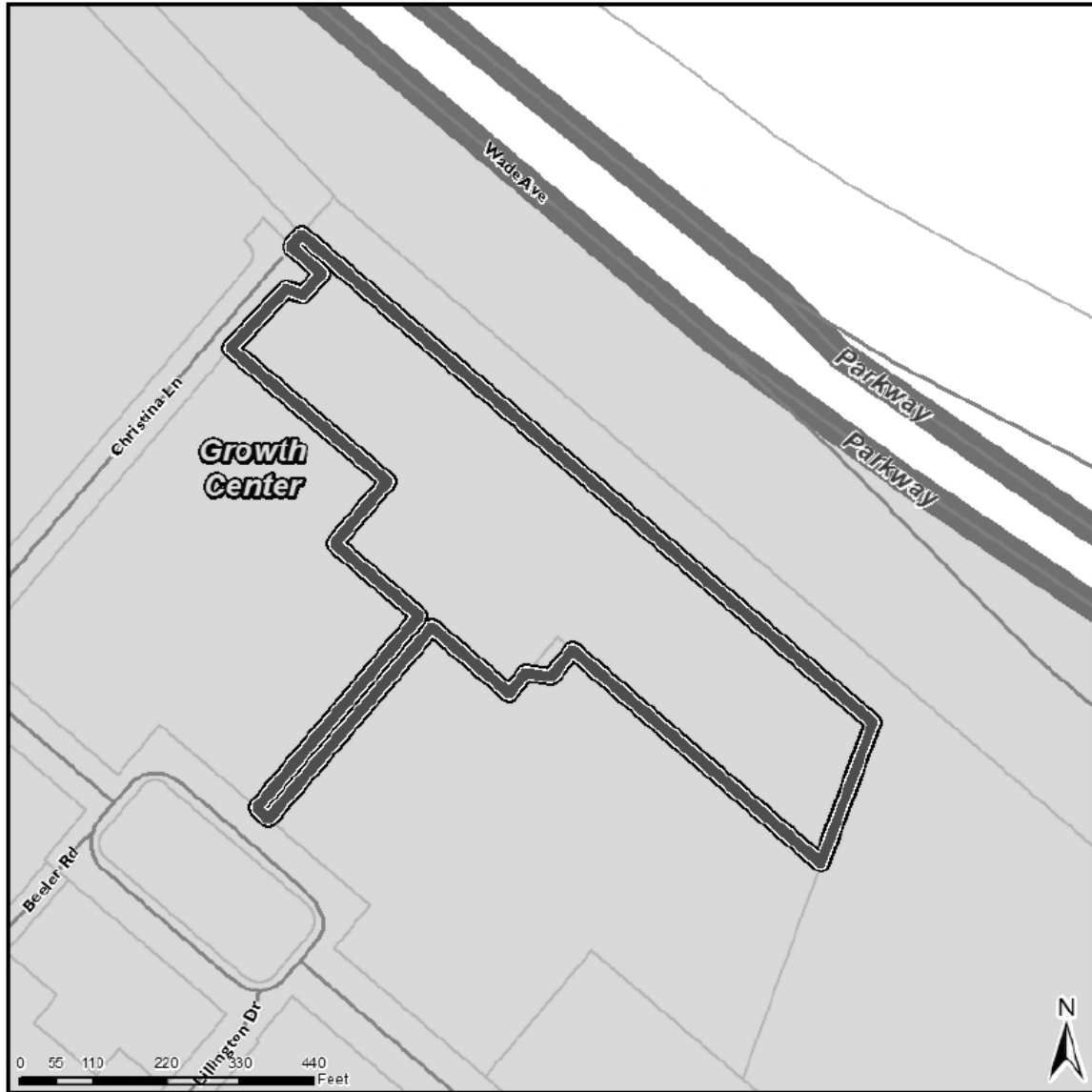
Request:

**6.46 acres from
O&I-2 -CUD w/PDD
to OX-12-CU**



Urban Form Map

Z-17-15



**Submittal
Date**

5/11/2015

Request:

**6.46 acres from
O&I-2 -CUD w/PDD
to OX-12-CU**



2. Comprehensive Plan Consistency Analysis

2.1 Comprehensive Plan

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

- Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?
- Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
- If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?
- Will community facilities and streets be available at City standards to serve the use proposed for the property?

The proposal is consistent with most pertinent policies of the Comprehensive Plan. The Future Land Use map designates the site for Office & Residential Mixed Use. Of the category, the Comprehensive Plan states that "OX is the closest corresponding zoning district." The rezoning proposes office uses on site, potentially with a small retail presence. While residential uses would be prohibited, nearly 400 existing apartment units are located immediately south of Wade Park Boulevard, with the PDD Master Plan envisioning an additional 200 to the southeast.

The Urban Form map, however, identifies the site as being within a City Growth Center, in which "an urban and/ or hybrid approach to frontage is recommended." The request does not include a proposed Frontage. The configuration of the frontage area, though—a 24-foot wide, 377-foot long open space, leading to existing surface parking—and position of the lot behind parcels already occupied by multi-story buildings, is problematic for Frontage application.

Regarding building height, the property is within what may be considered the "Core" of the subject City Growth Center; where the Comprehensive Plan lists 7 stories as an appropriate height for Office & Residential Mixed Use area, but adds that "In employment areas, taller buildings may also be contemplated on large sites with adequate buffers from low-scale areas, such as Highwoods." The rezoning proposal, given its height cap of 8 stories, square footage restrictions, and existing and potential adjacent uses (i.e., primarily multi-story office and mixed use buildings), may be considered consistent with that guidance.

The proposal is consistent with Comprehensive Plan Vision Themes "Managing Our Growth," "Greenprint Raleigh—Sustainable Development," and "Growing Successful Neighborhoods and Communities."

Existing community infrastructure appears sufficient to accommodate the redevelopment possible under the proposed rezoning.

2.2 Future Land Use

Future Land Use designation: Office and Residential Mixed Use

The rezoning request is:

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

☐ **Inconsistent**

Analysis of Inconsistency:

(N/ A)

2.3 Urban Form

Urban Form designation: City Growth Center

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

The rezoning request is:

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

☒ **Inconsistent**

Analysis of Inconsistency:

While the Comprehensive Plan supports the intensification of development possible under the proposal, it also provides that within a City Growth Center “an urban and/ or hybrid approach to frontage is recommended.” The request does not include a proposed Frontage.

2.4 Policy Guidance

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

Policy UD 1.10 -- Frontage

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

The site is identified as being within a City Growth Center, in which “an urban and/ or hybrid approach to frontage is recommended.” The proposal does not provide a designated Frontage. However, lot configuration and existing build-out present issues to Frontage application.

2.5 Area Plan Policy Guidance

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

(None identified.)

3. Public Benefit and Reasonableness Analysis

3.1 Public Benefits of the Proposed Rezoning

- Rezoning would permit a larger building, potentially attracting new businesses.
- Increased workforce would further support nearby retail and residential uses.
- Development would use existing infrastructure.

3.2 Detriments of the Proposed Rezoning

(None identified.)

4. Impact Analysis

4.1 Transportation

The site is located within the Forty/Wade Master Plan development (MP-2-2005). Wade Park Boulevard is a two-lane avenue that connects Edwards Mill Road with Trinity Road. Wade Park Boulevard functions as a connector street for trips within the Forty/Wade development and as a collector street for external trips.

There are no CIP projects planned for Edwards Mill Road or Trinity Road in the vicinity of the Z-17-15 site. There is an unfunded state TIP project (I-5704) to upgrade Wade Avenue to a six-lane, limited access highway between I-440 and I-40, but construction will not start until FY 2023.

Direct access to the public street system for Z-17-2015 is limited to Wade Park Boulevard, but indirect access to the street system is available via Edwards Mill Road and Trinity Road. The block perimeter was determined by the Forty/ Wade Master Plan.

Approval of case Z-17-2015 would lead to an average increase of 290 vehicle trips per hour during the PM peak period. A traffic study has been received and reviewed for case Z-17-15.

Impact Identified: Possible queuing at the I-40 interchange.

4.2 Transit

This area is not served by the existing local transit network and it is not suggested for service in the City of Raleigh Short Range Transit Plan or the 2014 Wake County Transit Study.

Impact Identified: None.

4.3 Hydrology

<i>Floodplain</i>	None
<i>Drainage Basin</i>	Richland
<i>Stormwater Management</i>	Subject to Article 9.2 UDO
<i>Overlay District</i>	None

Impact Identified: No impacts identified.

4.4 Public Utilities

	<i>Maximum Demand (current)</i>	<i>Maximum Demand (proposed)</i>
<i>Water</i>	48,450 gpd	211,200 gpd
<i>Waste Water</i>	48,450 gpd	211,200 gpd

The proposed rezoning would add approximately 162,800 gpd to the wastewater collection and water distribution systems of the City. There are existing sanitary sewer and water mains adjacent to the property.

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

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

4.5 Parks and Recreation

Site has no existing or proposed greenway trails, connectors or corridors. The adjacent parcel to southeast has a greenway easement and existing trail; the distance is 275 feet to Richland Creek Trail. Recreation services are provided by Laurel Creek Park (2.75 miles).

Impact Identified: None.

4.6 Urban Forestry

The tree conservation areas have already been established for this site. The tree conservation areas are to remain undisturbed.

Impact Identified: No impact identified.

4.7 Designated Historic Resources

The site is not located within or adjacent to a National Register Historic District and/or Raleigh Historic Overlay District or Raleigh Historic Landmark.

Impact Identified: None.

4.8 Community Development

This site is not located within a redevelopment plan area.

Impact Identified: None.

4.9 Impacts Summary

Sewer and fire flow matters may need to be addressed upon development.

4.10 Mitigation of Impacts

Address sewer and fire flow capacities at the site plan stage.

5. Conclusions

The proposed rezoning would permit greater flexibility in site development. Building scale, and intensity and mix of uses, can be considered consistent with the Comprehensive Plan. Lack of a designated Frontage is inconsistent with Urban Form guidance, but lot configuration and position makes Frontage application difficult. Potential conflicts between condition provisions and the UDO regarding ground floor floor-to-ceiling height and exterior transparency need to be resolved.



Planning & Development

13:24 pm
5/11/2015
1:24

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

Rezoning Application

Rezoning Request	OFFICE USE ONLY
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan	Transaction Number
Existing Zoning Classification CUD O&I-2 with Planned Development Overlay Proposed Zoning Classification Base District OX-12 Height Frontage None	
If the property has been previously rezoned, provide the rezoning case number. MP-2-2005	
Provide all previous transaction numbers for Coordinated Team Reviews, Due Dillgence Sessions or Pre-Submittal Conferences. 424339	424 339

GENERAL INFORMATION		
Property Address 5438 Wade Park Boulevard and small part of 5420 Wade Park Blvd.	Date May 11, 2015	
Property PIN 0784095397; small pt. 0784086903 (see attached Exhibit A.)	Deed Reference (Book/Page) Book 15457, Page 1 and Book 15983, Page 1596	
Nearest Intersection Wade Avenue and Edwards Mill Road	Property size (in acres) 6.42 A 6.46 A	
Property Owner/Address PR II Wade Park V LLC and PR II Wade Park LLC 7 Giralda Farms Madison NJ 07940-1051	Phone	Fax
	Email	
Project Contact Person/Address Thomas C. Worth, Jr., PO Box 1799, Raleigh, NC 27602; and Isabel Worthy Mattox, PO Box 946, Raleigh, NC 27602	Phone 919-828-7171 919-831-1125	Fax 919-831-1205
	Email Isabel@mattoxfirm.com; cumudgtcw@earthlink.com	
OWNER/AGENT SIGNATURE PR II WADE PARK LLC BY: [Signature]	Email	
PR II WADE PARK V LLC BY: [Signature]	AAndrews@drp-llc.com	

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



Planning & Development

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

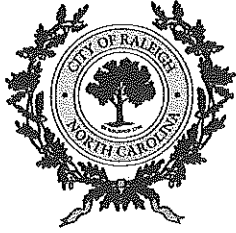
Conditional Use District Zoning Conditions		OFFICE USE ONLY	
Zoning Case Number Z-17-15			Transaction Number
Date Submitted Revised August 24, 2015 and September 8, 2015			
Existing Zoning CUD O&I-2 with Planned Development Overlay	Proposed Zoning OX-12-CUD		

NARRATIVE OF ZONING CONDITIONS OFFERED	
1.	No building on the subject property shall exceed 8 stories or 120 feet in height.
2.	The aggregate square footage of all buildings on the subject property shall not exceed 280,000 square feet, floor area gross.
3.	The principal building on the subject property shall include at least 14,500 square feet of floor area which is constructed to accommodate retail uses, including ground floor floor-to-ceiling height of at least 12 feet and ground story transparency of at least 40%.
4.	Retail uses on the subject property shall not exceed 15,000 square feet, floor gross.
5.	The principal building on the subject property shall be "Leadership in Energy and Environmental Design ("LEED")-certifiable." "LEED-certifiable" means that the building is planned and designed to meet or exceed a certified rating using the then applicable LEED NC or LEED Core and Shell and/or LEED Commercial Interiors, rating system promulgated by the United States Green Building Council ("USGBC"). Prior to obtaining a building permit on the subject property, the property owner shall obtain or cause its Accredited Design Professional to obtain a "Pre Certification" approval for the project from the USGBC for the building planned/designed. This Pre Certification from the USGBC will document that the building as planned/drawn is designed to receive certification upon completion of construction and submittal of the required materials.
6.	Residential uses shall not be permitted on the subject property.
7.	Prior to the issuance of a building permit for the subject property, either (a) Lot 203 (PIN 0784095397) and part of Lot 201 (PIN 0784086903) (which are the subject of this rezoning case) shall be recombined into a single lot, or (b) a declaration allocating the permitted retail and office square footage between the lots, which has been approved by the City Attorney's Office, shall be recorded in the Wake County Registry.

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

Owner/Agent Signature PR II WADE PARK LLC By: _____ PR II WADE PARK V LLC By: _____	Print Name
---	------------





Planning & Development

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

Rezoning Application Addendum

Comprehensive Plan Analysis	OFFICE USE ONLY
The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.	Transaction Number
	Zoning Case Number 2-17-15

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.

- The zoning request is consistent with the Future Land Use Map and many Comprehensive Plan policies as set forth below.

Guideline		Response
LAND USE / Policy LU1.2 / Future Land Use Map and Zoning Consistency		
1	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 Future Land Use Map (FLUM) designation for the subject properties is "Office & Residential Mixed Use", where a mix of land uses is recommended and desirable to meet other goals of the 2030 Comprehensive Plan. The subject property will have office as its predominant use, but uses on adjacent sites will include other complementary uses such as retail, service and residential uses. The proposed land use is consistent with the Future Land Use Map. The proposed height of the building at 12 stories or 150 feet exceeds the maximum height suggested for ORMU on Table LU 2, however, we believe additional height is warranted in this location which is a significant distance from low density residential and is adjacent to but well buffered from a major transportation corridor.
LAND USE / Policy LU1.3 / Conditional Use District Consistency		
2	All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan.	The zoning document has been developed with emphasis on providing compatibility with the goals of the 2030 Comprehensive Plan.
LAND USE / Policy LU2.1 / Placemaking		

3	Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.	The proposed building when added to the existing and proposed buildings in the adjacent Wade Park 40 development create a place where citizens can live, work and play with safe, accessible and functional buildings which are within walking distance of many amenities.
LAND USE / Policy LU2.5 / Healthy Communities		
4	New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.	The proposed building, together with the existing and proposed buildings in the adjacent Wade Park 40 development, incorporate extensive sidewalks within the community
LAND USE / Policy LU2.6 / Zoning and Infrastructure Impacts		
5	Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed. (3, 4)	Significant infrastructure capacity exists within the Wade Park 40 area. In addition, it is anticipated that a TIA will be performed to evaluate capacity of road networks in the area.
LAND USE / Policy LU3.2 / Location of Growth		
6	The development of vacant properties should occur first within the City's limits, then within the City's planning jurisdiction, and lastly within the City's USAs to provide for more compact and orderly growth, including provision of conservation areas.	The subject site is vacant and within the Raleigh corporate boundaries.
LAND USE / Policy LU4.4 / Reducing VMT Through Mixed Use		
7	Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).	The proposed building, together with the existing and proposed buildings in the adjacent Wade Park 40 development, will allow for a full range of office, retail and support services to serve both the subject site and other buildings and residences located in close proximity.
Policy LU 4.5 - Connectivity		
8	New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.	The proposed development will provide connectivity to the adjacent Wade Park 40 development. Although the site abuts Wade Avenue/I-40, it is a controlled access highway and cannot be connected.
LAND USE / Policy LU4.10 / Development at Freeway Interchanges		

9	Development near freeway interchanges should cluster to create a node or nodes located at a nearby intersection of two streets, preferably classified two-lane avenue or higher, and preferably including a vertical and/or horizontal mixture of uses. Development should be encouraged to build either frontage or access roads behind businesses to provide visibility to the business from the major street while limiting driveway connections to the major street. (4)	The subject property is located near the interchange of Edwards Mill Road and I-40/Wade, and the subject site, together with the Wade Park 40 development constitutes the “node” style development suggested by policy LU4.10, incorporating a mix of land uses, while limiting connections to Wade and Edwards Mill.
LAND USE / Policy LU 5.2 / Managing Commercial Development Impacts		
10	Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas.	Conditions limit impacts caused by height and density. In addition, it is anticipated that a Traffic Impact Analysis will be performed in connection with this project. Such an analysis will aid in addressing traffic impacts caused by the project.
LAND USE / Policy LU 5.4 / Density Transitions		
11	Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity. (1, 3, 6)	The Wade Park 40 development has placed a number of lower buildings on the ground which buildings effectively make the transition from the low density residential uses. The proposed project will be located approximately 1,500 feet from single family residential uses.
LAND USE / Policy LU 5.5 / Transitional and Buffer Zone Districts		
12	Maintain and enhance zoning districts which serve as transitional or buffer areas between residential and commercial districts and which also may contain institutional, non-profit, and office-type uses. Zoning regulations and conditions for these areas should ensure that development achieves appropriate height and density transitions, and protects neighborhood character. (1, 3, 6)	The proposed location of an office building on the subject site will be located a sufficient distance from low density residential uses. In addition, the subject site will be well buffered from Wade/I-40.
LAND USE / Policy LU 5.6 / Buffering Requirements		
13	New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.	Again sufficient distances, landscaping and buffers provide adequate protection for low density residential uses..
LAND USE / Policy LU 6.2 / Complementary Uses and Urban Vicinity		

14	A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers and developments 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 consistent with this policy. (1, 2, 3, 4, 5, 6)	The subject site is located within a "City Growth Center" which under the Comprehensive Plan provides significant opportunities for economic development. It is expected that the rezoning will allow a taller building which will attract new business in need of a large amount of contiguous space to the city. The proposed project, together with the Wade Park 40 development, will provide a walkable mixed use environment desired by office tenants today.
TRANSPORTATION / Policy T 1.3 / Multi-Modal Transportation Design		
15	New commercial developments and redeveloped commercial areas should be pedestrian-friendly. (4, 5, 6)	The proposed building, together with the existing and proposed buildings in the adjacent Wade Park 40 development will achieve a pedestrian friendly area.
TRANSPORTATION / Policy T 1.6 / Transportation Impacts		
16	Identify and address transportation impacts before a development is implemented.	It is anticipated that a Traffic Impact Analysis will be prepared in conjunction with the proposed development.
TRANSPORTATION / Policy T 2.4 / Road Connectivity		
17	The use of cul-de-sacs and dead-end streets should be minimized. (3, 5)	Cul de sacs and dead end streets are not proposed for this or adjacent developments.
TRANSPORTATION / Policy T 2.9 / Curb Cuts		
18	The development of curb cuts along public streets—particularly on major streets—should be minimized to reduce vehicular conflicts, increase pedestrian safety, and improve roadway capacity. (3, 4, 5)	Curb cuts will not be permitted on any major streets in the proposed development.
TRANSPORTATION / Policy T 2.10 / Level of Service		
19	Maintain level of service (LOS) "E" or better on all roadways and for overall intersection operation at all times, including peak travel times, unless maintaining this LOS would be infeasible and/or conflict with the achievement of other goals. (3) (LOS E: The facility is operating at capacity and there are virtually no useable gaps in the traffic. This is typically the acceptable threshold for urban areas.)	It is anticipated that a Traffic Impact Analysis will be prepared in conjunction with the proposed development. The TIA will address LOS at nearby intersections.
TRANSPORTATION/Policy T2.12/Interjurisdictional Transportation Planning		
20	Continue to work with regional planning partners and local transportation agencies to coordinate transportation planning, operations and funding priorities and to identify existing and future transportation corridors that should be linked across jurisdictional boundaries so that sufficient right-of-way may be preserved.	It would be desirable to work with regional planners, Capital Area Transit and Triangle Transit Authority to coordinate transportation planning in this area of the City.
TRANSPORTATION / Policy T 3.4 / Pedestrian-Friendly Road Design		

21	Design Complete Street amenities with the pedestrian in mind, avoiding the use of traffic control and safety devices that favor vehicles.	No new street amenities are planned as part of this project. Public streets and amenities have been installed as part of the overall development.
TRANSPORTATION / Policy T 3.5 / Medians		
22	Limit the use of undivided multi-lane streets and utilize raised or landscaped medians, where feasible, to improve safety and vehicle throughput while providing opportunities for pedestrian refuges and landscaping. (5)	No new public streets are being constructed as part of this project.
TRANSPORTATION / Policy T 5.2 / Incorporating Bicycle and Pedestrian Improvements		
23	All new developments, roadway reconstruction projects, and roadway resurfacing projects in the City of Raleigh's jurisdiction should include appropriate bicycle facilities as indicated in the Recommended Bicycle Network of the 2008 City of Raleigh Bicycle Transportation Plan. (3, 4, 5, 6)	Bike racks will be provided in the proposed development.
TRANSPORTATION / Policy T 5.4 / Pedestrian and Bicycle Network Connectivity		
24	Continuous pedestrian and bicycle networks should be provided within and between existing and new developments to facilitate safe and convenient pedestrian and bicycle travel free of major barriers and impediments such as cul-de-sacs and large parking lots. (5, 6)	Sidewalk connections will be provided between the proposed building and the existing office buildings and Wade Park Boulevard. Sidewalks are provided through the adjacent court yard and along the driveways.
TRANSPORTATION / Policy T 5.5 / Sidewalk Requirements		
25	New subdivisions and developments should provide sidewalks on both sides of the street.(5, 6)	The proposed development proposes sidewalks on both sides of all public streets.
TRANSPORTATION / Policy T 5.8 / Workplace Bicycle Facilities		
26	Encourage bicycle facilities, such as secured bicycle racks, personal lockers, and showers for new and existing office developments to encourage bicycling as an alternative mode for work commutes.	It is anticipated that bicycle parking will be provided outside the building and within the parking deck to serve the needs of tenants, and visitors.
TRANSPORTATION / Policy T 5.10 / Building Orientation		
27	All primary building entrances should front onto a publicly accessible, and easily discernible, and ADA-compliant walkway that leads directly from the street to the front door to improve pedestrian access. (4, 5, 6)	Under the recently adopted UDO, this policy is a code requirement. Any deviation from this standard shall require an Administrative Alternate to be obtained from the Planning Director.
TRANSPORTATION / Policy T 6.1 / Surface Parking Alternatives		

28	Reduce the amount of land devoted to parking through measures such as development of parking structures and underground parking, the application of shared parking for mixed-use developments, flexible ordinance requirements, maximum parking standards, and the implementation of Transportation Demand Management plans to reduce parking needs. (3, 4)	The majority of the parking serving the proposed building is anticipated to be located within a structured parking facility.
TRANSPORTATION / Policy T 6.3 / Parking as a Buffer		
29	Encourage the location of on-street parking and drop-off areas adjacent to sidewalks as a buffer to vehicular traffic, and for customer convenience, and maximizing on-street parking turnover. Parking between sidewalk areas and building fronts should be minimized. (4, 6)	On-street parking exists on Wade Park Boulevard. No new on-street parking or drop off areas are being proposed.
TRANSPORTATION / Policy T 6.6 / Parking Connectivity		
30	Promote parking and development that encourage multiple destinations within an area to be connected by pedestrian trips. (3, 4, 5)	The proposed building when added to the existing and proposed buildings in the adjacent Wade Park 40 development will locate a mix of uses in close proximity to encourage the desired pedestrian movement.
ENVIRONMENT / Policy EP 2.3 / Open Space Preservation		
31	Seek to identify all opportunities to conserve open space networks, mature existing tree stands, steep slopes, floodplains, priority wildlife habitats, and significant natural features as part of public and private development plans and targeted acquisition. (3, 5, 6)	An approximately 75-foot wide wooded buffer will be preserved to the rear of the subject site on an adjacent site.
ENVIRONMENTAL PROTECTION/Policy EP3.12/Mitigating Stormwater Impacts		
32	Potential stormwater impacts from new development on adjoining properties should mimic pre-development conditions and control the rate of runoff so as to avoid erosion of stream banks, inundation of natural waterways and to allow the recharging of groundwater. The intent is to avoid environmental and economic damage to the adjacent properties and City infrastructure.	Stormwater devices have been provided as part of the Wade Park development to reduce stormwater runoff rates to pre-development conditions.
ENVIRONMENT / Policy EP 8.1 / Light Pollution		
33	Reduce light pollution and promote dark skies by limiting the brightness of exterior fixtures and shielding adjacent uses from light sources, provided safety is not compromised. Minimize flood lighting and maximize low level illumination. Promote the use of efficient, full cut-off lighting fixtures wherever practical. Full cut-off fixtures emit no light above the horizontal plane. (5, 6)	It is anticipated that all street lighting will be full cut-off style fixture, and the lamp source shall be LED or a similar lamp that substantially reduces energy use.
ENVIRONMENT / Policy EP 8.2 / Light Screening		

34	Prohibit unshielded exterior lamps and limit the lighting of trees and other vegetation through the use of shielded fixtures and footcandle limits. (5, 6)	It is anticipated that all exterior lamps, with exception of seasonal and temporary lighting applications shall be shielded.
ENVIRONMENT / Policy EP 8.9 / LED Lighting		
35	Use high-efficiency Light-Emitting Diode (LED) lighting for outdoor illumination where feasible; newer technologies should be considered as they become available.	Please see the response to policy EP8.1 above.
ECONOMIC DEVELOPMENT / Policy ED 1.2 / Mixed-Use Redevelopment		
36	Promote mixed-use redevelopment strategies as a means of enhancing economic development in commercial corridors and creating transit- and pedestrian-friendly environments. (1, 2, 3, 4, 5, 6)	The proposed building when added to the existing and proposed buildings in the adjacent Wade Park 40 development will locate a mix of uses in close proximity to encourage the desired pedestrian friendly environments.
ECONOMIC DEVELOPMENT/Policy ED3.14/Corporate Headquarters		
37	Target Raleigh as a location for corporate headquarters, with a particular emphasis on downtown locations where Urban Progress Zone tax credits are available.	It is anticipated that the proposed building with significant amount of available contiguous space will provide an attractive site for the relocation of a corporate headquarters.
ECONOMIC DEVELOPMENT/Policy ED5.4/Niche Office Development		
38	Encourage office space development in mixed-use and urban centers to create a competitive advantage for Raleigh by providing a product type lacking in the regional marketplace.	This office project is adjacent to and a part of a planned development that includes retail, residential and office uses.
ECONOMIC DEVELOPMENT/Policy ED5.6/Designing Knowledge Industry Workplaces		
39	Encourage the development of high-quality environments that combine office/lab space, housing, and support retail and services, such as Centennial Campus or North Hills, to compete effectively for and attract knowledge workers to Raleigh.	It is anticipated that the proposed high quality building to be located within a mixed use area will attract knowledge workers to this site.
PUBLIC UTILITIES / Policy PU 1.1 / Linking Growth and Infrastructure		
40	Focus growth in areas adequately served by existing or planned utility infrastructure.	The subject site is strategically located and is served by current and adequate utility infrastructure.
URBAN DESIGN / Policy UD 1.2 / Architectural Features		

41	Quality architecture should anchor and define the public realm. Elements of quality architecture include architectural accents and features conducive to pedestrian scale and usage, such as a distinct base, middle, and top (for high-rise buildings); vertical and horizontal articulation; rooflines that highlight entrances; primary entrances on the front façade; transparent storefront windows and activated uses on the ground floor; and corner buildings with defining landmark features. (1, 6) <i>See also Section I.2.7: Design Guidelines for additional policies and actions.</i>	It is anticipated that the proposed building will be designed to high level architectural standards and that such a building would also adhere to the architectural standards in the recently adopted Raleigh Unified Development Ordinance.
URBAN DESIGN/Policy UD1.7/Scenic Corridors		
42	Retain and enhance our visual and natural assets including vistas, boulevard medians, tree-lined streets, forested hillsides, wetlands and creeks along scenic corridors into and through Raleigh, including designated Parkway Corridors on the Urban Form Map.	The wooded buffer lining Wade/I-40 which is adjacent to the subject site is planned to be preserved as a Parkway Corridor.
URBAN DESIGN / Policy UD 2.1 / Building Orientation		
43	Buildings in mixed-use developments should be oriented along streets, plazas, and pedestrian ways. Their facades should create an active and engaging public realm.	The proposed building is anticipated to be oriented toward a landscaped public plaza.
URBAN DESIGN / Policy UD 3.10 / Planting Requirements		
45	Enhance and expand the required planting and tree coverage for parking lots by incorporating design standards that promote long term tree growth and health. Planting standards should improve permeability and reduce the heat island effect. (4, 5, 6)	It is anticipated that the proposed development will incorporate the recently adopted urban tree planting details and specifications associated with the adoption of the UDO.
URBAN DESIGN / Policy UD 4.6 / Activated Public Space		
46	Provide urban squares, public plazas, and similar areas that stimulate vibrant pedestrian street life and provide a focus for community activities. Encourage the “activation” of such spaces through the design of adjacent structures; for example, through the location of shop entrances, window displays, awnings, and outdoor dining areas. (6)	Such areas are included as part of the Wade Park development.
URBAN DESIGN / Policy UD 4.8 / Private Sector Public Space Improvements		
47	As appropriate and necessary, require publicly accessible plazas or open spaces to be provided by the private sector in conjunction with development or redevelopment of multi-family, commercial, or mixed-used developments. (5, 6)	Accessible open spaces have been provided in the proposed project and as part of the Wade Park development.

PUBLIC BENEFITS

Provide brief statements regarding the public benefits derived as a result of the rezoning request.

1.	The rezoning will facilitate the development of a large office building which because of its size and location will attract new businesses, possibly including corporate headquarters, to Raleigh.
2.	This rezoning will bring more office tenants to the Wade Park 40 area to support the retail and residential uses which are already in the Wade Park 40 development.
3.	This rezoning will support development which will use existing infrastructure.
4.	This rezoning will bring jobs and additional tax base to the City of Raleigh.

URBAN DESIGN GUIDELINES

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

The subject property does not meet the criteria for requiring responses to the Urban Design Guidelines.

1.	<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>
2.	<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>
3.	<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>
4.	<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>
5.	<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>
6.	<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>
7.	<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>
8.	<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>

9.	<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>
10.	<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>
11.	<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>
12.	<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>
13.	<i>New public spaces should provide seating opportunities.</i>
14.	<i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i>
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>
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>
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>
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>
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>
20.	<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>
21.	<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>
22.	<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>
23.	<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>
24.	<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>
25.	<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>
26.	<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>

PL

PROBATION AND PARDON UNIT
2002-2004 SEE POWER 2000
2005-2006 SEE POWER 2000
2007-2008 SEE POWER 2000
2009-2010 SEE POWER 2000
2011-2012 SEE POWER 2000

PRELIMINARY

WADE PARK OFFICE
6440 WADE PARK BOULEVARD
RALEIGH, NORTH CAROLINA

DATE OF BIRTH

INVESTORS:

Table 1

1000

From a Student View: 116

DECEMBER 1994

SUBJECT: 150000

TABLE

LIBRARY

Abstract

EX. 10

Exhibit A

DASHED LINE
REPRESENTS AREA TO
BE REZONED (TYP.)

157 2003
 6.10.2003
 157 2003

NEW WEST DETENTION POND
OPENED BY APPROXIMATELY 1000
P.M. 12-20-2008 100% SOLID

CONVULSION PREVENTION

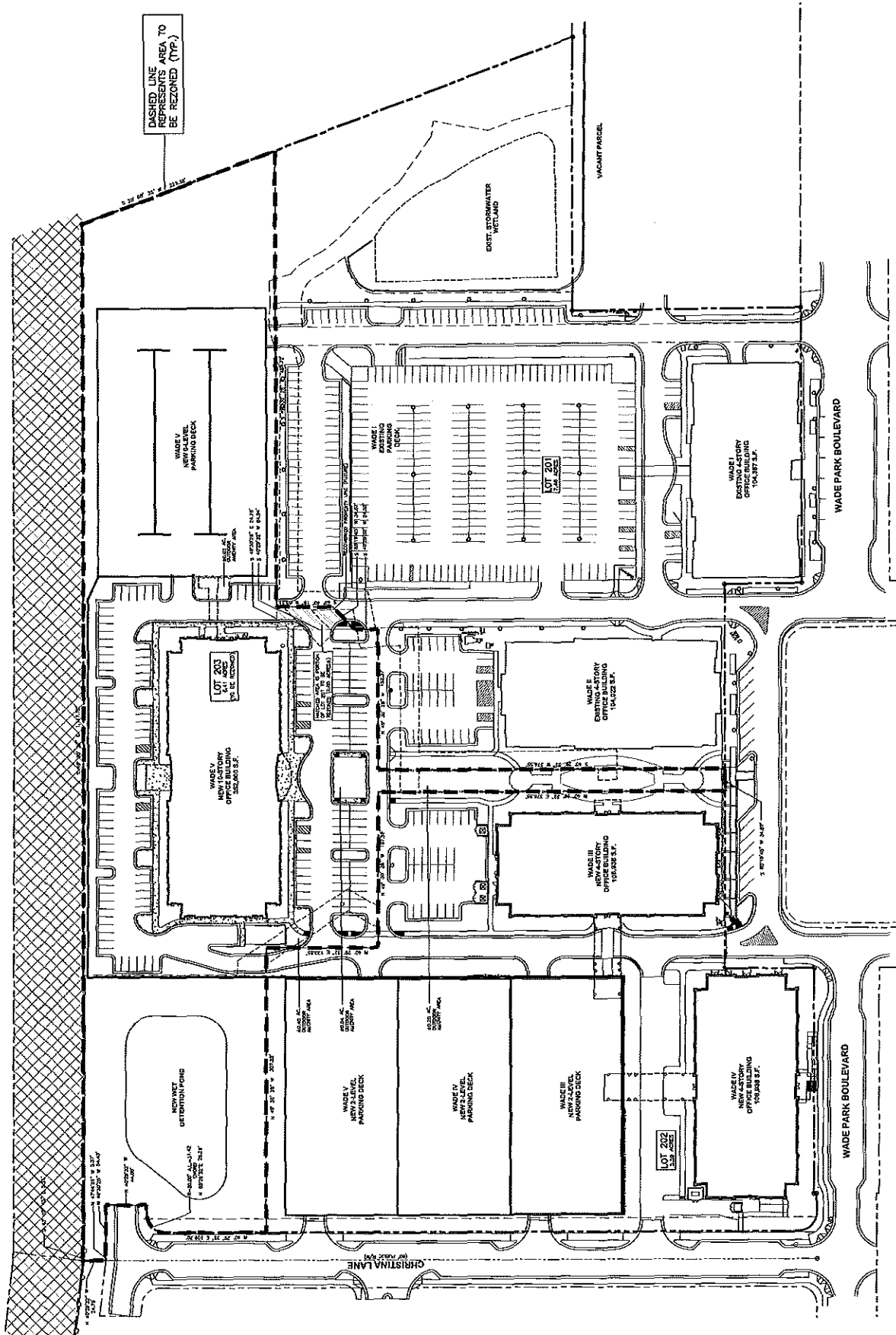
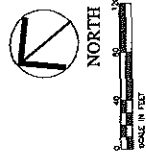
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May 7, 2015

Ms. DeShele Sumpter, Planner
City of Raleigh Planning Department
One Exchange Plaza, Suite 304
Raleigh, North Carolina 27601

RE: **NEIGHBORHOOD MEETING REPORT** Regarding Proposed Rezoning
Petition of PR II Wade Park V, LLC and PR II Wade Park, LLC (collectively, the
"Owner") of approximately 6.42 acres, located at 5438 and part of 5420 Wade
Park Boulevard (the "Property").

Dear DeShele:

As indicated in Tom Worth's attached letter of March 4, 2015, the Neighborhood Meeting was held on Monday, March 16, 2015 at 7:00 PM at 5420 Wade Park Boulevard, Suite 102, Raleigh, NC 27607, to discuss the proposed rezoning of the Property located at 5438 and part of 5420 Wade Park Boulevard.

The persons and organizations contacted about this meeting are indicated on the attached list. The only persons in attendance were members of the development team as follows:

Andy Andrews of Dominion Realty Partners, LLC
700 Spring Forest Road, Suite 121, Raleigh, NC 27609

Ron Hendricks of Piedmont Land Design, LLP
8522 Six Forks Rd Ste 204, Raleigh, NC 27615-5084

Isabel Worthy Mattox, Attorney
127 W. Hargett Street, Ste. 500, Raleigh, NC 27601

No neighbors attended the meeting. Possible conditions and the schedule for the rezoning case were discussed.

Very truly yours,

Isabel Worthy Mattox