CR# 11241
Case File: SP-125-07

Certified Recommendation
of the City of Raleigh Planning Commission

City of Raleigh
Development Plans Review Center
One Exchange Plaza
Raleigh, NC 27601
(919) 516-2626
www.raleighnc.gov

Case File / Name: **SP-125-07 / Stanhope Center Student Housing and Parking Deck**

General Location: On the south side of Hillsborough Street In between its intersections with Friendly Drive and Rosemary Street

Planning District / CAC: University / Wade

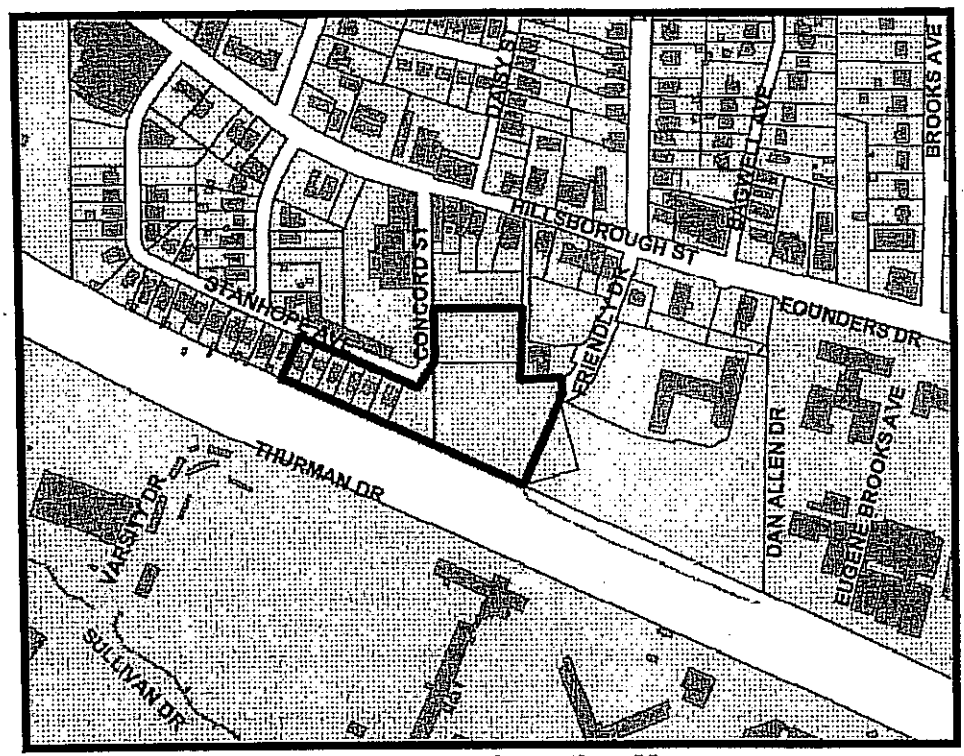
Nature of Case: A 102 foot tall 277 unit multi-family building that is 375,431 square feet, containing 167 four bedroom units, 40 three bedroom units, 70 two bedroom units, and 1,520 square feet of retail. In addition there is a supporting off-site tiered 6-7 level parking deck containing 782 parking spaces and 8,235 square feet or office on a 3.15 acre site zoned .88 acres Office and Institution-2 and 2.27 acres zoned Planned Development Conditional Use Overlay District and Pedestrian Business Overlay District. The majority of the proposed parking deck, which is 247,204 square feet, is located outside of the overlay districts. The Master Plan associated with this Planned Development Conditional Use Overlay District, MP-3-02, requires City Council approval for all site plans. The proposed parking deck is located outside of the master plan area and contains 782 parking spaces. The remaining 22 spaces for a total of 804 are provided on the private street. The approved master plan identified a parking deck in Phase A that was to be located on Phase B; however, it was not required to be built with Phase A.

Additionally, the applicants are requesting that the City Council approve a 20% increase in the height of the building over what was originally shown in the Master Plan as allowed under the Revisions section of the Master Plan. The overall PDD acreage for Stanhope Village encompassed 7.01 acres. With the addition of .88 acres zoned Office and Institutional-2, the total site acreage for the entire Stanhope Village development would be 7.89 acres.

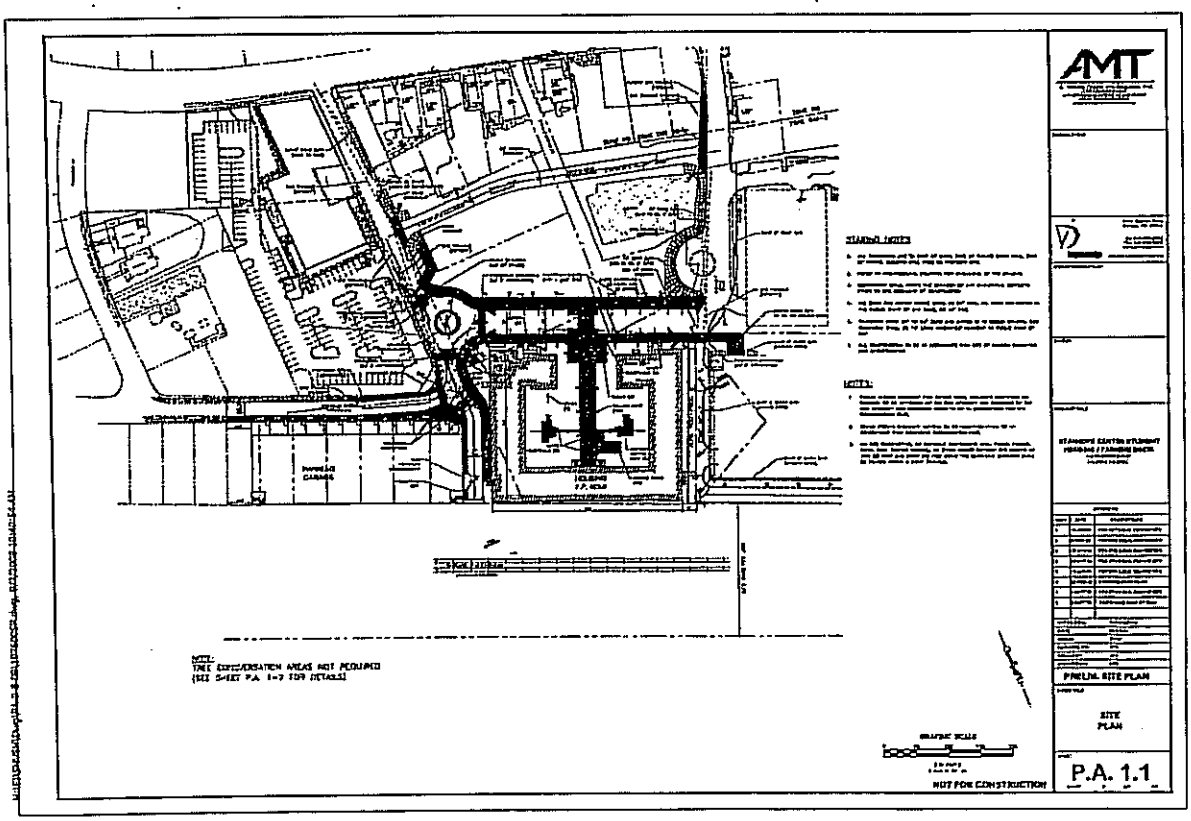
Key Issues: As presented, this project conforms to City of Raleigh Code standards; however, it does not conform to specific components of the Stanhope Village Small Area Plan, the Streetscape Plan and the adopted Master Plan for this area as they relate to the following: Land Use and Urban Form for the proposed parking deck Vehicular Circulation and the provision for a public street to the rear of the site. The applicant is requesting that adjustments to the layout of the site be considered to relocate the public street to the area and incorporate it into an area where a significant amount of open space is required to be provided. Open space is provided; however, the layout is different than that in the approved Stanhope Master Plan.

Attachments:
Stanhope Village Small Area Plan (adopted 10/02)
Stanhope Center PBOD Streetscape and Parking Plan (adopted 11/19/02)
Stanhope Village Master Plan (dated 11/19/02)
MP-3-02 Stanhope Village Master Plan CR (adopted 11/19/02)

Contact: Ed Sconfienza, Integrated Design



SP-125-07 / Stanhope Center – Location Map



SP-125-07 / Stanhope Center – Site Plan

SUBJECT: SP-125-07 / Stanhope Center Student Housing and Parking Deck

CROSS-REFERENCE: MP-3-02, Z-38-08 & Z-39-08, Vested Rights Hearing (July 15th or later subject to prior Planning Commission action), STC-14-07 (Pending)

LOCATION: This site is located on the south side of Hillsborough Street, in between its intersections with Rosemary Street and Friendly Drive, inside the City Limits.

REQUEST: A 102 foot tall 277 unit multi-family building that is 375,431 square feet, containing 167 four bedroom units, 40 three bedroom units, 70 two bedroom units, and 1,520 square feet of retail. In addition there is a supporting off-site tiered 6-7 level parking deck containing 782 parking spaces and 8,235 square feet or office on a 3.15 acre site zoned .88 acres Office and Institution-2 and 2.27 acres zoned Planned Development Conditional Use Overlay District and Pedestrian Business Overlay District. The majority of the proposed parking deck, which is 247,204 square feet, is located outside of the overlay districts. The Master Plan associated with this Planned Development Conditional Use Overlay District, MP-3-02, requires City Council approval for all site plans. The proposed parking deck is located outside of the master plan area and contains 782 parking spaces. The remaining 22 spaces for a total of 804 are provided on the private street. The approved master plan identified a parking deck in Phase A that was to be located on Phase B; however, it was not required to be built with Phase A.

Additionally, the applicants are requesting that the City Council approve a 20% increase in the height of the building over what was originally shown in the Master Plan as allowed under the Revisions section of the Master Plan. The overall PDD acreage for Stanhope Village encompassed 7.01 acres. With the addition of .88 acres zoned Office and Institutional-2, the total site acreage for the entire Stanhope Village development would be 7.89 acres.

OFFICIAL ACTION: **Approval with conditions**

CONDITIONS OF APPROVAL: **As noted on the Staff Report, attached**

FINDINGS: The Planning Commission finds that this request conforms to Chapter 2, Part 10, Sections 10-2047, 10-2055, 10-2057, 10-2132.2, Chapter 3, Part 10, Sections 10-3001-3059. This approval is based on a preliminary plan submitted September 8, 2008 and dated September 8, 2008, owned by Capstone Development Corporation, submitted by Integrated Design.

ADDITIONAL NOTES: none

To PC: 7/8/08

Case History: Deferred to COW, special meeting approved by PC at applicant request for 8/18/08, deferred 9/9/08.

To CC: 9/16/08 **City Council Status:** _____

Staff Coordinator: Eric Hodge, AICP

Motion: Smith
Second: Mullins
In Favor: Bartholomew, Butler, Chambliss, Gaylord, Haq, Holt, Mullins, Smith
Opposed:
Excused:

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 Staff Report attached.

Signatures: (Planning Dir.) (PC Chair)

date: _____ date: 9/11/08

Staff Report

RECOMMENDED ACTION: **Approval with conditions**

CONDITIONS OF APPROVAL:

City Council Actions:

(1) That the City Council finds that the height of this building (102 feet) is in accordance with the general plans for the physical development of the City as embodied in the Comprehensive Plan and the site plan meets standards of 10-2132.2(d). In accordance with MP-3-02, the City Council may approve an increase in height 20% over what was originally approved in the Master Plan (85 feet);

(2) That the City Council finds the proposed site plan is in accordance with the general plans for the physical development of the City as embodied in the Comprehensive Plan and meets the standards of 10-2132.2(d) for the following (a) through (e) below:

(a) The plan does not provide balconies on upper levels of residential units as recommended in the Stanhope Village Small Area Plan;

(b) The site plan shall include interaction between the "commons area" and the proposed multifamily building in keeping with the Stanhope Village Small Area Plan;

(c) The site plan is to provide a minimum of 14' wide sidewalks in all locations adjacent to streets, both public and private, in keeping with the various plans and the PBOD of the City Code. . The plan shows this in all areas except for Cordial Drive, which is proposed as a 22' ribbon pavement with deferral of sidewalk, landscaping and parking when either Phases B or C are built;

(d) The site plan is to provide a public east/west street known as Concord Street extension from Concord Street to the Dan Allen Parking Deck access road adjacent to the railroad right-of-way in keeping with the Stanhope Village Small Area Plan, the Stanhope Center PBOD Streetscape and Parking Plan and the Stanhope Village Master Plan. In addition, a second east west connector street, Cordial Drive is to be constructed to a standard to accommodate parking with 14' side sidewalks and street trees on both sides with a public access easement for the utilization of the street, parking spaces and sidewalks; The applicant is proposing that the site plan be considered with the following adjustments, which may be permitted as revision in the Master Plan amendments section:

1. Concord extension Street relocation: That the Concord St. extension be relocated to an area on the north side of the building in between Phases B and C, where a significant amount of open space is required in accordance with the approved Master Plan. The street is to bisect the open space and be constructed to a 36' wide private

street with a public access easement, of which parallel parking and street trees would be provided on both sides. A designated pedestrian crossing shall be provided from the building to future phase B. The south side of the street shall have 14' sidewalks and the north side shall have a 20' side sidewalk. The area shall incorporate elements such as street trees, seating and trash receptacles. The pedestrian crossing will be elevated.

2. Open space configuration modification: That the open space area in between Phases A and B be modified to provide for the relocated street noted above in 1, with the elements provided for as in the original Master Plan and Streetscape Plan such as festivals and gathering.

3. Concord Street sidewalk construction on both sides and terminus design: Sidewalk on both sides of Concord Street is required with the initial phase of the development in keeping with the recommendations of the Stanhope Village Small Area Plan, Streetscape Plan and Master Plan. The adopted plans ultimately show Concord Street to be shifted slightly to the east away from the Lulu property where it intersects Hillsborough Street so as to provide ample space to provide a sidewalk on both sides of Concord Street. As presented, if Concord Street stays in its current location, there would not be sufficient space to provide a sidewalk due to existing buildings on the right of way. The roundabout for Concord Street is to be built and designed to provide a visual terminus in the location of the roundabout.

(e) That the proposed parking deck on the western portion of the property is found to provide for a transition in scale as shown in the Stanhope Village Small Area Plan and as described in Urban Design Guidelines Section 2.3;

(f) That no reduction in the plantings is permitted for the required transitional protective yard to the west. (Stanhope neighborhood)

Administrative Actions:

Prior to issuance of a grading permit for the site:

(3) That the applicants submit a letter of acknowledgement to be placed in the PDD with a notation on the plans stating that if there is any increase in the impervious surface on sections B and/or C, all provisions of Part 10 Chapter 9 of the City Code will apply; the specific impervious surface limitations are 79,392 SF for Section B and 59,558 SF for Section C. The impervious area summary sheet shall reflect these impervious surface limitations;

(4) That a demolition permit for the existing structures is issued by the Inspections Department. The demolition permit numbers will appear on the recombination map and required by condition #7.

Prior to approval of construction drawings for public improvements:

(5) That the sewer easement that currently crosses the site is abandoned / exchanged and is approved by City Council and a deed recorded;

Prior to Planning Department authorization to record lots:

(6) That any plats include a notation on the plans stating that if there is any increase in the impervious surface on sections B and/or C(as shown on the Master Plan/MP-3-02), all provisions of Part 10 Chapter 9 of the City Code will apply; The specific impervious surface limitations are 79,392 SF for Section B and 59,558 SF for Section C (as shown in MP-3-02). Final approval of the plat will require review by stormwater review.

Prior to issuance of building permits in the Inspections Department:

(7) That a recombination plat be approved showing the final lot configuration to include one lot for the deck and residential structure and a separate open space lot to be owned by the Property Owner's Association;

(8) That an encroachment agreement for any stoops, steps, plantings, pavers, planters, awnings, underground stormwater detention piping etc. to be located within the public right-of-way is approved by the City Council by separate action. An application for encroachment into the public right of way for the landscaping located within the right of way, as indicated on the preliminary plan, shall be submitted to the City's Encroachment Coordinator in the Inspections Department for review, and that the City Council approve the encroachment request. Following City Council approval of the encroachment, an encroachment agreement, prepared in accordance with Raleigh City Code Sections 12-1001 and 12-1021(a), shall be filed with the Inspections Department, and that the encroachment agreement is to be recorded with the Wake County Register of Deeds. Maintenance of the encroachment shall be the responsibility of the condominium association and the developer;

(9) That the site plan be revised to provide a minimum of 28' B/B cross sections for the portions of Concord Street that terminate at the railroad right of way. This width is required in accordance with the group housing standards for parking within 200' of a dwelling unit as well as providing the Fire department access the rear of the building. Fire lanes shall be designated on both Friendly Drive and Concord extension as well as no parking signage and curb markings;

(10) That a landscape permit is obtained from the urban forester for landscaping in the public right-of-way;

(11) That the City Attorney approve a public access easement for the portions of the proposed east-west pedestrian ways as well as streets for ribbon pavement of Cordial Drive, Friendly Drive and Concord Street extension and future private street that bisects the open space on the north side of the building, that are to be located on private property;

(12) That the City Attorney approves a declaration of covenants and restrictions prepared in conformance with City Code section 10-2057(f)(4)c, 10-3073 and 10-3074. The declaration of covenants and restrictions shall provided that areas shown on the plat as open space shall be available to all persons within the entire PDD, as required by 10-2057(f)(4)c. The declaration of covenants and restrictions shall state that all of the maximum allowable Planned Development Conditional Use District density have been used for the current site plan, and any additional residential dwellings

units in excess of these proposed units will have to conform to the tier 2 standards (and depending upon density tier 3 standards) of 10-2051(d)(1)c made applicable to the Pedestrian Business Overlay District by Code Section 10-2055(d)(1)b. That the declaration of covenants and restrictions limit the amount impervious surface, as defined in Part 10 Chapter 9, to 79,392 SF for Section B and 59,558 SF for Section C (as shown in MP-3-02)unless all provisions of Part 10 Chapter 9 of the City Code are applied;

(13) That a unity of development plan with unified sign criteria consistent with the provisions of the Stanhope Center PBOD Streetscape and Parking Plan is approved by the Planning Director, and that these documents are provided to the Inspections Department. That no building permit will be issued that is inconsistent with the approved unity of development and sign criteria. That a note be added to all plats for recording stating that unity of development is required and that a copy of the unity of development plan is on file with the City of Raleigh Planning Department;

(14) That final construction plans are required to be approved by the Public Works Department for all road cross sections (private and public), sidewalks and roundabouts.

ZONING:

ZONING DISTRICTS: Office & Institution-2, Planned Development Conditional Use Overlay District (MP-3-02) and Pedestrian Business Overlay District.

SETBACKS / HEIGHT: This plan conforms to all minimum setback standards. This plan proposes a 20 percent increase in building height over what was originally approved in the Master Plan. The Master Plan called for a maximum height of 85 feet in this location. The Master Plan allowed for City Council to approve up to a 20% increase in height. Proposed height of the multifamily building is 102 feet. Proposed height of the parking deck is 50 feet. There is a 37' setback to the western property and this shall not be reduced.

PARKING:

Automobile
Off-street parking conforms to minimum requirements:
741 spaces required for residential
28 spaces required for 8,235 square feet of office
8 spaces required for 1,520 square feet of retail

This project total is 777 spaces required. 804 parking spaces are provided.

Residential is based on 3 parking spaces for every four-bedroom units (167), 2.5 parking spaces for every three-bedroom unit (40) and 2 parking spaces for every two-bedroom unit (70). Retail is based on 1 space per 200 square feet and office is provided at 1 space per 300 square feet. While the Pedestrian Business Overlay District (PBOD) limits residential parking to a maximum of 2 spaces per dwelling unit (which would equate to a maximum of 556 parking spaces in this case), that maximum only applies if the parking is being provided within the PBOD area and no PBOD density is being requested with this site plan. The bulk of the proposed parking deck lies outside of the PBOD and is therefore not

subject to the associated PBOD maximum parking restrictions. The Master Plan (MP-3-02) for this site also noted that the developer would forgo any parking reductions permitted under the PBOD.

Bicycle
Section-10-2055 calls for bicycle parking to be provided for all new uses and buildings at a rate of at least one bicycle parking space for every twenty required automobile spaces. While the Stanhope Center carries this same requirement it was only applied to non-residential uses. Streetscape and Parking Plans are not authorized to permit less bicycle parking. Therefore, the 1 bicycle space per 20 required automobile space necessitates the provision of 38 bicycle parking spaces. The proposed bicycle racks are located in the proposed courtyard of the residential building to further facilitate the use of non-motorized transportation for both the residents and their visitors.

LANDSCAPING: Street yard landscaping in conformity with Section 10-2082.5 is shown. This is a high residential density use under Section 10-2082.9. Transitional protective yards are shown in compliance with City standards in the following locations: No reduction in planting requirements is permitted.

Location	Yard type required	Width proposed
West	20' Type C	20'

OPEN SPACE: The development is subject to providing an amount of open space equivalent to 27% per the Certified Recommendation for MP-3-02. The applicants indicate that they are providing .96 acres on a separate lot and an additional .21 acres in the opens space commons area. That equates to at least 1.17 acres or 50,965 square feet. 43,750 square feet is required. The open space is proposed to be located on its own lot and deeded to the Property Owner's Association in keeping with the requirements for Planned Development Districts.

TREE CONSERVATION: No tree conservation areas are required because no stands of trees on the site meet the requisite standards of Code section 10-2082.14.

DEVELOPMENT INTENSITY: Proposed floor area ratio (FAR) is 2.7 and building lot coverage is 29%. These numbers do not include the proposed parking deck. The PDD did not carry any FAR or BLC restrictions. 1,520 square feet of retail is proposed in Phase A. The original master plan was approved with Phase A allocated 1,000 square feet of retail. A total of 40,000 square feet of retail was approved in the master plan for all phases. With this action, 520 square feet is being transferred from phases B and C with a final amount of 38,480 square feet of remaining retail in the master plan area.

The overall PDD acreage for Stanhope Village encompassed 7.01 acres. With the addition of .88 acres zoned Office & Institution-2, the total site acreage for the entire Stanhope Village development would be 7.89 acres. The proposed density of 40 dwelling units per acre is based on the overall PDD acreage or 7.01 acres as the .88 acre parcel zoned Industrial-2 (non-PDD) carries no residential density.
The maximum allowable Planned Development Conditional Use District density of 40 units per acre for the entire 7.01 acre PDD have been used for the current site plan (278 units/7.01 acres = 40 du/ac), and any additional residential dwellings units constructed within the 7.01 acre PDD in excess of these proposed 278 units will have to conform to the tier 2 standards (and depending

upon density tier 3 standards) of 10-2051(d)(1)c made applicable to the Pedestrian Business Overlay District by Code Section 10-2055(d)(1)b. As for future development within the PDD, once a standard has been utilized for a density bonus within the PDD, that bonus standard criterion cannot be used again for purposes of gaining additional density since the bounds of the PDD is being used for purposes of overall density calculation rather than on a site by site basis.

PHASING: This is the first phase of the Stanhope Center Planned Development District. Subsequent phases may include an additional 243 dwelling units without any authorized increase, and a mix of retail, commercial, office or recreational uses totaling 40,000 square feet.

UNITY OF DEVELOPMENT: Unity of development and sign criteria are required in this development by Section 10-2055(e)(4) and Section 10-2057. A unity of development plan must be approved by the Planning Director prior to the issuance of any permits on these lots. Uniform sign criteria consistent with the Stanhope Center PBOD Streetscape and Parking Plan is to be approved by the Inspections Department prior to permit issuance.

COMPREHENSIVE PLAN:

GREENWAY: There is no greenway on this site.

THOROUGHFARE / COLLECTOR PLAN: The proposed street layout does not conform to the Small Area Plan, the Streetscape Plan or the adopted Master Plan for this area. The applicant is proposing an adjustment to the site layout with a modification in site layout. The specific issues related to these concerns are as follows:

1. Interconnectivity and traffic flow between Friendly Drive and Concord Street is an important component of the development of this property. In lieu of the E-W public street connection along the Southern RR corridor, revise & upgrade Cordial Drive to a public street. Staff is willing to consider accommodations (wider cross-section to accommodate parallel parking and 14' wide sidewalks on both sides of the street) in order to revise the location of the public street [Concord Street extension] shown in Master Plan MP-3-02. The Stanhope Center PBOD Streetscape & Parking Plan [pg 15, adopted 19-Nov-02] states: "The Concord Street extension provides service vehicle access to Building A *and an alternative vehicle access from Stanhope Village to the NC State Campus*".
2. The minimum centerline radius for Cordial Drive must be consistent with the Raleigh Streets, Sidewalks and Driveway Access Handbook for a commercial street.
3. Private streets located within two hundred feet of any dwelling unit or recreation facility shall provide parking on both sides of the street provided that a minimum travel portion (exclusive of parking) of twenty feet is maintained. In order to maintain the 20 Ft minimum travel portion, increase the roadway width to 28' B-B for the private street portions of Friendly Drive. The increase in width is needed because the City cannot regulate parking along a private street. Note that MP-3-02 called for Friendly Dr to be public streets along its entire length with specific cross sections noted on the Master Plan.
4. Provide sidewalk along both sides of Concord Street in the initial project phase of the development as per the Stanhope Village Small Area Plan. Note that the Stanhope Village Small Area Plan recommends that project infrastructure improvements including roads, streetscapes and other pedestrian and landscape elements be constructed in the initial project phase. With this phase of the

site, it is recommended we provide the way to transition to a realigned Concord Drive where it intersects Hillsborough Street.

TRANSIT: No transit-oriented features are incorporated into the proposed plan. This site is presently served by the existing transit system along Hillsborough Street. The subject area of the site does not have Hillsborough Street frontage.

URBAN FORM: This site is located within the University District, in an area which is designated part of the downtown Regional Center. Specific urban design and land use provisions are offered by the Stanhope Village Small Area Plan. The Stanhope Village Streetscape and Parking Plan further governs streetscape features in the section of the subject site proposed for the building's location (the parking deck is located outside the streetscape plan area). While some aspects of the Proposal correspond with provisions of the plans, some appear to be in conflict. The following comments outline the Comprehensive Plan inconsistencies associated with the proposal:

1. Land Use and Urban Form
   - The proposal is partially inconsistent with the Small Area Plan in that the Small Area Plan states that "*The area should develop with a mix of land uses, with residential predominating.*" The previously-approved Master Plan for the site included 1,000 square feet of retail at the location of the subject building. The new proposal includes residential, retail, office and parking.

2. Building design
   - The Small Area Plan envisions a building height of 6 to 7 stories; the proposal is for 10 stories, symmetrically stepped down on the wings and front of the building. While such intensification could add support to the future commercial uses projected along Concord and Hillsborough streets, it also burdens the adjoining property with a 6-level parking deck, and burdens Concord, Stanhope Avenue, and Rosemary Street may increase traffic. The Small Area Plan envisions parking on site, in a smaller deck, clad in active, inhabited residential and commercial spaces (as noted below).

   - The Small Area Plan notes residences should "*Provide balconies on upper levels of residential units.*" The proposal does not include balconies.

3. Pedestrian Circulation.

   - In the proposed site plan, the commons is augmented by a large (110x120) courtyard to the south, situated between the two wings of the building. This, however, is the only point of pedestrian interaction indicated between the building and commons, focused by landscaping on a single walkway running 120 feet from the building's front entrance to the commons. The previous Master Plan placed the entrance—and front of the building—directly at the commons.

   - 14' sidewalks do not run the length of Concord Street, which the Small Area Plan designates as the focal point of the center's street-level activities. The Small Area Plan (p. 11-30.7) indicates a 15-foot wide sidewalk immediately beyond the proposed "roundabout." Sidewalks need to be continuous on both sides of the street. The Small Area Plan adds that "It is recommended that sidewalks along Stanhope Avenue and Rosemary Street be upgraded." Crosswalks also should be provided across Stanhope Avenue, connecting to the parking deck at the corner stair towers.

4. Vehicular Circulation.
   - The proposal conflicts with the Small Area Plan and the Streetscape Plan in placing the housing building immediately adjacent to the railroad right-of-way. The Small Area Plan declares that "*A second service road would be extended east from the Concord roundabout to connect with the Dan Allen parking deck access road, along the rail right of way.*" The Stanhope Center PBOD

Streetscape and Parking Plan also calls for this connector. The Proposal should be changed to include the service road.

5. Structured Parking
   - The proposal conflicts with the Small Area Plan, which earmarks the site proposed for the parking deck for housing.

   - In regard to parking decks, the Small Area Plan states development should *"wherever possible, wrap structured parking with active uses, especially at the street level."* The proposal should incorporate active, pedestrian-focused uses into the deck's ground floors. The revised plans indicate "active-uses" on portions of the perimeter of the proposed deck.
   - The Small Area Plan prescribes the need to transition from more intensive uses within the Pedestrian Business Overlay District to the existing neighborhood to the west. *"It is recommended that redevelopment adjacent existing single family neighborhood along Stanhope Avenue and Rosemary Street provide for a transition in scale as shown in the Site Plan and as described in Urban Design Guidelines Section 2.3."* The Small Area Plan proposes two buildings in the space proposed for the parking deck, the easternmost—H1—having approximately 130 feet of frontage on Stanhope Avenue and the westernmost—H3—with approximately 200 feet; the two buildings would be served at the back by a service road which would place them 40 to 60 feet out from along the railroad right-of-way. The proposed parking deck would have 335 feet of frontage, with the rear wall positioned on the railroad right-of-way. Building H1 is envisioned to be 4 to 5 stories, with building H3 limited to 2 to 3 stories. **The revised plans do not provide detailed drawings related to the appearance of the deck.**

     In the *Urban Design Guidelines*, Section 2.3 provides that:

     1. *Higher intensity buildings should not cast a shadow line on surrounding neighborhoods. To avoid this, buildings could be stepped back on their upper stories or designed in such a manner as to allow sunlight to pass through certain portions of the building.*

     While the proposal's "North Elevation: Garage" does indicate an apparent top-level structure will be set back from the west façade (adjacent to the residential property), the deck wall still be close to 40 feet tall, 20 feet from the property line. The neighboring residence is approximately 2 feet from the shared lot line. The west wall of the deck should either be set back further from the lot line, or stepped back by levels away from the line (ideally, to the maximum height of 2½ stories prescribed by the Area Plan). Only the North elevation of the deck has been shown with the submittal with the note that the other elevations will "be similar in massing fenestration and material". **The revised plans do not provide detailed drawings related to the appearance of the deck.**

     2. *Well-designed, pedestrian-friendly buildings are much more effective at providing an appropriate transition along street frontages from the Mixed-Use Center to the surrounding neighborhoods than berms, fences, and walls.*

     At present, there are no pedestrian-oriented uses other than housing associated with the building, effectively segregating the proposed building and adjoining neighborhood. Active street level spaces are needed in the site plan.

APPEARANCE COMMISSION: The Appearance Commission has made the following comments on this preliminary plan. Shown below are comments and applicant responses:

Comment	Response
1. Provide at-grade pedestrian passageways through the east	This is not practical for security reasons. Access to the residential building is

and west wings, ideally aligned with the eastern terminus of Stanhope Drive.	controlled with a card swipe system. The lobby at the entrance is staffed 24 hours a day seven days a week for security purposes. The pedestrian passageways would require the addition of several staffed entry stations.
2. Move the southern section of the building's "U" footprint northward to form more of an "H" configuration, allowing the creation of a small courtyard space along the south side of the site where landscaping could be planted as a transition to the railroad right-of-way.	While we appreciate this suggestion, there would be no access to this area except from the residential building and no one could see this area unless they were standing on the railroad tracks (the grade on the property on the other side of the tracks is +/- 10' lower than the tracks) or in one of the upper levels of the Sullivan or Lee dormitories on NCSU property. We prefer to maximize the usable courtyard area in one location. Further, the internal configuration of the building would be compromised by this change.
3. Broaden the width of the Stanhope Commons Open Space along the northern part of the site, and configure it as per the original Stanhope Center PDD Master Plan.	The configuration, as proposed, meets the Master Plan requirements for open space and pedestrian connectivity while enhancing the useable open space available to the residents. The present configuration is submitted for City Council approval.
4. Provide a similar level of design detail on all four sides of the parking deck as that shown on the north elevation.	The parking structure will have similar building material on all four sides with the exception that we are proposing "Greenscreen" only on the Stanhope Avenue face. The west elevation, adjacent to the neighborhood will be screened with 20-25' evergreen trees and shrubs. The facades facing the residential building and the railroad will receive the same masonry veneer without the "Greenscreen".
5. Connect tree pits underground, with structured soil, to provide added room for root growth.	We propose to connect the tree pits by using the slag and topsoil mix continuously between tree pits.

SUBDIVISION STANDARDS:

BLOCK LAYOUT: The proposed street layout does not conform to the Small Area Plan, the Streetscape Plan or the adopted Master Plan for this area. An adjustment to the layout is being pursued by the applicant with this site plan.

PUBLIC UTILITIES: City water and sewer services are available. The developer is responsible for installation of all lines necessary to provide service to this site. There is an existing sewer line that traverses the site which is to be abandoned.

SOLID WASTE: Refuse collection will be provided by means of a private contractor, and shall meet standards of the Solid Waste Collection Manual. The dumpster facility is located in the southwestern corner of the proposed building.

CIRCULATION: Proposed street improvements including curb, gutter, sidewalks and driveways shall conform to normal City construction standards.

PEDESTRIAN: A 14' sidewalk is required along the property's Concord Street and Stanhope Avenue Pedestrian Business Overlay District frontage as this project is zoned PBOD and a density over 14 units per acre is proposed. The 14' wide sidewalks should be extended along Concord Street and Friendly Drive to facilitate connections to the Hillsborough Street commercial area and east west connections through the Master Plan area. Sidewalk is deferred on Cordial Drive until either Phase B or C is to be constructed.

FLOOD HAZARD: There are no flood hazard areas on this site.

STORMWATER MANAGEMENT: This proposed phase of the Stanhope Center development will not increase the existing impervious area on site; therefore, no nitrogen treatment is required per 10-9021(6). Post development runoff rates for the 2 year and 10 year storms do not increase from pre development rates; therefore, no runoff detention is required.

EXEMPTIONS

That as the developer is requesting an exemption from the stormwater runoff control provisions under 10-9023(b), detailed engineering studies shall be submitted to the Conservation Engineer in the Public Works Department (before land disturbance or lot recording, whichever comes first) that show

A. There is no increase in impervious area on site and:

B. The increase in peak stormwater runoff between pre-development and post-development conditions for the two and ten year storm is ten percent (10%) or less at each point of discharge.

WETLANDS / RIPARIAN BUFFERS: No wetland areas or Neuse River riparian buffers are required on this site.

OTHER REGULATIONS: Developer shall meet all City requirements, including underground utility service (§10-3059), flood protection measures (Part 10, Chapter 4), and the soil erosion ordinance (Part 10, Chapter 5), unless specifically varied by this approval.

Z-5F-02
MP-C-02
11/14/02

Rev. 14 Nov. 2002

p. 1 of 5

Master Plan

Total Site Acres – 7.01 acres
The uses for Stanhope Center are defined in the overall and by Sections A, B and C as shown on the Master Plan drawings. The densities for Stanhope Center are calculated using the overall acreage, which includes existing and proposed rights-of-way. The Master Plan is defined as follows:

Overall

Open Space – The public open space will be held in a Not For Profit Property Owners Association and it will be available to all persons who use the development. The open space is made up of three major (3) parts as follows: (1) the space between sections A and B which is the main public space, Stanhope Commons and will serve as a walkway connection to the NCSU Campus and to the future TTA Train Station. (2) The space is on the east side of section B to provide small yard and connection to the main open space in item 1 above. (3) This open space is the space in and around Concord Street, Concord Commons, which serves as a main entry court for multiple activities and would also connect to both the main open space and a future connector through the site and to the NCSU Campus across the railway and connection to a possible future connection to the Rocky Branch Greenway. In addition to the above, private open space is provided on the south side of Building A.

Circulation – The Master Plan shows the vehicular and pedestrian circulations. The inter connectivity has been enhanced by providing additional east/west connections. Street and walks are to be public and private and the private ones will be maintained by the property owners association. Due to the location and quality of McKnight Street, and Friendly cul-de-sac, they will be petitioned to be closed. Portions of or all of Concord, Friendly and Stanhope may also be petitioned to be closed and made private. Paving for drives and walkways to be flush with each other to facilitate flexibility of use and to enhance walk-ability.

Phasing - Since this is a re-development project, existing permitted uses will be allowed to be continued and/or be expanded until the new uses of the proposed Master Plan are implemented. The Master Plan is proposed to be implemented in phases with the order in general to follow A, B then C. Improvements will be made section by section. Some adjustments in section size and configuration may be necessary due to the removal of contaminated soil located on the site; this will be approved by the City Staff.

Design – The design for the elements within Stanhope Center shall be in general conformance with certain provisions of the "Urban Design Guidelines" adopted by the City of Raleigh as follows and concept exterior design included on drawings MP7A, MP7B and MP7C showing the general design. In the event that City Administration determines that the proposed development is not in accordance with these Urban Design elements or concepts, the Planning Commission shall review the development proposal to determine its conformance with the Urban Design Guidelines or concepts.

Section 3.6	Site Landscaping	Section 5.5	Street Level Activity
Section 3.8	Interface with Adjacent Properties	Section 5.6	Service and Utilities
Section 5.1	General Building Design Guidelines		

Uses – The overall uses for the project are as follows:

- Maximum 520 residential units. Any development greater than 40 dwelling units per acre is required to be approved by preliminary site plan approval in accordance with the Pedestrian Business Overlay District on this property allowing the density increases.
- Maximum heights (see Sections A, B and C on page 4)
- Parking as a minimum shall meet City Code requirements. No reduction in required parking with the major amount of parking in a deck. Off-site parking may be allowed by the City Staff in order to meet the required parking.
- Non-governmental recreation uses
- Maximum 40,000 sf retail, commercial, office or recreational space
- Approximately 71,750 sf open space provided
- Street, walks, landscaping and other site amenities and infrastructure per the Pedestrian Business Overlay District Stanhope Center Streetscape and Parking Plan.
- Estimated areas (not limits) for breakdown are as follows:
  Residential - 365,000 sf, 59% of structures, 1.20 FAR
  Retail, Commercial, Office or Recreational - 40,000 sf, 7% of structures, 0.13 FAR
  Parking - 270,000 sf, 44% of structures, 0.88 FAR
  Open Space –71,750 sf
- Residential density is approximately 75 units/acre
- A minimum of 15% of the site will be provided as open space
- Retail will exceed 10% of the site area.

Revised 12 Nov 2002
Revised 24 Oct 2002
Revised 14 Oct 2002
Revised 7 Oct 2002
Revised 2 Oct 2002

Sections

Section A

- Approximately 350 residential units. Any development greater than 40 dwelling units per acre is required to be approved by preliminary site plan approval in accordance with the Pedestrian Business Overlay District on this property allowing the density increases.
- Maximum height of 85ft is allowed above finish grade at the Concord round about on Concord Street
- Parking/parking deck located in Section B
- Non-governmental recreation uses such as swimming pool, volleyball court, etc.
- Approximately 1000 sq ft retail, commercial, office or recreational use.
- Open space courtyard for Building "A" and portion of Stanhope Commons
- Street, walks and landscaping within section and for parking deck
- Estimated areas (not limits) for breakdown are as follows:
  Residential - 214,000 sf
  Retail - 1,000 sf
  Parking - 210,000 sf
  Open Space – 43,750 sf
  Section A structures area = 425,000 sf
  Section A site area = 156,816 sf (3.6 ac)
  Residential density is approximately 98 units/acre
  Parking Deck is located on Section B

Section B

- Approximately 140 condominium, townhouse residential units. Any development greater than 40 dwelling units per acre is required to be approved by preliminary site plan approval in accordance with the Pedestrian Business Overlay District on this property allowing the density increases.
- Maximum height of 70ft is allowed above grade finish grade at Concord Street with the possible exceptions of the parking deck elevator penthouse, stair enclosures and deck lighting
- On street surface parking (Concord), if private
- Approximately 4000 sq ft of retail, commercial, offices or recreational use
- Southern Concord Street, if private
- Street, walks and landscaping within section, if private
- Estimated areas (not limits) for breakdown are as follows:
  Residential – 126,000 sf
  Retail – 4,000 sf
  Parking – 12,000 sf
  Open Space – 14,900 sf
  Section B structures area = 130,000 sf
  Section B site area = 115,870 sf (2.66 ac)
  Residential density is approximately 53 units/acres
  Parking Deck is part of the Section A project

Section C

- Approximately 30 residential units. Any development greater than 40 dwelling units per acre is required to be approved by preliminary site plan approval in accordance with the Pedestrian Business Overlay District on this property allowing the density increases.
- Maximum height of 40ft is allowed above finish grade at Hillsborough Street
- Approximately 35,000 sq ft retail, commercial, office or recreational use
- Northern Concord Street, Hillsborough Street open space and any other undeveloped open space for the project
- Streets, walks and landscaping
- Estimated areas (not limits) for breakdown are as follows:
  Residential – 25,000 sf
  Retail – 35,000 sf
  Parking – 12,000 sf
  Open Space – 13,100 sf
  Section C structures area = 60,000 sf
  Section C site area = 32,670 (.75 acres)
  Residential density is approximately 40 units/acre
  Parking deck is part of the Section A project

Revised 12 Nov 2002
Revised 24 Oct 2002
Revised 14 Oct 2002
Revised 7 Oct 2002
Revised 2 Oct 2002

Z-5-02
MP-3-02
11/14/02 p. 3 of 5

Criteria

- Required setbacks are zero feet from all property lines or streets of any type
- Overall retail, commercial, office or recreational area of 40,000 sf is allowed, not counting mezzanine space. This is justified based on the type of mixed-use, the location on Hillsborough Street and the use of deck parking for most of the cars. 35,000 sf of retail is scheduled to be constructed as the last phase of the development.
- Signage and sign criteria will be based on the Urban Design Guidelines, the Streetscape and Parking Plan, Unity of Development criteria and approved by Staff.
- Unity of Development will be based on the Urban Design Guidelines and approved by Staff.
- Alternate paving surfaces, drives and crosswalks, as defined in the Master Plan and Stanhope Center Streetscape and Parking Plan, may be approved by Staff.
- Right-of-way value for a City project to be based on the zoning prior to this change in zoning.

Variations to the Stanhope Village Small Area Plan

- No parking is provided under the south building and additional levels (total of eight) added to parking deck in Section B. Parking deck (PD-2 in the Small Area Plan) was shortened to add a surround building on the east end.
- No pedestrian bridge is being proposed over Friendly at the university deck. A grade grossing will be more pedestrian Friendly.
- Building in Section A to be seven floors above Concord grade with a partial lower level on the east end of the building.
- Design refinement to location of round about; 120' width at Stanhope/Concord intersection to ½ of a 100' round about north of Stanhope/Concord intersection

Revisions to the Master Plan

- Adjustment in layout by preliminary site plan approval by Staff, Planning Commission and City Council that do not change maximums as defined in the Master Plan.
- Modifications to street standards including the Streets and Sidewalks and Driveways Access Handbook by the staff, in accordance with 10-2057(f)(4) j.1.
- Modifications that may be required should street closings and easements not be approved by the City Council. These modifications to be approved by the City Council
- Modifications that may be required to accommodate the improvements on Hillsborough Street to be approved by the City Council
- The City Staff can approve up to a 10% increase in building height or square footage devoted to office, retail, commercial or recreational uses. All other changes shall be approved by the City Council up to a 20% increase in height or square footage devoted to office, retail commercial or recreational uses.
- In the event the N. C. Equipment Company, or subsequent owner, agrees to participate and construct a full round about, on-street parking and streetscape elements along the west side of Concord Street, staff shall be allowed to modify these documents to accommodate cooperation with the adjacent owner.
- City Council can approve private surface parking on public streets.

Amendments

- The Master Plan can be amended by the re-zoning process based on the following:
  Only parties owning property within the development shall have the right to amend this Master Plan and exhibits hereto, but only to the extent any such amendment applies to individual properties owned by such parties. Any condominium association or property owner's association owning and or maintaining facilities that are common to the overall development must join in all amendments to this Master Plan.
- Portions of the Master Plan can be amended without involving the entire area so long as it is in separate ownership.

Phasing Restrictions

- Existing buildings in Section C on Hillsborough Street will not be removed and replaced with surface parking until Section C is implemented.
- The parking deck located in Section B will not be permitted or constructed in advance of the building in Section A or the surround building in Section B. If the surround building is not constructed at the same time as the parking deck, the area designated for the surround building will be grassed until construction begins on the surround building.

Revised 12 Nov 2002
Revised 29 Oct 2002
Revised 28 Oct 2002
Revised 24 Oct 2002
Revised 21 Oct 2002
Revised 14 Oct 2002
Revised 7 Oct 2002
Revised 2 Oct 2002

The Developer wants Stanhope Center to be a successful project and an amenity to the neighborhood. The Developer wants Stanhope Center to epitomize the concept of a walkable environment, provide a mixture of housing choices and offer retail services that compliment the Stanhope Village neighborhood.

The Developer has reviewed the List of Conditions, Draft #8, dated 17 September 2002, proposed by the Stanhope Village residents. Upon the Developer's review, the following comments, information and modifications are presented as conditions to this rezoning:

- **Traffic Impact Analysis** - Kimley-Horn and Associates, Inc. submitted a revised Traffic Impact Analysis, prepared September 2002, to the City of Raleigh. The revised study addresses the comments raised by the Stanhope Village residents. The CPC, at their November 13, 2002 meeting, approved the client request to omit the connection to Dan Allen Drive.

- **Parking Reduction** -The Developer agrees to forgo reduction in parking as permitted under the Pedestrian Business Overlay District.

- **Parking Deck** - The Developer may accommodate commuter parking that accesses the proposed parking deck from Friendly Drive. The Developer will provide the number of parking spaces adequate for the residential, retail, commercial, office and recreational uses that occur within Stanhope Center. Not more than 350 spaces will be designated as "commuter" parking and will be provided if an excess of those required by the City Code for the actual development exists. Parking deck lighting will conform to the City of Raleigh Lighting Ordinance, and the Stanhope Center Streetscape and Parking Plan and will be directed down or away from Stanhope Avenue. The exterior treatment (materials and colors) of any part of the parking deck not covered by the wrap-around building will be visually consistent with the building surrounding the deck drawings MP7A, B & C and the Unity of Development Criteria. The height of the eight level parking deck will not exceed the 70 feet height limit for Section B with the possible exception of the elevator penthouse, stair enclosure and deck lighting which will be directed down or away from Stanhope Avenue.

- **Variety of Housing** - The Developer is designing units to attract a residential mix to Stanhope Center. Units to range from one bedroom to four bedrooms as a minimum mix.

- **Retail Uses** -The Developer is encouraging a variety and mix of retail services that will provide a village atmosphere. The Developer agrees to abide by the current state and local codes and ordinances that regulate uses, noise and hours of operation. There will be a minimum of three different types of retail uses.

- **Construction Phases** - Two phases of construction are planned, Section A and B is planned for initial construction with Section C to follow. The Developer reserves the flexibility to modify the number of phases and starting of construction on phases.

- **Wade CAC Review and Comment** - The Developer will notify the chairperson of the Wade CAC, by first class mail, of public meetings before the City Council, Planning Commission and Appearance Commission, relative to this project, at least one week prior to the meeting or within two days after the developers knowledge of the meeting scheduled.

- **Construction Entrances** -The Developer will encourage construction traffic, construction parking and construction workers not to use Stanhope Avenue and Rosemary Street.

- **Rooftop Screening** -The Developer will screen rooftop mechanical systems.

- **Underground Electric** -The Developer will place all electrical services underground.

- **Transit Stop** -The public transit stop at the intersection of Friendly Drive and Hillsborough Street will be available to residents of Stanhope Center.

- **Future Traffic Issues** -The Developer will support measures to control future traffic problems on Stanhope Avenue, should they occur. If necessary, and at the appropriate time, the Developer will fund a Traffic Study to determine if vehicular access should be closed between Stanhope Avenue and Stanhope Center. The Developer will support closing a section of Stanhope between Concord and Rosemary, if determined to be necessary. An amount of $5,000 will be paid to and held by the City in an interest bearing account, or by Letter of Credit until five years after the Developer completes construction for this purpose.

- **Walkable Community** -The Developer will notify the chairperson, by first class mail, of the Wake CAC of public meetings before the City Council, Planning Commission and Appearance Commission, relative to this project, at least one week prior to the meeting or within two days of the developer's knowledge of a meeting scheduled.

- **Open Space** -The Stanhope Common open space will be accessible and useful for public purposes, subject to rules of conduct by the property owners association.

Revised 12 Nov 2002
Revised 29 Oct 2002
Revised 28 Oct 2002
Revised 24 Oct 2002
Revised 14 Oct 2002
Revised 7 Oct 2002
Revised 2 Oct 2002
Revised 23 Sept 2002

Z-55-02 p. 565
MP-3-02
11/14/02

Rev. 14 Nov. 2002

Public and Private Streets

- Stanhope Avenue will be connected to Friendly Drive by a public street adjacent to the west, south and east property boundary.
- Other streets and drives may be private with the exception of Concord Street.

Public Streets

- Street construction to be by the developer.
- Street width to be 24' back to back of a standard City of Raleigh curb and gutter section. Street width to widen as it connects to Friendly Drive on the east side as show on the Master Plan drawing. Inside curve radius to be 25' at back of curb or as approved by City Staff.
- Right of way to be located 5' behind curb or as approved by City Staff.
- Sidewalks to be provided as shown on the Master Plan and the Streetscape and Parking Plan with 5' minimum width.
- Sidewalk to be constructed by the developer
- Water line not required in street but may be in street if needed for service.
- Sanitary sewer may be required in streets.
- Storm sewer may be required in streets.
- Vertical and horizontal curve requirements may vary from City Standards.
- Surface parking will be included in the public right-of-way until the City Code allows private parking adjoining the public right-of-way.
- Other street standards may vary in order to accommodate the Master Plan.
- The required encroachments shall be approved by the City Council.

Private Streets

- All private streets and on-street parking shall be open to the public at all times unless they are closed for special events.
- All construction of streets and on-street parking shall be by the project developer.
- All maintenance, repair and re-paving of private streets and on-street parking shall be performed by the property owners association for the project.
- All design for the private streets and on-street parking shall be approved by the City of Raleigh as per Master Plan.
- City Public utilities to be allowed in easements in private streets or other locations as approved by the City Staff.
- Cross Access Agreements to be provided.

Master Plan Drawings

- MP1 Revised 14 Nov 2002
- MP2 Revised 12 Nov 2002
- MP3 Revised 14 Nov 2002

MP3A Revised dated 14 Nov 2002
MP4 Revised dated 12 Nov 2002
MP5A Revised dated 14 Nov 2002
MP5B Revised dated 14 Nov 2002

MP6 Revised dated 12 Nov 2002
MP7A Revised dated 12 Nov 2002
MP7B Revised dated 12 Nov 2002
MP7C Revised dated 12 Nov 2002

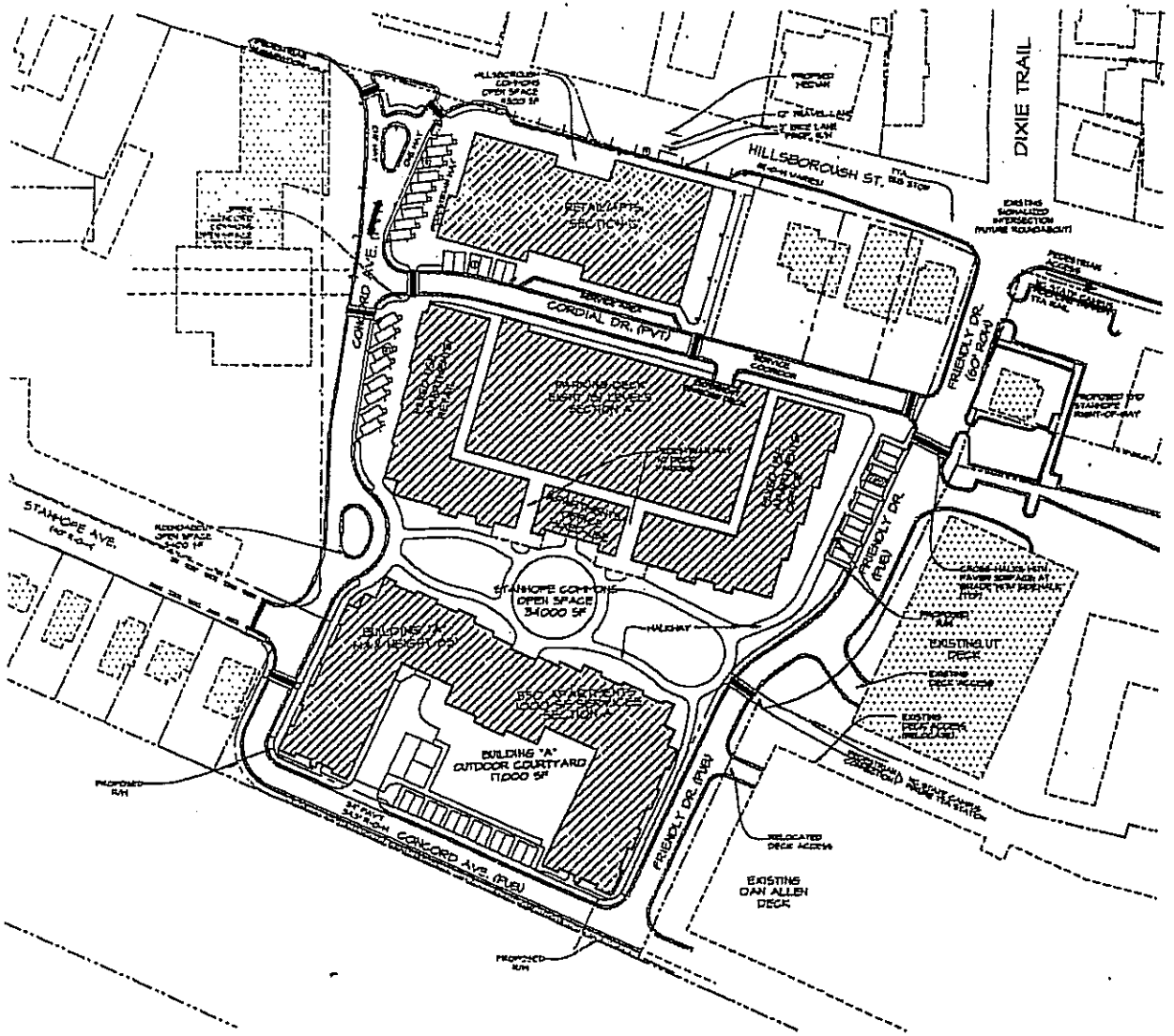
Clarification for Development of Concord Street

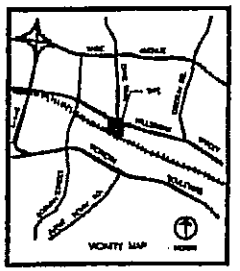
- The round about size may be reduced, shape modified and the alignment of Concord Street adjusted to the west as shown on the Master Plan Drawings.
- The construction of Concord Street street, parking, walkway and a portion of the round about will be postponed and constructed with the development of Section C, the retail/residential located on Hillsborough Street.
- The plan as shown on MP1 will require no participation by the property owner on the west side, Concord Street to remain public and improvement made on the east side by this developer, including a modified roundabout on Concord St.

Site Plan Approval

- Preliminary site plan and preliminary subdivision for the entire project will be submitted for review by the Planning Staff, Planning Commission and approval by the City Council.

Revised 12 Nov 2002
Revised 29 Oct 2002
Revised 28 Oct 2002
Revised 24 Oct 2002
Revised 21 Oct 2002
Revised 14 Oct 2002
Revised 7 Oct 2002
Revised 2 Oct 2002
Revised 30 Sept 2002
Revised 23 Sept 2002





SITE DATA

1) TOTAL SITE AREA = 7.01 ACRES
2) PINS: 0794.14-9479, 7989
0794.14-83-3444, 8364, 8405, 8454, 7405, 7474, 8459, 8084, 9095, 8290, 9221
3) PRESENT ZONING = MX, I-2, CM-7
4) PROPOSED ZONING = POD, PEDESTRIAN BUSINESS OVERLAY DISTRICT EXPANSION
5) HILLSBOROUGH STREET IMPROVEMENTS ARE NOT PART OF THIS PROJECT
6) PARKING ON-SITE:
EXISTING = 800 SPACES (SURFACE)
PROPOSED = 946 RAMP SPACES IN PARKING DECK
94 ON- AND OFF-STREET SPACES ON PUBLIC/S (PRIVATE)
7) OPEN SPACE = REQUIRED MIN. 8-4,000 SF, PROPOSED 10,4000 SF
MIN. REQUIRED UNDER PDOD= 150 SF/RESIDENTIAL UNIT
PROPOSED= 321 SF/RESIDENTIAL UNIT
8) TOTAL RETAIL/COMMERCIAL SPACE PROPOSED = 40,000 SF
9) MECHANISM FOR MONITORING CONSTRUCTION OF LAND - SITE PLAN APPROVAL, PERMITTING, INSPECTION
10) DEVELOPER/OWNER: H.E. VALENTINE, JR.
4 HUGHART AVENUE
RALEIGH NC 27607
919/859-0800
11) CONTACT PERSON: TERRY WILKINSON, INTEGRATED DESIGN
28 OBERLIN ROAD
RALEIGH NC 27605
919/833-8488 (V) 919/834-2256 (F)

2.55.02
MP.3.02

NORTH

CONCEPTUAL MASTER PLAN

SCALE: 1" = 50'

0 50 100 150 200

NOT FOR CONSTRUCTION

MASTER PLAN
STANHOPE CENTER
STANHOPE AVE AND HILLSBOROUGH STREET
RALEIGH, NORTH CAROLINA

DWG BY: BDM
CHK BY: TJD

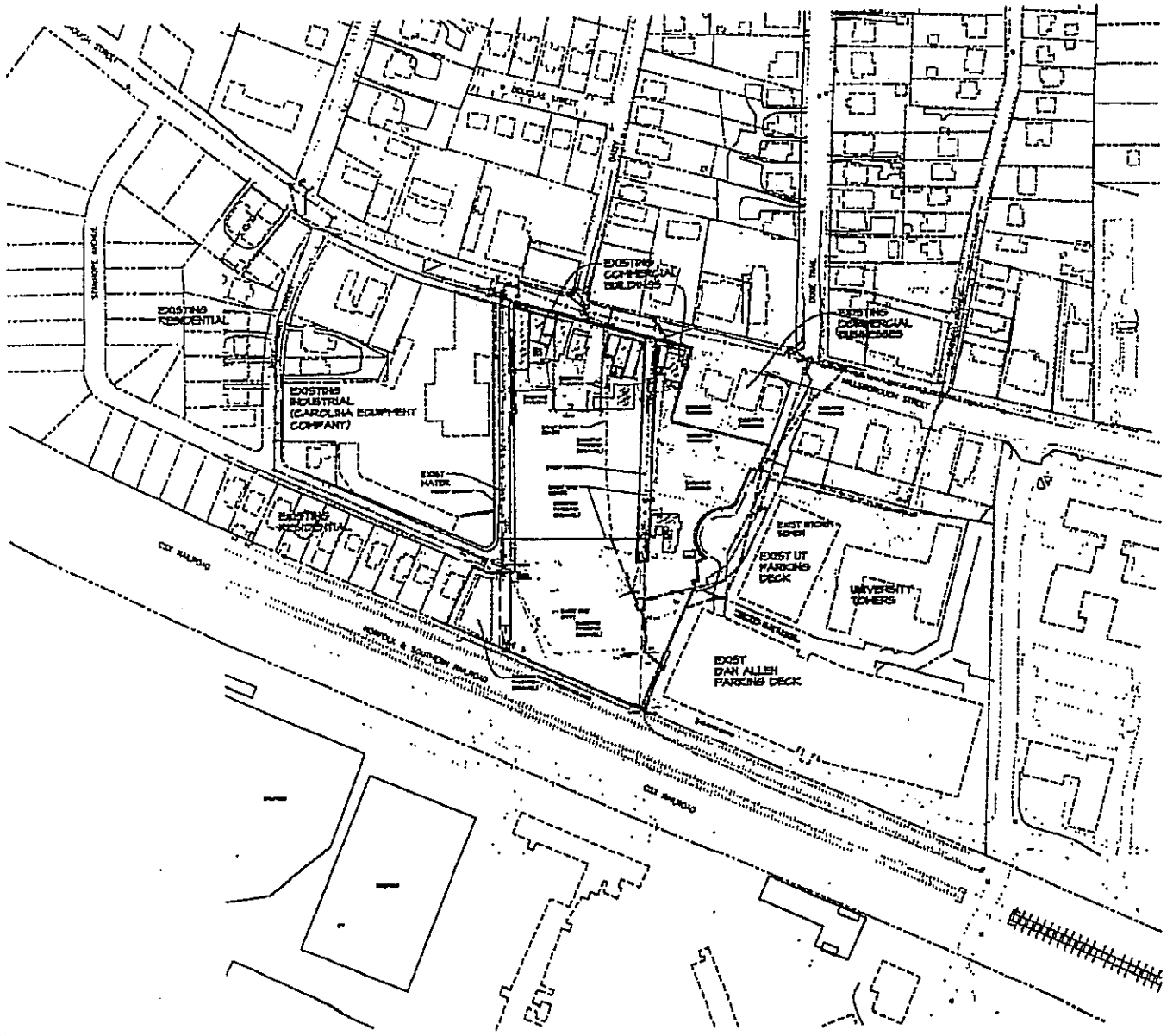
ISSUED:
2 OCT 02
REVISED:
14 OCT 02

© Copyright 2002
This drawing and the design of the property is the exclusive property of Integrated Design, PA. Any reproduction without prior written consent is prohibited.
Any scaling for 24x36 plots

MASTER PLAN

JOB CODE: VVENV

MP 1



NORTH

CONCEPT MASTER PLAN
EXISITNG CONDITIONS

SCALE: 1" = 100'

0 100 200 300 400

NOT FOR CONSTRUCTION

1111 Oberlin Road
Raleigh, NC 27605
Tel. 919.833.2333
Fax. 919.833.2333
www.integrated-design.com

integrated design

MASTER PLAN
STANHOPE CENTER
STANHOPE AVE. AND HILLSBOROUGH STREET
RALEIGH, NORTH CAROLINA

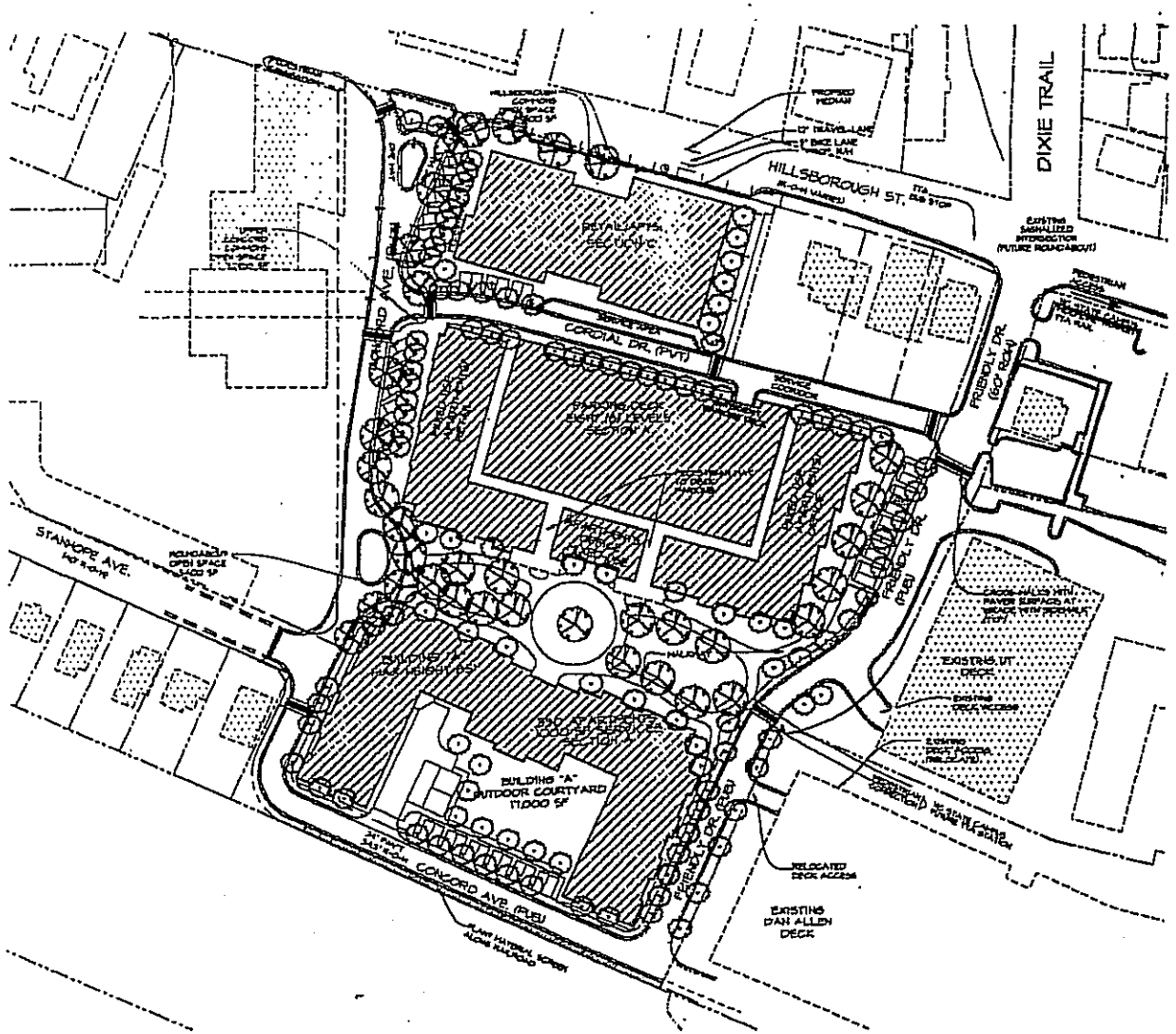
DWG BY: BDV
CHK BY: TJC

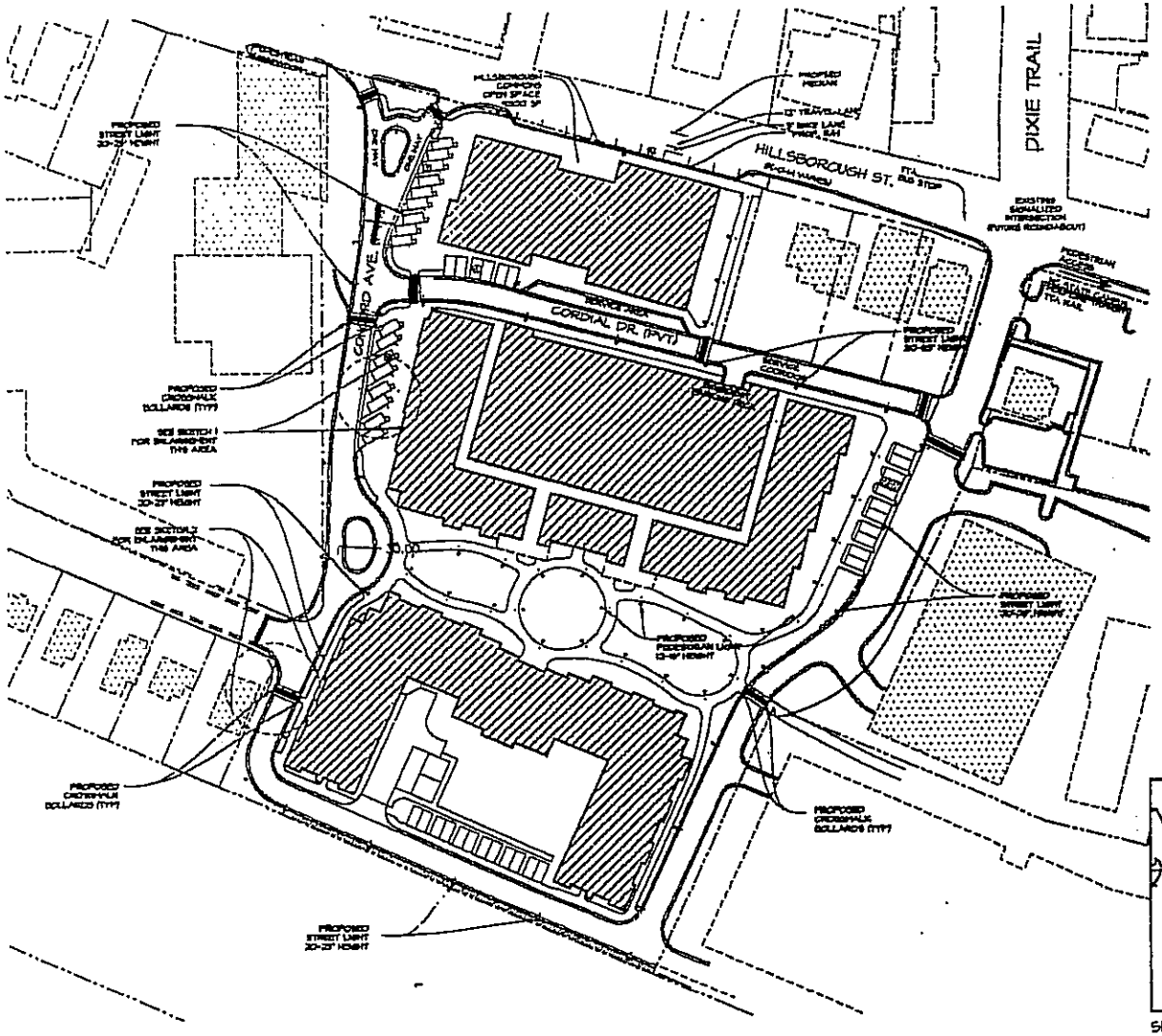
ISSUED:
21 JUN 07
REVISED:
⚠ 16 AUG 07

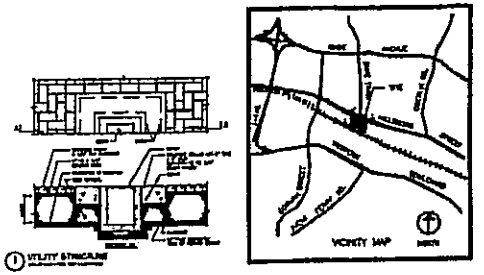
EXISTING CONDITIONS

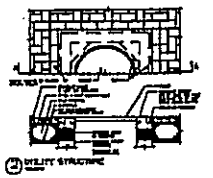
DR CODE: MVS

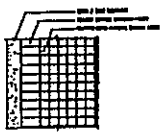
MP
2

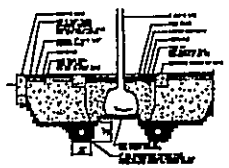

DIXIE TRAIL
HILLSBOROUGH ST.
CORDIAL DR. (PVT)
FRIENDLY DR. (60' ROW)
STANHOPE AVE.
CONCORD AVE. (PUB)
BUILDING "A" OUTDOOR COURTYARD 11,000 SF
EXISTING DAN ALLEN DECK
EXISTING VT DECK
RELOCATED DECK ACCESS
PROPOSED MEDIAN
EXISTING SIGNALIZED INTERSECTION (FUTURE ROUNDABOUT)
PEDESTRIAN CROSSING
TTA BUS STOP
PARKING DECK EIGHT (8) LEVELS
SERVICE CORRIDOR
ROUNDABOUT OPEN SPACE
ENTRY PLAZA
ENTRY PLAZA
ENTRY PLAZA

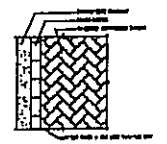


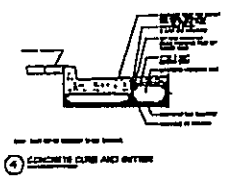


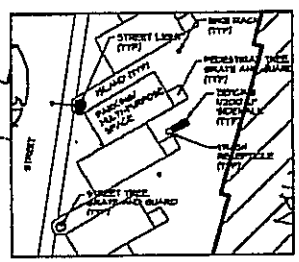




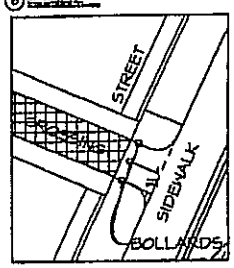








SKETCH 1



SKETCH 2

NORTH

STREETSCAPE AND PARKING PLAN

SCALE: 1" = 50'

NOT FOR CONSTRUCTION

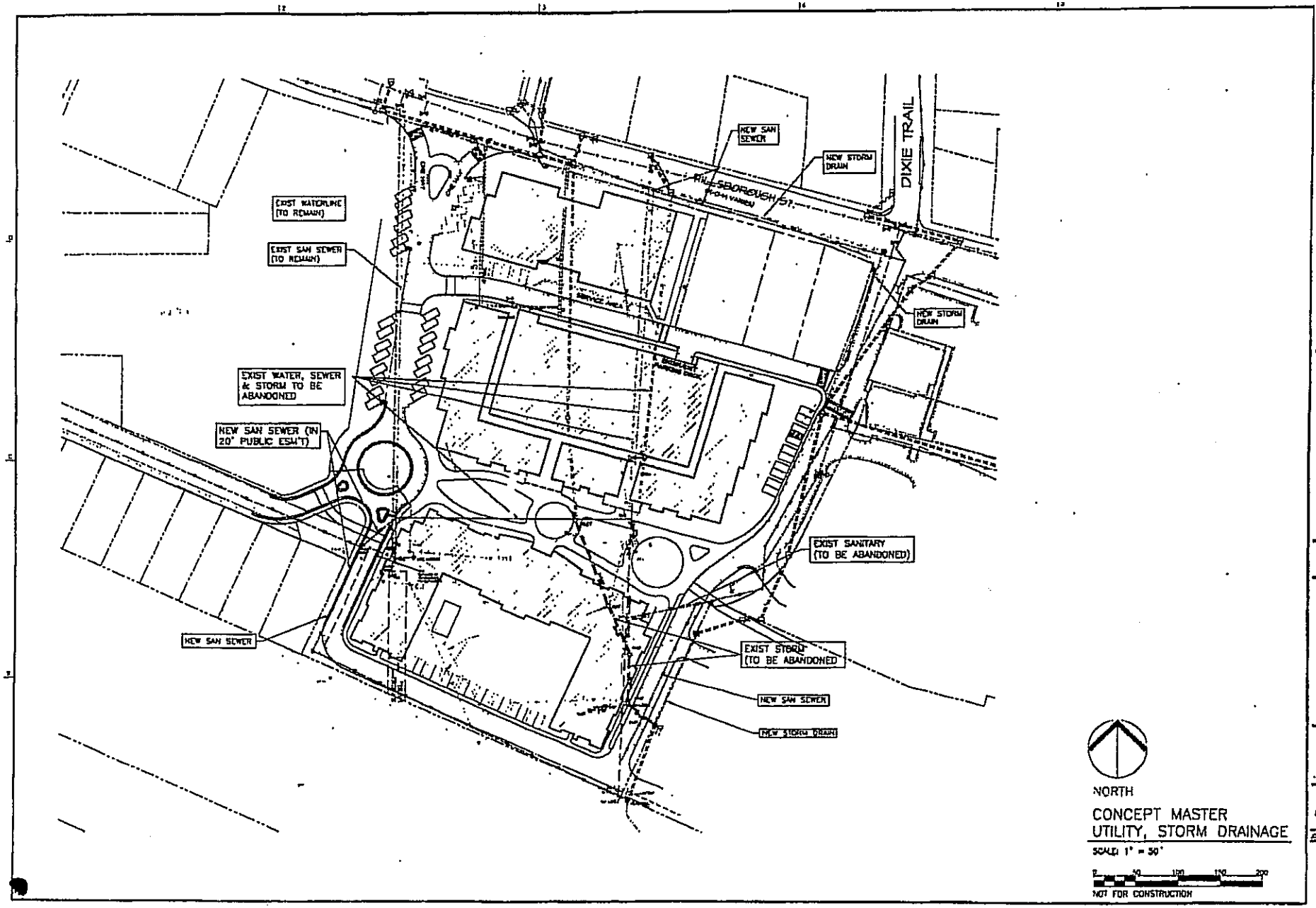
MASTER PLAN
STANHOPE CENTER
STANHOPE AVE. AND HILLSBOROUGH STREET
RALEIGH, NORTH CAROLINA

DWG BY: BSW
CHK BY: TJG

ISSUED:
14 OCT 02
REVISED:
△

MASTER PLAN

MP
3 A



NORTH

CONCEPT MASTER
UTILITY, STORM DRAINAGE

SCALE: 1" = 50'

0 50 100 150 200

NOT FOR CONSTRUCTION

MASTER PLAN
STANHOPE CENTER
STANHOPE AVE. AND HILLSBOROUGH STREET
RALEIGH, NORTH CAROLINA

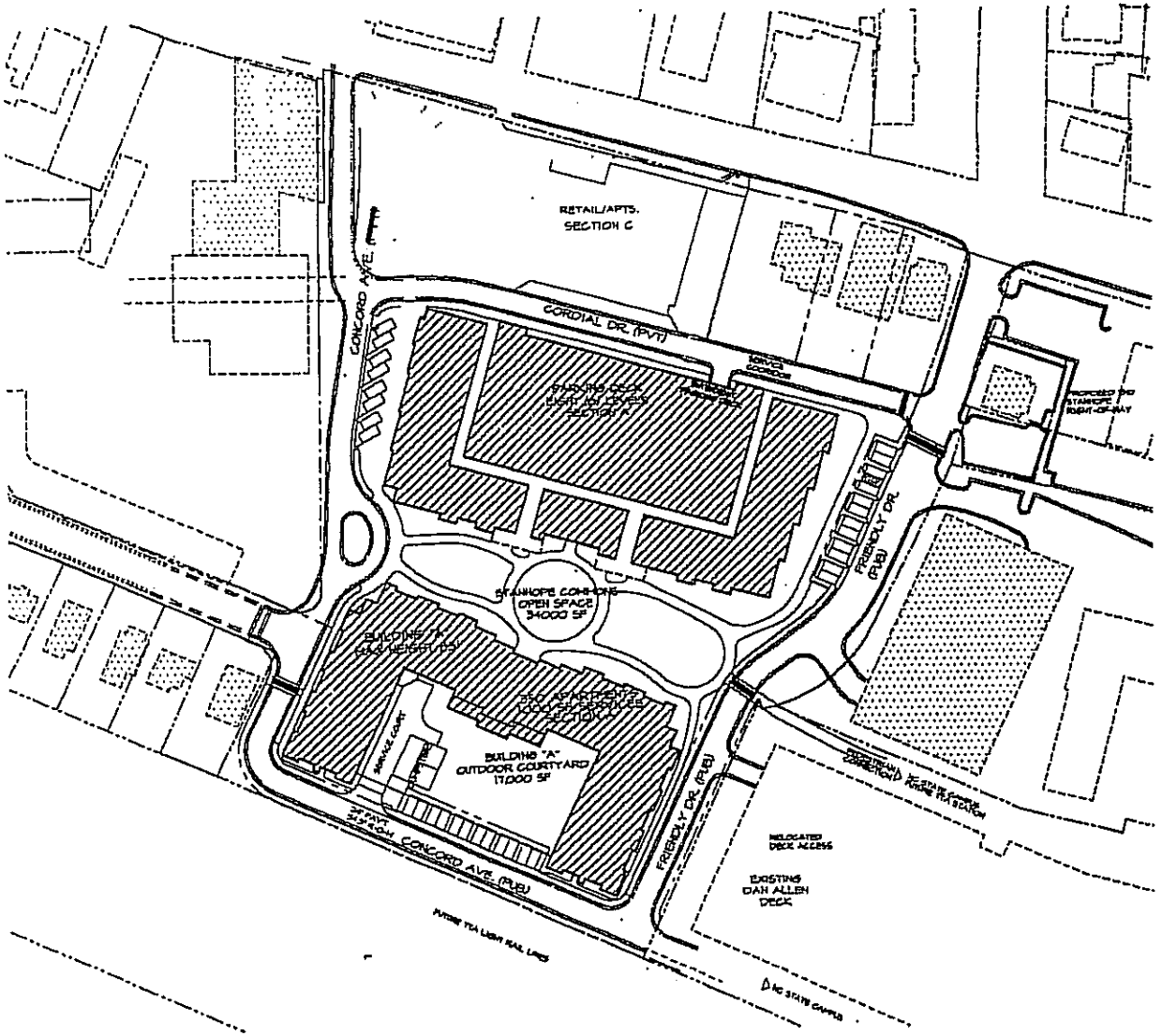
DWG BY: BB
CHK BY: VV

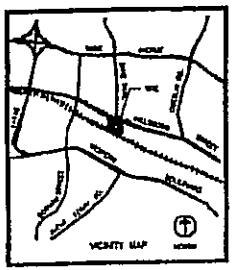
ISSUED:
21 JUN 02
REVISED:
16 AUG 02
2 OCT 02

MASTER UTILITY & STORM DRAINAGE PLAN

JOB 1000 VVV

MP
4





PHASE I DATA

1) MAXIMUM 440 RESIDENTIAL UNITS
2) MAXIMUM 9,000 SF RETAIL OR COMMERCIAL
3) MAXIMUM HEIGHT 85 FT ABOVE FINISHED GRADE ON CONCORD AVENUE ROUND ABOUT (REAR BUILDING)
4) EIGHT-STORY PARKING DECK (MAX. 707, 848 DECK SPACES)
5) PETITION TO CITY COUNCIL TO CLOSE PORTIONS OF RIGHTS-OF-WAY OF FRIENDLY, CONCORD, AND/OR HUNDRED STREETS
6) MAINTAIN CURRENT CONCORD DR. ALIGNMENT TO NEW EAST-WEST STREET
7) ON-STREET SURFACE PARKING = 82 SPACES TOTAL; 8 PRIVATE; 24 PUBLIC
8) CONSTRUCT APPROXIMATELY 1/3 CONCORD ROUND ABOUT
9) EXTEND FRIENDLY DRIVE AND CONCORD AVE; REQUEST DEDICATION AND EXCHANGE OF RIGHTS-OF-WAY.
10) CONSTRUCT CORDIAL DR. FROM FRIENDLY DR. TO CONCORD AVE.
11) DEVELOP STANHOPE COMMONS, PORTION OF CONCORD COMMONS, ROUND ABOUT OPEN SPACE, COURTYARD OPEN SPACE (REAR BUILDING), FRIENDLY OPEN SPACE
12) HALLES, LANDSCAPING AND LIGHTING PER STANHOPE CENTER STREETSCAPE AND PARKING PLAN.

NORTH

MASTER PLAN
PHASING PLAN – PHASE I

SCALE: 1" = 50'

0 50 100 150 200

NOT FOR CONSTRUCTION

1111 Oberlin Road
Raleigh, NC 27605
Tel. 919 833 2220
Fax 919 833 2338
email address

MASTER PLAN
STANHOPE CENTER
STANHOPE AVE. AND HILLSBOROUGH STREET
RALEIGH, NORTH CAROLINA

DWG BY: EDM
CHK BY: TJC

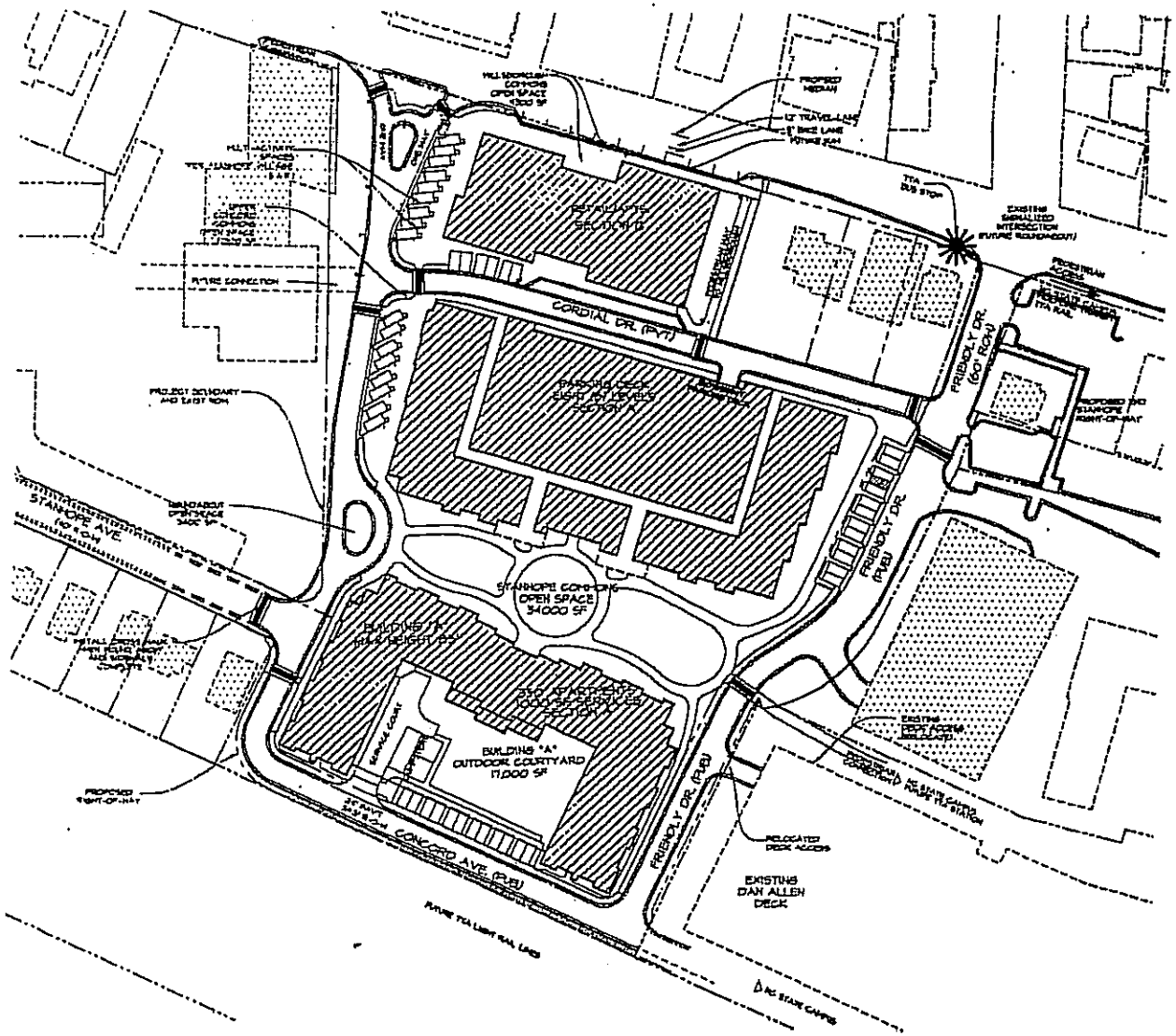
ISSUED:
21 JUN 02
REVISED:
16 AUG 02
16 SEP 02
14 OCT 02

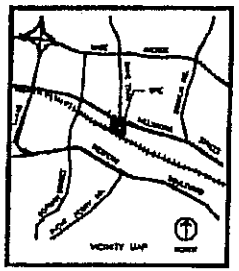
© Copyright 2002
All rights reserved
Unpublished Design, P.A.
Confidential Material
Not to be copied or
reproduced without
permission.

PHASING PLAN

JOB CODE: VYSEN

MP
5A





PHASE II DATA

1) MAXIMUM 30 RESIDENTIAL UNITS
2) MAXIMUM 55,000 SF RETAIL, COMMERCIAL, OR OFFICE
3) MAXIMUM HEIGHT 8 STORIES OR 90 FT ABOVE FINISHED GRADE AT HILLSBOROUGH ST.
4) HILLSBOROUGH ST. ON-STREET PARKING BY CITY OF RALEIGH HILLSBOROUGH STREET PROJECT
5) REMAINING UPPER CONCORD COMMONS AND HILLSBOROUGH COMMONS OPEN SPACE PROVIDED
6) HARDS, LANDSCAPING, LIGHTING PER THE STANHOPE CENTER STREETSCAPE AND PARKING PLAN

NORTH

MASTER PLAN
PHASING PLAN – PHASE II

SCALE: 1" = 50'

0 50 100 150 200

NOT FOR CONSTRUCTION

MASTER PLAN
STANHOPE CENTER
STANHOPE AVE AND HILLSBOROUGH STREET
RALEIGH, NORTH CAROLINA

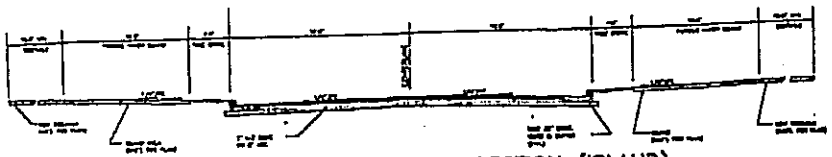
DWG BY: SDU
CHK BY: TJG

ISSUED:
21 JUN 02
REVISED:
1 16 AUG 02
2 14 OCT 02

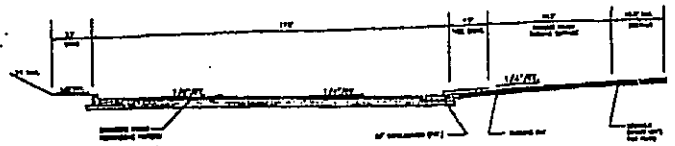
PHASING PLAN

JOB CODE: WSHV

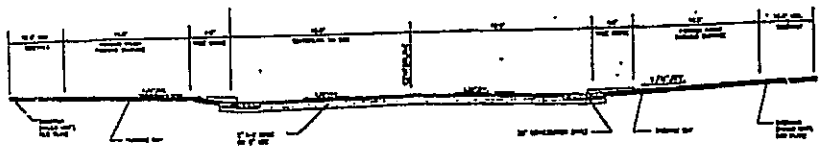
MP
5B



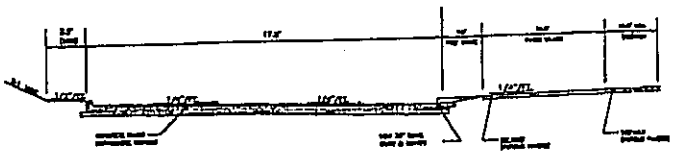
CONCORD AVE. TWO-WAY SECTION (ISLAND)
NO SCALE



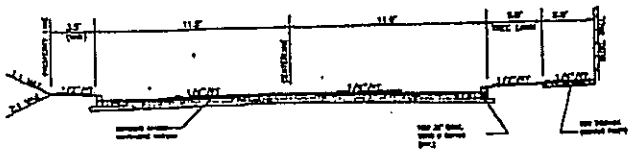
CONCORD AVE. ONE-WAY SECTION (ANGLE PARKING)
NO SCALE



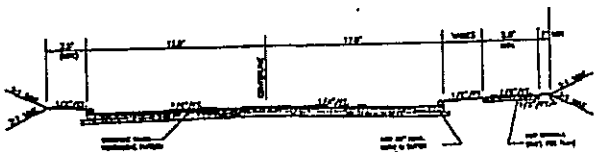
CONCORD AVE. TWO-WAY SECTION (ANGLE PARKING)
NO SCALE



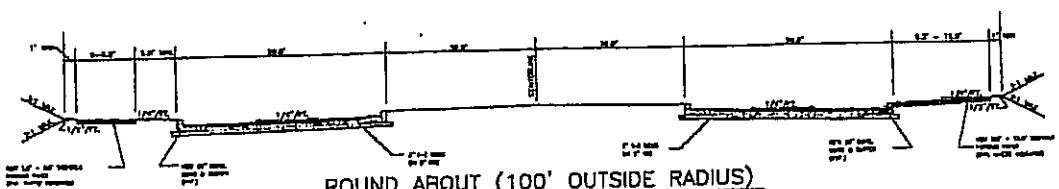
CONCORD AVE. ONE-WAY SECTION (ISLAND)
NO SCALE



CORDIAL DR. SECTION (22' B/B)
NO SCALE



STANHOPE AVE. SECTION (24' B/B)
NO SCALE



ROUND ABOUT (100' OUTSIDE RADIUS)
NO SCALE

1111 Oberlin Road
Raleigh, NC 27605
tel. 919.833.5995
fax. 919.833.5994
www.stimpsondesign.com

MASTER PLAN
STANHOPE CENTER
STANHOPE AVE. AND HILLSBOROUGH STREET
RALEIGH, NORTH CAROLINA

DWG BY: MCR
CHK BY: TJG

ISSUED:
19 AUG 02
△2 OCT 02

DETAIL SHEET

DR. CHKD. VVSHV

MP
6

Part 30 Stanhope Village Small Area Plan

GOAL

The plan area lies on the south side of Hillsborough Street between Dan Allen Drive on the east and the Progress Energy facility to the west. The southern boundary is the railroad corridor and the northern boundary is Hillsborough Street. The area has significant redevelopment potential and the main goal of the plan is to provide a consensus framework for a compact, diverse, and pedestrian-oriented urban redevelopment – meeting the needs of the adjacent stakeholders, strengthening the surrounding communities, and addressing municipal goals for more sustainable patterns of growth.

RECOMMENDATIONS

Land Use and Zoning
The area should develop with a mix of land uses, with residential predominating. Neighborhood-oriented retail, such as a grocery store and/or pharmacy, is recommended along Hillsborough, with other retail, restaurant, and entertainment recommended along Hillsborough and Concord. Predominately residential uses are recommended for upper floors and the interior of the site. It is recommended that the Stanhope Neighborhood be rezoned to a non-industrial zoning classification in such a way as to minimize conflicts with other ongoing uses, including the existing communications tower. Historically significant buildings and districts should be preserved and rehabilitated.

Road Improvements
It is recommended that Concord Street be relocated slightly to the east and redesigned to facilitate its role as the central urban design feature of the area. Concord would continue southward, providing access to adjacent parking structures, and terminate at a roundabout with the eastern end of Stanhope Avenue. A service road would be located behind the buildings facing Hillsborough Street. The existing McKnight Street right of way would be abandoned. A second service road would be extended east from the Concord roundabout to connect with the Dan Allen parking deck access road, along the rail right of way.

Public Spaces
Concord Street would serve as the primary public space and entry feature for the area. This street would include on-street parking, areas for public seating and temporary events, such as markets or festivals. In addition, an open, pedestrian-oriented commons is recommended for the southeast portion of the plan area. This space would create a pedestrian link to NC State and the proposed Reynolds Coliseum TTA station.

Pedestrian & Bicycle Access
Pedestrian and bicycle access to and within the site is crucial to the implementation of this plan. New and existing streets should have narrow travel lanes, very low vehicular speeds and clear preference given to pedestrians at pedestrian/auto crossings. It is recommended that a strong connection be made to the east, to NC State's employment and educational centers and the TTA station to be located near Reynolds Coliseum. An eventual connection to the south, across the railroad corridor, is desirable. Likewise, pedestrian connections to the Stanhope neighborhood and along Hillsborough Street are very important. It is recommended that sidewalks along Stanhope Avenue and Rosemary Street be upgraded.

Parking

Provide as much on-street parking as possible, emphasizing angled or head-in parking for added capacity, convenience and traffic calming. Provide structured parking for most automobile storage, and wherever possible, wrap structured parking with active uses, especially at the street level. Restrict surface parking to small lots with minimum street frontage and screened from pedestrian view. Control parking with a combination of meters, patron parking passes and resident permit stickers along existing residential portions of Stanhope Avenue and Rosemary Street. Require development proposals to provide adequate parking including use of shared parking strategies to minimize neighborhood overflow parking. Commuter parking is strongly discouraged.

Urban Design

Buildings fronting Concord and the pedestrian commons should contain and terminate views within those spaces. Gaps between buildings and at intersecting streets should be handled so as to minimize or cut off extended views. The east end of the pedestrian commons should be enclosed to screen the existing parking decks beyond and to create a pedestrian gateway defining arrival and departure from Stanhope Village. This east end enclosure could be accomplished by either an arcaded building or possibly a tall evergreen hedge trimmed up to create a pedestrian-scaled passageway. The two views looking south down Concord Avenue and west across the pedestrian commons should be terminated by emphasized façade elements that are approximately on axis with those views. Theses two views should intersect at the Concord roundabout to make clear the organization and relationship of those spaces.

Develop Concord as an active pedestrian-oriented street with diverse retail, restaurant and entertainment uses on the ground floor and with mostly residential and some office uses above. Provide a multi-use zone between the travel lanes and the sidewalk that serves as convenience diagonal parking and can be incrementally converted into outdoor seating and dining or other periodic uses such as a street fair or a Saturday morning market. Options for distinguishing the character of the multi-use zone from normal street parking include:

- Placing the two rows of street canopy trees at the edge of the travel lanes rather than at the sidewalk.
- Providing a small curb (1" +/-) between the travel lanes and the multi use zones.
- Paving the multi-use zone with a contrasting material. See Concord Street details on 11-30.7.

At retail frontages provide sidewalks wide enough for outdoor seating and planters in addition to street trees. At ground level residential uses provide entry stoops and landscaped stoop yards fronting street. Provide balconies on upper levels of residential units. Along Hillsborough Street establish an identifiable and relatively continuous retail frontage, punctuated by focal point buildings and accessory plazas notched in at mid-block with pedestrian passageways to parking behind – perhaps at McKnight right-of way or at important intersections. In addition, it is recommended that applicable sections of the Urban design Guidelines be employed in developing projects for the Stanhope Village Area

Development Intensity & Associated Traffic Impacts

The Stanhope Village Site Plan and Stanhope Village Spreadsheet outline the recommended development intensities in terms of approximate building footprints and heights. The Spreadsheet provides an estimate of associated traffic impacts. It is strongly recommended that the traffic impact analyses for each rezoning in this area take into consideration:

- The projected traffic capacity and level-of-service for the reconstructed Hillsborough Street.
- The projected impact on those elements of other likely redevelopment projects in the vicinity.

Transition to Adjacent Neighborhood
It is recommended that redevelopment adjacent existing single family neighborhood along Stanhope Avenue and Rosemary Street provide for a transition in scale as shown in the Site Plan and as described in Urban Design Guidelines Section 2.3. Any parking structure in proximity to the existing neighborhood should be either wrapped by active uses or screened and detailed as described in Urban Design Guidelines Section 3.11. Parking deck openings visible from nearby occupied structures should contain elements such as louvers to block deck light and noise sources. Exterior lighting fixtures should be shielded so that direct illumination is contained on site. Vehicular access to structured parking from Stanhope and Rosemary should be minimized.

Development Phasing
In order to encourage completion of phased projects in accordance with this Small Area Plan, it is recommended that project infrastructure improvements including roads, streetscapes and other pedestrian and landscape elements be constructed in the initial project phase.

Stanhope Village Spreadsheet -Estimated Square Feet, Uses & Trip Calculations

Breakdown by Owner & Building (N=NCEC, H=H. Ventures, A= All Others)

	BLDG NAME	BLDG FOOTPRINT (SF)		Breakdown by ITE Categories																					
				220		220		493		565		710		814		831		832		850	
				% of flrs	Apts non-student	% of flrs	Apts student	% of flrs	Health Club	% of flrs	Daycare Center	% of flrs	General Office	% of flrs	Specialty Retail Center	% of flrs	Quality Restaurant	% of flrs	High Turnover / Sealed	% of flrs	Super-market
N1	new NCEC at Concord	23,091	1st	0	0	0	0	0	0	0	0	50	11,546	50	11,546	0	0	0	0	0	0
	Total # of Floors 4.5		Upper	50	40,409	0	0	0	0	0	0	50	40,409	0	0	0	0	0	0	0	0
N2	NCEC Addition	19,969	1st	0	0	0	0	0	0	0	0	0	0	100	19,969	0	0	0	0	0	0
	Total # of Floors 2.5		Upper	0	0	0	0	0	0	0	0	100	29,954	0	0	0	0	0	0	0	0
N3	NCEC Existing	13,497	1st	0	0	0	0	0	0	0	0	0	0	0	0	100	13,497	0	0	0	0
	Total # of Floors 2.0		Upper	0	0	0	0	0	0	0	0	100	13,497	0	0	0	0	0	0	0	0
H1	new at Concord & RR	11,057	1st	100	11,057	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors 2.5		Upper	100	16,586	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H2	UT2 student housing	24,679	1st	0	0	100	24,679	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors 6.5		Upper	0	0	100	135,735	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H3	new at neighborhood	7,263	1st	100	7,263	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors 2.5		Upper	100	10,895	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H4	new at Concord & law	22,940	1st	50	11,470	0	0	0	0	0	0	25	5,735	25	5,735	0	0	0	0	0	0
	Total # of Floors 4.5		Upper	100	80,290	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H5	Grocery block	44,914	1st	0	0	0	0	0	0	0	0	0	0	25	11,229	0	0	25	11,229	50	22,457
	Total # of Floors 2.5		Upper	50	33,686	0	0	50	33,686	0	0	0	0	0	0	0	0	0	0	0	0
H6	new Concord Parcel	7,546	1st	0	0	0	0	0	0	0	0	0	0	0	0	100	7,546	0	0	0	0
	Total # of Floors 2.5		Upper	0	0	0	0	0	0	0	0	0	0	0	0	100	11,319	0	0	0	0
A1	Sub Conscious	11,645	1st	0	0	0	0	0	0	0	0	0	0	50	5,823	0	0	50	5,823	0	0
	Total # of Floors 2.5		Upper	100	17,468	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A2	Readers Corner (2 bldg	4,985	1st	0	0	0	0	0	0	0	0	0	0	100	4,985	0	0	0	0	0	0
	Total # of Floors 1.0		Upper	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A3	Brewsy block	11,407	1st	0	0	0	0	0	0	0	0	0	0	50	5,704	0	0	50	5,704	0	0
	Total # of Floors 2.5		Upper	50	8,555	0	0	0	0	0	0	50	8,555	0	0	0	0	0	0	0	0
A4	Sakura block	6,903	1st	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	6,903	0	0
	Total # of Floors 2.5		Upper	100	10,355	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A5	NC State Rosemary	7,000	1st	0	0	0	0	0	0	100	7,000	0	0	0	0	0	0	0	0	0	0
	Total # of Floors 1.0		Upper	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	1st	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors 0.0		Upper	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	1st	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total # of Floors 0.0		Upper	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Row Totals																			
	SFTotals by ITE Category	708,282			248,032		160,414		33,686		7,000		109,898		64,899		32,362		29,658		22,457
	SF Percent by ITE Category				35%		23%		5%		1%		15%		9%		5%		4%		3%

Trip Reduction

Gross Stanhope ADT			18,294
Internal Capture 20%	20%	3,659	14,635
Pass-by 15%	15%	2,195	12,440
Net Stanhope ADT			12,440

Hillsborough Street Trips

Current Hillsborough St ADT			30,000
Regional Travel Demand	30%	9,000	21,000
New Hillsborough St. + Stanhope			33,440

Key Element

Within all Mixed-Use Centers, building heights should be greatest in the Core and should transition to lower heights outward from the Core to the boundary of the Mixed Use Center. Buildings at the Edge should be comparable in height and massing to the adjacent and nearby properties as well as the surrounding neighborhood. In general, housing densities should be highest within Centers, transitioning to progressively lower densities moving outwards from the Core to the Edge.

The graphic below depicts the appropriate transition from residential neighborhoods to the Mixed-Use Center. Notice how the detailing of the street becomes more formal and urban as you enter the Core. This transition can be accomplished using thoughtful architectural design, height, and massing. See Section 5.2 Elements of Architectural Compatibility.

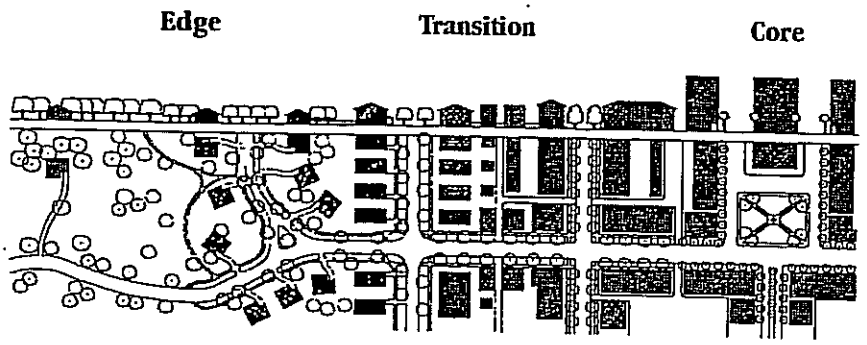


Diagram by Duany Plater-Zyberk & Co.

Neighborhood Center - 1/4 Mile — Distance from Core to Edge — *Village Center - 1/2 Mile*

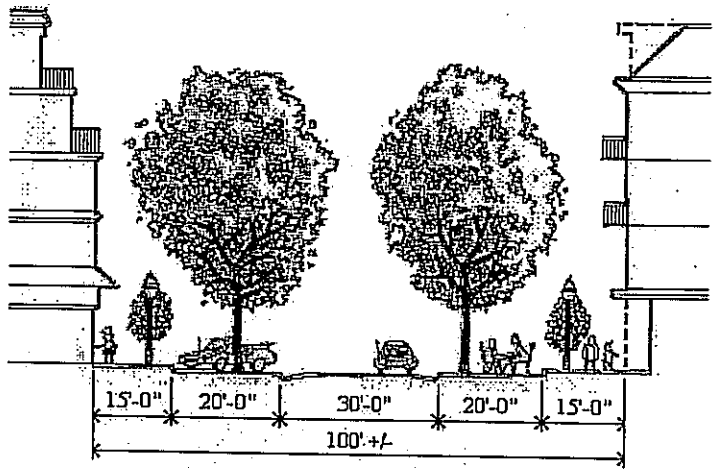
Development Intensity: *Less Intense* — *More Intense*

Building Height: *Shorter (1-2 Stories)* — *Taller (3-6 Stories)*

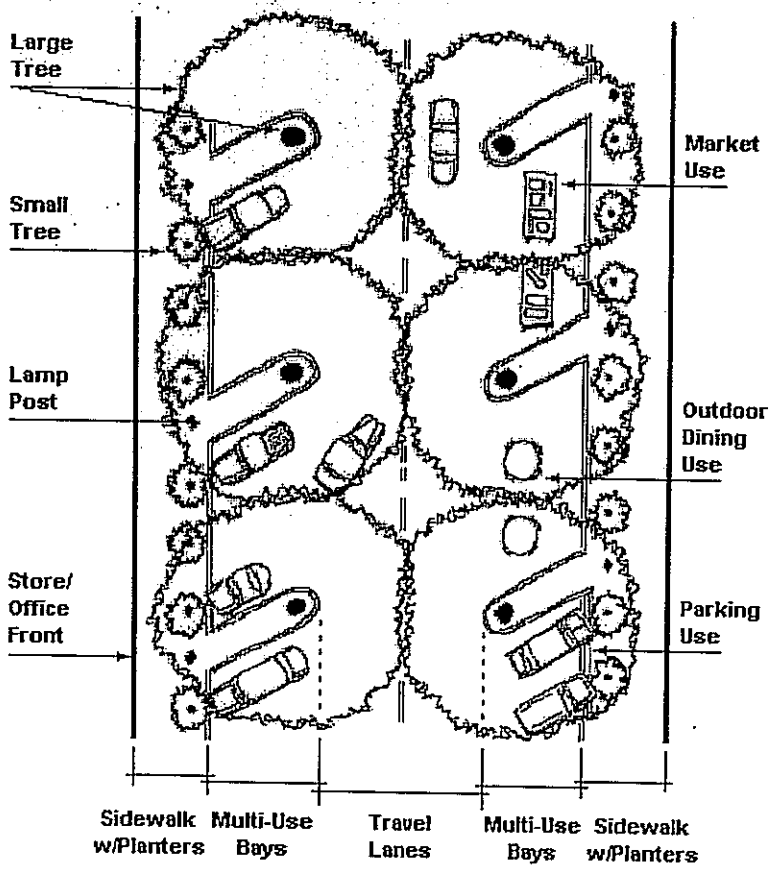
Guidelines

1. Higher intensity buildings should not cast a shadow line on surrounding neighborhoods. To avoid this, buildings could be stepped back on their upper stories or designed in such a manner as to allow sunlight to pass through certain portions of the building.
2. Well-designed, pedestrian-friendly buildings are much more effective at providing an appropriate transition along street frontages from the Mixed-Use Center to the surrounding neighborhoods than berms, fences, and walls.
3. Vegetative landscaping, walls, and fences should be provided around rear parking areas that abut residential development consistent with the City Code. Undisturbed natural areas that function as opaque screens are preferable to new plantings.

Concord Street - Section Detail



Concord Street - Plan Detail



November 14, 2002
ADOPTED: November 19, 2002

Stanhope Center

Pedestrian Business Overlay District

Streetscape and Parking Plan



Prepared by:

Integrated Design, PA

Stanhope Center
Pedestrian Business Overlay District
Streetscape and Parking Plan

Stanhope Center is a proposed mixed-use development with residential, retail, office and recreational. The 7.01 acre development is bounded by:

- Hillsborough Street (north)
- Concord Street (west)
- Norfolk-Southern Railroad (south)
- Friendly Drive (east).

Use of the Pedestrian Business Overlay District enhances the ability to create a vibrant streetscape that is unique to this development. The Stanhope Center Streetscape and Parking Plan proposes streetscape modifications to existing streets, new public streets, new private streets, and integrates amenities that improve pedestrian quality and experience.

The applicant may request of City Council that certain existing public rights-of-ways and streets become private. These are:

- Concord Street, from Hillsborough Street south to the proposed round
- Cordial Drive is proposed as a private street.

A request will be make to abandon McKnight Street. A right-of-way exchange will be requested to remove a portion of the right-of-way encircling the cul-de-sac on Friendly Drive for new right-of-way along the Friendly Drive extension.

Stanhope Avenue will remain a public street as well as the proposed extensions of Concord Street and Friendly Drive. (See MP-1 for limits of right-of-way).

Streetscape elements, as described in this report, will be part of both the public and private street networks. The private streets and associated streetscape elements and appurtenances and streetscape elements and appurtenances within public streets will be held and maintained by a not-for-profit Property Owners Association established for the Stanhope Center development.

See Master Plan drawings for layout and locations of streetscape and parking plan.

No parking reductions are being requested. On- and off-site parking, landscaping, buildings and/or signage will not be made to conform to the Stanhope Center Streetscape and Parking Plan until the section or phase of the Master Plan is developed as defined in the PDD Master Plan. The provisions of the PBOD shall not take effect until the section is developed.

Hillsborough Street Streetscape and Parking Plan

The mixed-use building, shown as Section C on the Master Plan, fronts onto the Hillsborough Street right-of-way. This building will have a maximum height of 40' and be three stories with ground level retail and apartments above.

Streetscape Elements

Streetscape elements are per the University Village Streetscape Plan, dated 1986, and include:

On-street Parking

On-street parallel parking spaces are planned for the Hillsborough Street frontage within the project limits and will comply with the City of Raleigh's design criteria for the proposed Hillsborough Street reconstruction plan.

Sidewalks

The minimum unobstructed sidewalk width along Hillsborough Street is eight (8) feet. Sidewalks of varying widths (minimum 8') extend from the back of curb to the proposed building fronts. Portions of the sidewalks will be beyond the Hillsborough Street right-of-way. Brick paving material for sidewalks will be equal to wire-cut Cherokee flash pavers per the University Village Streetscape Plan.

Signage and Canopies

Signage will be restricted to lettering displayed on the canopies or awnings, under-canopy signs and wall signs. No ground signs will be permitted.

Canopies and awning heights shall be a minimum of 9.0' above sidewalk grade. Canopies/awnings may or may not be backlit, may be retractable and will be made of canvass, vinyl or translucent materials. The colors will be compatible with the building materials and colors.

Under-canopy signs will be permitted for pedestrian identification of individual businesses. Under-canopy signs will be hung a minimum of 9.0', unobstructed, above the grade of the sidewalk, will not exceed a height of 12" and not exceed the width of the canopy.

Walls signs will be permitted. Total maximum wall sign area per establishment is two (2) square feet per linear foot of the side of the building facing any street or common area. Area of copy (height x length) of a wall sign will not exceed 75% of the total sign area.

Canopies/awnings and under-canopy signs, which extend into public rights-of-way, will require an encroachment permit from the City of Raleigh.

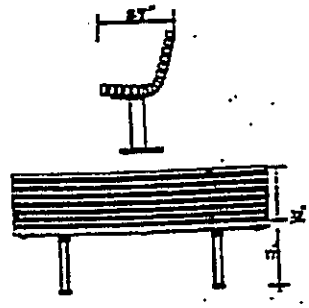
Street Trees

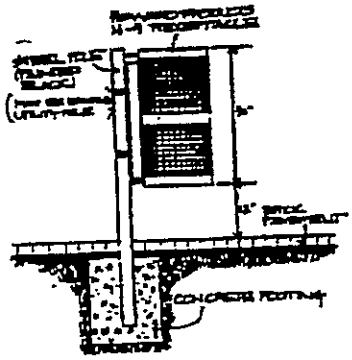
European Hornbeam is the recommended specie for street tree plantings. Trees will be planted at 2-1/2" – 3-1/2" caliper (measured 6" above grade). If overhead power lines are placed underground, as part of the Hillsborough Street Improvement Project, and before the trees are installed, the hornbeam may be substituted with Shumard Oak of a 3"-4" caliper.

Street trees will be installed at a rate of 1 tree per 50 lf of roadway frontage. Tree grates and guards for the street trees will be installed per the University Village Streetscape Plan.

Street Furniture

Benches will be provided at a minimum rate of 1/200 LF of sidewalk. The bench style will be compatible with Woodplay, Inc., Woodcrafters of Florida, or other manufacturers of similar style pieces. Benches will be per the University Village Streetscape Plan.





Trash receptacles will be placed proximate to the bench locations. Receptacle style will be compatible with Howard Products, or other manufacturers of similar style pieces. Receptacles will appear per the University Village Streetscape Plan.

Bike racks will be provided at a rate of 1/20 on- and off-street parking spaces fronting Hillsborough Street within the Overlay District. Bike racks will be bollard style, per Stanhope Center Streetscape and Parking Plan, and accommodate two bicycles per bollard. Bike rack distribution will not be greater than 1 bike rack per 200 LF.

Lighting

Light pole design, height and luminaries will be similar to the Western Lighting Standards fixtures approved for the University Village Streetscape Plan.

Streetscape Maintenance

The city will maintain the following streetscape elements:

- Curb and gutter
- Street paving
- Crosswalk striping and signals
- Bus stops
- On-street parking space striping
- Parking meters
- Street lights

A not-for-profit Property Owners Association established for the Stanhope Center development will maintain:

- Street trees, tree grates, and tree guards
- Trash receptacles
- Specialty lighting and lighting attached to buildings
- Benches.
- Encroachments within public right-of-way
- Sidewalks
- Awnings and canopies
- Bike racks
- Bollards

Individual businesses will maintain business signs.

Stanhope Center Streetscape and Parking Plan

The streetscape plan for Stanhope Village is intended to evoke the industrial past. Streets within the Overlay District and subject to the Streetscape and Parking Plan are:

- Concord Street
- Stanhope Avenue
- Friendly Drive
- Cordial Drive

Elements of the streetscape are explained and then street areas described for application. Actual manufacturer specifications will be submitted prior to final review and approval.



Sidewalks and Pedestrian Areas

Sidewalks intentionally vary in width and are a minimum of 5' wide. Specific minimum widths are noted per road section later in this report. The width variations define the pedestrian space. Functional pedestrian ways are narrower. Areas intended for pedestrian interaction are wider to facilitate this interaction.

A porous concrete interlocking paver, or similar paving material, is used for the sidewalk surface. Since sidewalk areas cover a significant area within the project, these pavers were chosen to address water quality and reduce development runoff. Color selection will be compatible with the color of the proposed buildings and street pavers.

Pavement pattern will be running bond. A standard paver course will be used against building wall and curb. A double row of porous pavers in a color contrasting with both sidewalk and street will be used to mark both on- and off-street parking spaces. Edge restraints will be used in open space areas where no building or curb is present.

The running bond pattern permits a simple dovetail with the herringbone pattern of the street and parking areas.

Interlocking concrete porous pavers will be similar to Belgard Drainstone paver.

Street Pavement



Interlocking concrete pavers will be used for travel lanes and parking bays. The pavers will be arranged in a herringbone pattern for greater strength of the interlocking capabilities. The color selected will be compatible with, yet distinct from the sidewalk pavers.

The color differences between sidewalk and street is planned to define traffic and pedestrian zones.

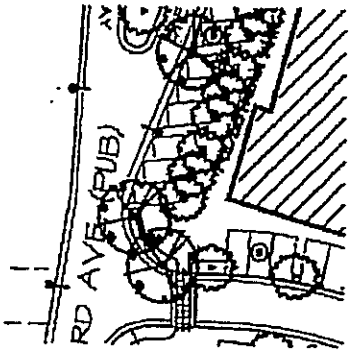
Interlocking concrete pavers will be similar to Belgard Holland Stone paver. All alternate pavement systems require approval by the City of Raleigh Transportation Director prior to installation.

Parking Areas

Parking may be provided as on-street, off-street and in a parking deck. The on-street and off-street parking may adjoin a private street or a public street as shown on the Master Plan drawings. Parking spaces shown on the Master Plan, as on-street public parking are illustrative. It is recognized that the Raleigh City Council approves the use of on-street public parking.

On-street Parking

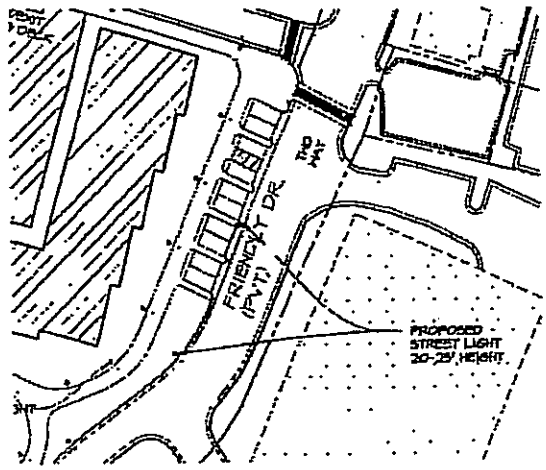
Parking bays will be flush to the sidewalk, enabling a multiple use of the bays for activities other than parking.



The spaces are clustered with a four-foot wide island separating the clusters. Each island is punctuated with a street tree or street light, defining the separation of the travel lane and parking bay. A three (3) foot concrete band, paralleling the travel lanes, is used to define the parking edge.

The on-street parking surface will be interlocking concrete pavers similar to Belgard Holland Stone paver, arranged in a herringbone pattern. The color and size of the pavers are the same as used for the street pavement. An alternate color will be used to "stripe" off-street parking spaces, as described under Sidewalks.

Off-street Parking



Off-street parking is provided along remaining streets within the development. Parking spaces are perpendicular to the travel lanes and configurations vary, depending on the orientation of the street use. The spaces are clustered and a four-foot wide island separates clusters. Each island is punctuated with a street tree or light pole defining the separation of the travel lane and parking bay.

All off-street parking surfaces, except for those located within the parking deck, will be interlocking concrete pavers similar to a Belgard Holland Stone paver, arranged in a herringbone pattern. The color and size of the pavers are the same as used for the street pavement. An alternate color will be used to "stripe" off-street parking spaces.

Signage and Canopies

Signage will be restricted to lettering displayed on the canopies or awnings, under-canopy signs and wall signs. No ground signs will be permitted.

Canopies and awning heights shall be a minimum of 9.0' above sidewalk grade. Canopies/awnings may or may not be backlit, may be retractable and will be made of canvass, vinyl or translucent materials. The colors will be compatible with the building materials and colors.

Under-canopy signs will be permitted for pedestrian identification of individual businesses. Under-canopy signs will be hung a minimum of 9.0', unobstructed, above the grade of the sidewalk, will not exceed a height of 12" and not exceed the width of the canopy.

Walls signs will be permitted. Total maximum wall sign area per establishment is two (2) square feet per linear foot of the side of the building facing any street or common area. Area of copy (height x length) of a wall sign will not exceed 75% of the total sign area.

Canopies/awnings and under-canopy signs, which extend into public rights-of-way, will require an encroachment permit from the City of Raleigh.

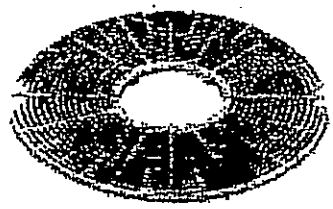
Street Signs

Street signage will consist of standard City of Raleigh street sign fastened to a 4-mil powder coated (dark green) aluminum tube post. The property owners association will maintain street signs and mounting poles.

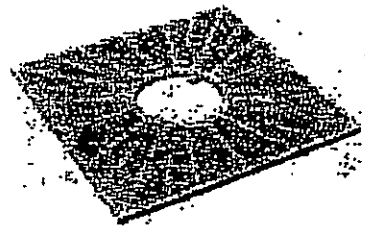
Street Trees

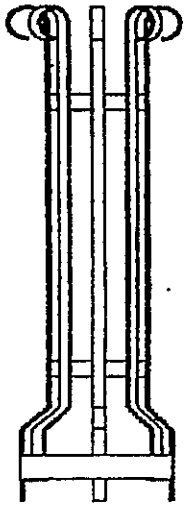
Shumard Oaks are the recommended street tree. Trees will be planted at a minimum 3"-4" caliper measured at 6" above grade. Street trees will be planted at a minimum of 1 per 50 LF of roadway.

Flowering tree varieties include Crape Myrtle, Savannah Holly and Goldenrain Tree. Flowering trees will define limits of parking, frame sidewalk and create a pedestrian scale to the upper canopy of the landscape. Flowering trees will be planted at 2" caliper, as measured 6" above grade, or as multi-trunk, per species. Flowering trees will be planted at a minimum of 1 per 50 LF of roadway.



Tree grates will be either 48" circular or square, with 16" diameter expandable tree opening and ¼' slot openings, similar to Neenah Foundry Company. Configuration is determined by location within the Stanhope Center Streetscape and Parking Plan. Tree grates will be painted a dark green color.

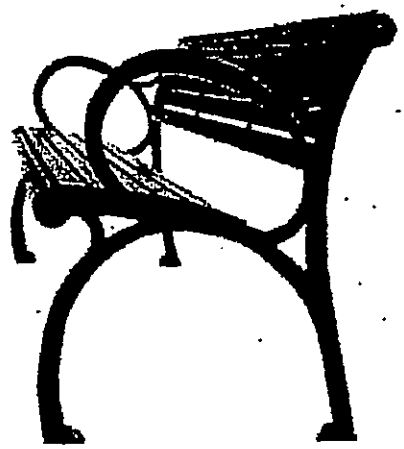




Tree guards will be installed and used n conjunction with tree grates. Tree guards will similar to Canterbury International, be fabricated in steel and be painted a dark green to match the tree grate.

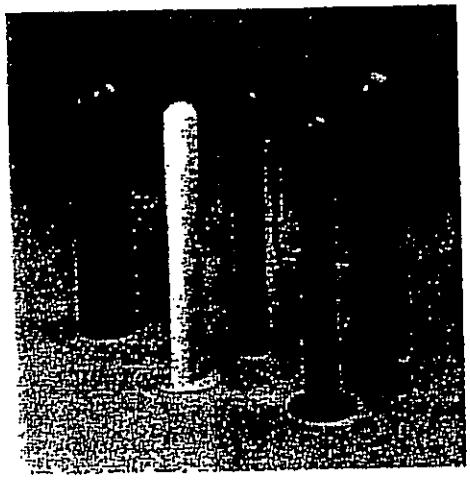
Tree grates and tree guards will be limited to tree plantings within the pedestrian way, along sidewalks and streets.

Benches will be provided at a rate of 1/200 LF sidewalk.



Benches, similar to the Planwell by Landscape Forms, will be surface mounted, 48" long with wood seat. Metal parts will be finished with powder coat in a dark green matte finish, similar to tree grates, tree guards, bollards, bike racks and light poles.

Bicycle storage includes a secured area within the parking deck and surface mounted bicycle racks.



Bicycle racks that are surface mounted will be provided at a rate of 1/20 parking spaces required for the non-residential uses within the Overlay District. Bike racks will be similar to XX and be placed within parking islands, and open space areas.

Bollards will be surface mounted and will be used to define pedestrian crossings.

Standard bike rack/bollard height is 36". Bollards/bike racks will be similar to Creative Pipe Inc. Bollard/Bike rack. Material is Schedule 40 round steel pipe, hot-dipped galvanized, powder coated. Color will be a similar dark green color to benches, light poles, tree grates and tree guards. Bike rack/bollards are surface mounted.

Trash receptacles will be located near seating. Trash receptacles will be similar to the standard receptacle designated for the University Village Streetscape Plan

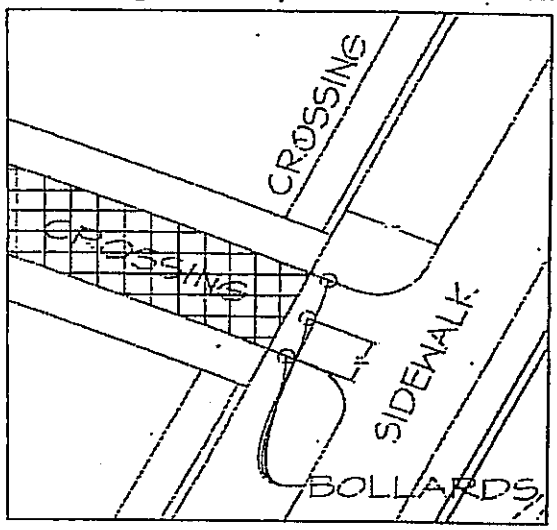
Lighting



Light fixtures will be similar to the W. J. Whatley Inc. Park Model gooseneck style, 100w-250w, either M.H. or M.V, depending on location, height of pole and lumen requirements. All lighting will conform to local codes and ordinances.

Street lighting will utilize a 20-25' pole, plus height of the luminaries. Pedestrian lighting will utilize a 12-16' pole, plus height of the luminaries. Pole finishes will be powder coated and be a similar dark green color to benches, bike racks/bollards, tree grates and tree guards.

Pedestrian street crossings will be flush with the sidewalk. Crosswalks will be interlocking concrete pavers similar in color to the sidewalk material. Street crossings will be 6' wide flanked by a 2" concrete bevel on either side to transition the walkway to street elevation. **Bollards** will be placed at the beginning and end of the crossing to alert the pedestrian to a potential conflict.



SKETCH 2

Pedestrian crossings and intersections will meet the MUTCD standards for reflectivity.

Utility lines will be located underground.

Streetscape Maintenance

The city will maintain the following streetscape elements within public rights-of-way:

- Curb and gutter
- Crosswalk reflective striping
- Mechanized crossing signals
- Bus stops
- Parking meters
- Street lighting

A not-for-profit Property Owners Association established for the Stanhope Center development will maintain the following:

Within public right-of-way:

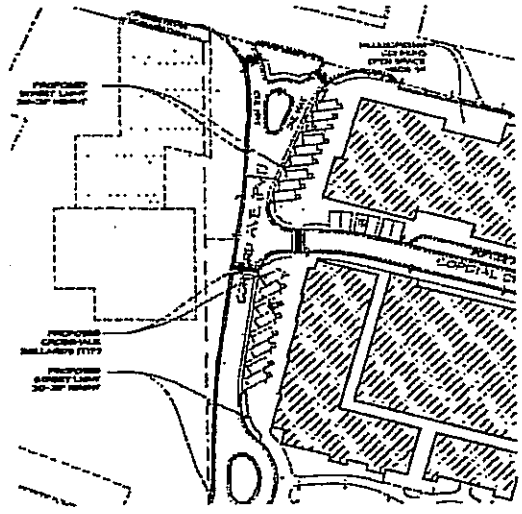
- Street pavement
- Street trees, tree grates, tree guards
- Trash receptacles
- Benches.
- Sidewalks
- Street signage
- Awnings and canopies
- Bike racks and bollards
- Encroachments

Within private streets (all items including the following):

- Curb and gutter and street pav't
- Street trees, grates and guards
- Trash receptacles
- Street lighting, specialty lighting and lighting attached to buildings
- Benches
- Sidewalks
- Street signage
- Bike racks and bollards
- Awnings and canopies

Stanhope Center Streetscape and Parking Plan Areas

Concord Street, the "Main Street" of Stanhope Village



Two-blocks long, Concord Street will remain a public right-of-way and have a 24' back-to-back pavement width. 4' wide tree islands will separate angled on-street parking bays. Parking bays and islands will be within the public right-of-way. Sidewalks will be an average of 15' wide. Streetscape elements will be constructed along the east side.

Initially, buildings will only front the east side of Concord Street and parking and sidewalks may only be installed on the east side. The Stanhope Village Small Area Plan anticipates mixed-use buildings fronting both sides of Concord Street, completing the streetscape envelope, if participation by the property owner to the west is available.

Section C will front the east side of Concord Street. This building will be mixed-use with ground floor retail and apartments above. The building will be a maximum of 40' tall and have three stories. The building will be constructed to the edge of the 15' wide sidewalk with windows and shop fronts facing onto Concord Street (see Hillsborough Commons for description of Hillsborough Street frontage).

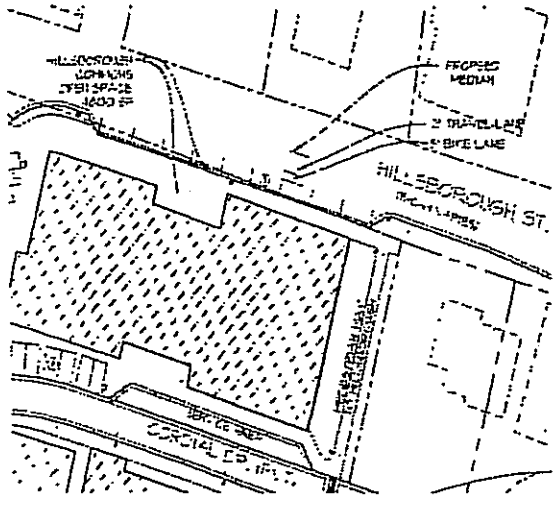
Section B will front the east side of Concord Street. This building will be mixed-use with ground floor retail/office uses fronting Concord Street. The building will have a maximum height of 70' and be five stories. The building will be constructed to the edge of the 15' sidewalk with ground level retail/office uses opening directly onto Concord Street. Apartments will be located on the upper floors. This building is part of a building wrap that surrounds an eight story parking deck. The parking deck will not exceed 70 feet with the possible exceptions of the elevator penthouse; stair enclosures and lighting that will be directed down or away from Stanhope Avenue.

The commercial segment of Concord Street terminates at a round about. This project will construct a modified round about forming a focal point for the termination of the commercial segment of Concord Street.

The streetscape for Concord Street includes the following elements:

- Porous interlocking concrete pavers for sidewalks; average 15' wide between parking and building fronts
- Interlocking concrete pavers for travel lanes and on-street parking; herringbone pattern
- Angled on-street parking bays
- Street level canopies and awnings; heights shall be a minimum of 8.0' above sidewalks; require encroachment permit from the City of Raleigh if Concord Street is dedicate right-of-way
- Benches at a ratio of 1/200 LF
- Street trees with tree grates and guards; require planting permit from the City of Raleigh Forester if Concord Street is dedicate right-of-way
- Flowering trees with tree grates and guards; require planting permit from the City of Raleigh Forester if Concord Street is dedicate right-of-way
- Bicycle racks at a ratio of 1/20 car parking required for retail contained in Building C and ½ retail space contained in Building B
- Trash receptacles at bench locations
- Bollards at street crossing locations
- Pedestrian street crossings at grade to the adjoining sidewalks
- Utility lines located underground

Hillsborough Commons



Hillsborough Commons is that portion of private open space on the north side of Section C adjacent to the Hillsborough Street right-of-way, and the east end of Section C. The area east of Section C connects Hillsborough Street with the proposed parking deck to the south (Section B). The connector area also serves as a utility corridor.

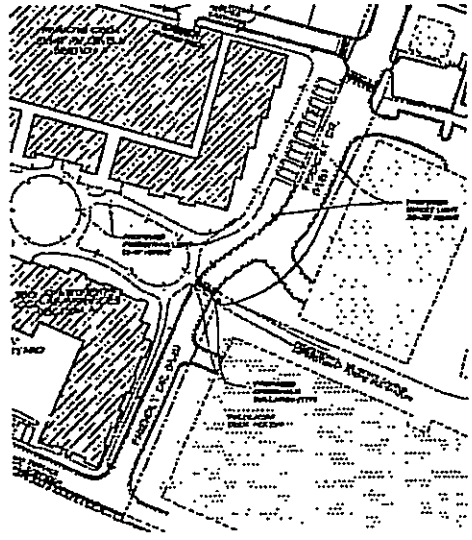
Streetscape elements within the private sector of Hillsborough Commons include:

- Brick paving material for sidewalks adjacent to the Hillsborough Street right-of-way will be equal to wire-cut Cherokee flash pavers per the University Village Streetscape Plan. This sidewalk will vary in width from 8' to 28'.
- Interlocking concrete porous paver sidewalk along the east end of Section C; 8' minimum width

- Flowering tree plantings, tree grates and guards along the east end of Section C
- Street tree plantings, tree grates and guards along the Hillsborough frontage (See Hillsborough Streetscape and Parking Plan)
- Pedestrian scale lighting along the east end of Section C
- Street lighting along Hillsborough Street (See Hillsborough Streetscape and Parking Plan)
- Benches at a ratio of 1/200 LF of sidewalk along the east end of Section C
- Bike racks at 1 per 20 car parking required for Building C, less already provided on Hillsborough Street
- Trash receptacles; one per Hillsborough frontage (Hillsborough Streetscape and Parking Plan) and one per the east end of Section C
- Pedestrian street crossings at grade to the adjoining sidewalks
- Bollards at street crossing locations

Friendly Drive

Friendly Drive forms the eastern boundary of the development. The proposed parking deck on Cordial Drive is accessible to Friendly Drive.



Friendly Drive is currently signalized at the intersection with Hillsborough Street. Redevelopment plans for Hillsborough Street indicate a full round about proposed at this same location.

Friendly Drive is the auto-oriented street within the development. Serving a utilitarian purpose, Friendly Drive allows both cars and delivery vehicles to access the development without creating pedestrian conflicts. The University Tower and Dan Allen parking decks are accessed from Friendly Drive.

Friendly Drive will maintain the current 41' back-to-back pavement width from the intersection with Cordial Drive to the intersection with the access from the University Tower parking deck. At this point, the roadway width will transition to a 24' back-to-back pavement section at the north side of the pedestrian crossing. Paving material will change from asphalt pavement to interlocking concrete block pavers south of the pedestrian crossing adjacent to the Dan Allen parking deck.

Friendly Drive then extends southward to the proposed intersection with the Concord Street extension

Friendly Drive will remain a public road for the entire length. A request will be made to City Council to do a right-of-way exchange that will eliminate the portion of existing

right-of-way encompassing the Friendly Drive cul-de-sac for a right-of-way extension along the extension of Friendly Drive.

The proposed right-of-way will extend 5' beyond the back of curb for new roadway sections.

Right-of-way width along existing sections of roadway will vary from a minimum of 5' beyond back of curb to 5' beyond off-street parking spaces (west side of Friendly Drive) and current right-of-way locations (east side of Friendly Drive).

Sidewalks, with a minimum width of 5', are proposed along the west side of Friendly Drive. No sidewalks are anticipated along the east side of Friendly Drive. The University Tower parking deck and the Dan Allan parking deck borders the east side of Friendly Drive.

Streetscape elements for Friendly Drive include:

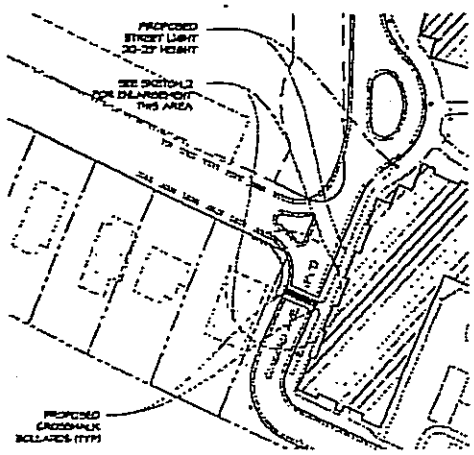
- Street tree plantings, grates and guards
- Flowering tree plantings, grates and guards
- Street lighting
- Benches at a ratio of 1/200 LF sidewalk
- Interlocking concrete porous paver sidewalk: 5' minimum width
- Pedestrian street crossings at grade to the adjoining sidewalks
- Bike racks provided at 1 per 20 car parking required for ½ the retail contained in Building B and Building A
- Bollards at street crossing locations
- Perpendicular off-street parking within the 41' back-to-back section, to be included with the right-of-way for Friendly Drive

Any plantings within the right-of-way will require a permit from the City of Raleigh Forester.

Concord Street extension

Concord Street will be extended southward from the roundabout then easterly along the southern boundary to connect with the Friendly Drive extension. Concord Street will be a public right-of-way through this section.

The Concord Street extension provides service vehicle access to Building A and an alternate vehicular access from Stanhope Village to the NC State Campus.



Sidewalks, with a minimum width of 5', are proposed along the east and north sides of Concord Street extension. The south side is adjacent to the Norfolk-Southern Railroad, and no sidewalk is anticipated.

Streetscape elements include:

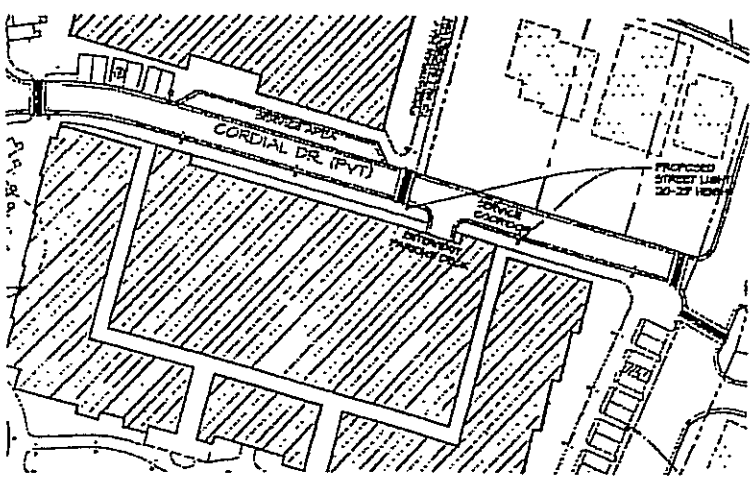
- Interlocking concrete pavers for travel lanes and on-street parking; herringbone pattern
- Perpendicular off-street parking
- Street trees, grates and guards
- Flowering trees, grates and guards
- Street lighting
- Porous interlocking concrete pavers for the sidewalk; 5' minimum width
- Pedestrian street crossings are at grade to the adjoining sidewalks
- Bollards at street crossing locations
- Bike racks provided at 1 per 20 car parking required for retail within Building A

Any plantings within the right-of-way will require a permit from the City of Raleigh Forester.

Cordial Drive

Cordial Drive, which connects Friendly Drive to Concord Street, provides access to the parking deck and functions as a service corridor to the bordering retail spaces. This road is proposed as a private street.

The majority of residential and retail parking will be contained in a multi-level (8 story) parking deck. The deck is within 200' of the buildings it is intended to serve. The deck is accessed from Cordial Drive.



A five-story building will wrap three sides of the parking deck. This wrap will front on Concord Street (see Concord Street), Stanhope Commons open space and Friendly Drive (see Friendly Drive).

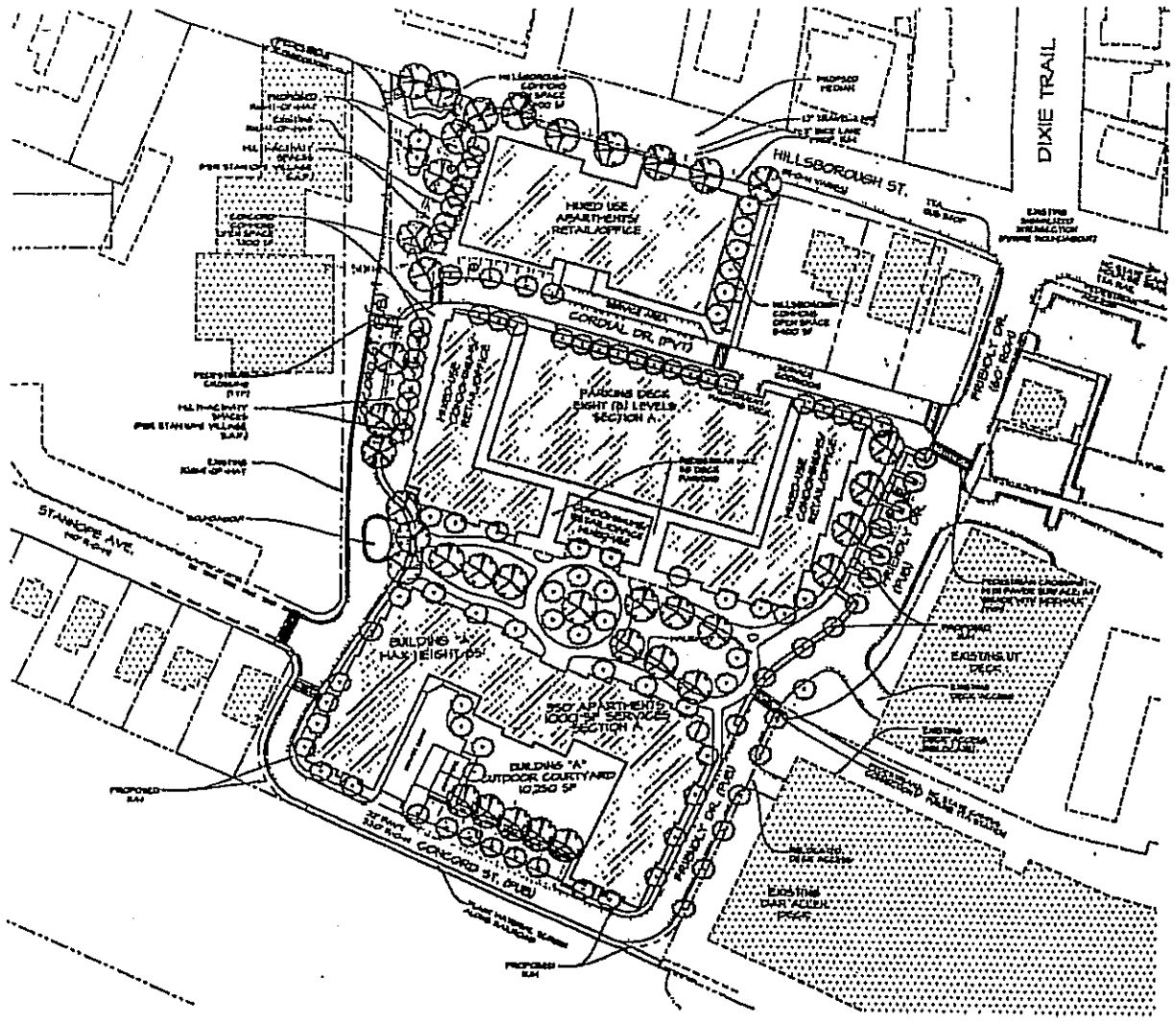
An 8' wide sidewalk is planned for the full length of the south side of Cordial Drive. A

portion of the north side of Cordial Drive is not within the project area and no sidewalks will be constructed in this area. The pedestrian access from the proposed parking deck to Hillsborough Street (Hillsborough Commons) is accessed from Cordial Drive.

Streetscape elements include:

- Interlocking concrete porous pavement sidewalk (min. 8' wide)
- Street lighting
- Sidewalk trees, grates and guards
- Pedestrian street crossings at grade to the adjoining sidewalks
- Bollards at street crossing locations
- Bike storage within the parking deck
- Perpendicular off-street parking

The attached are the Landscape Master Plan (MP-3) and Streetscape Plan (MP-3A).



SITE LIGHTING:
STREET LIGHTING-30'-31' HT., POLE MTD
PEDESTRIAN LIGHTING-(3-16' HT., POLE MTD
FUTURE 16 GOOSENECK STYLE FIXTURE WITH POLE ARM FOR BANNERS
SEE STREETSCAPE AND PARKING PLAN

SIDEWALKS:
INTERLOCKING CONCRETE PERVIOUS PAVER, OR SIMILAR MATERIAL;
CROSS WALKS AT-GRADE TO SIDEWALK INTERLOCKING CONCRETE PAVER

TRANSIT STOP:
TTA BUS STOP ON HILLSBOROUGH ST.; FUTURE TTA STATION 1/2 MILE EAST

ON-STREET PARKING/MULTI-PURPOSE AREAS:
ON- AND OFF-STREET PARKING SPACES PROVIDED FOR RETAIL BUSINESSES
ON-STREET SPACES ON CONCORD AVE. TO BE AT GRADE TO SIDEWALK; ACCESSIBLE
CONCORD AVE ON-STREET PARKING SPACES TO BE AVAILABLE FOR MULTIPLE USES.

LANDSCAPING:
STREET TREES SHALL ALONG HILLSBOROUGH TO COMPLY WITH UNIVERSITY VILLAGE STREETSCAPE PLAN.
STREET TREES ALONG CONCORD AND WITHIN OPEN SPACES TO BE PLANTED AT RATE OF 1/2 LF OF ROAD FRONTAGE
FLOWERING TREES ALONG SERVICE CORRIDORS, PEDESTRIAN CORRIDORS TO BE PLANTED AT 1/2 LF OF ROAD FRONTAGE
SHRUB AND FOUNDATION PLANTINGS PER ELEVATION

STREET FURNITURE:
INCLUDES, BUT NOT LIMITED TO BENCHES, TRASH RECEPTICLES, TREE GUARDS AND GRATES, BIKE RACKS, AND BOLLARDS.

COMMON AREAS:
STANHOPE COMMONS - OUTDOOR OPEN SPACE, INFORMAL, FOR RESIDENT USE. PEDESTRIAN TERMINAL OF CAMPUS MALL
FRIENDLY CONCORD - OPEN SPACE TO BUFFER PROBOLT DR. AND FUTURE MIXED USE
CONCORD COMMONS - OPEN SPACE FOR USE WITH BUSINESSES, WIDE SIDEWALKS, OUTDOOR SEATING, ACTIVITIES, ETC.
BUILDING 'A' COURTYARD AREA - OUTDOOR AREA FOR BUILDING "A", INCLUDES POOL, VOLLEYBALL
HILLSBOROUGH CROSSING - UNIVERSITY VILLAGE STREETSCAPE TREATMENT, PEDESTRIAN WAY FROM PARKING DECK TO HILLSBOROUGH PER STREETSCAPE AND PARKING PLAN

SCREENING:
PLANT MATERIAL SCREEN ADJACENT TO RAILROAD RIGHT-OF-WAY, ADJACENT TO OFF-STREET PARKING, BUILDING A

STREET TREE (TYP)

FLOWERING TREE (TYP)

NORTH

CONCEPT MASTER PLAN LANDSCAPE PLAN

SCALE: 1" = 50'

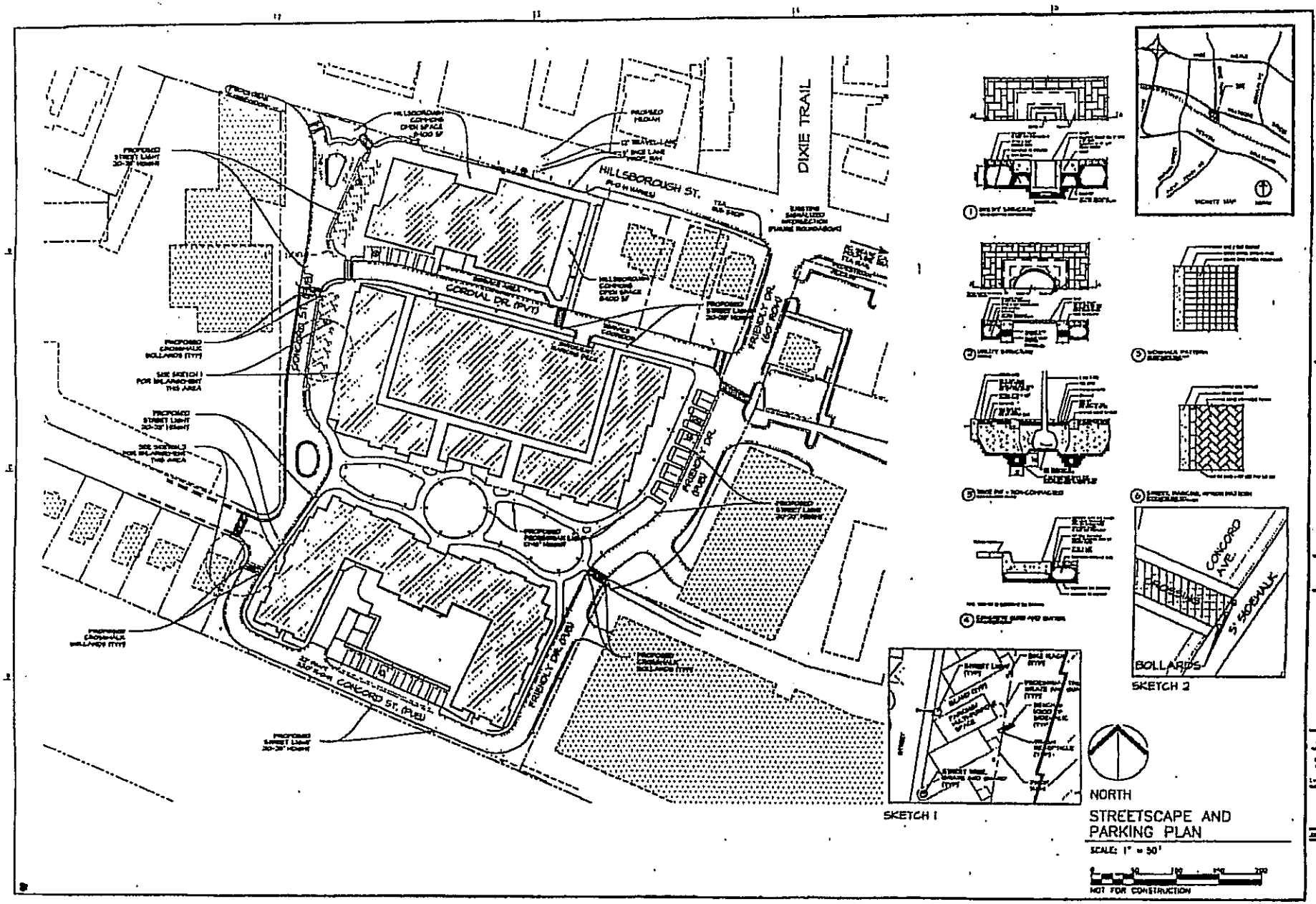
NOT FOR CONSTRUCTION

MASTER PLAN
STANHOPE CENTER
STANHOPE AVE. AND HILLSBOROUGH STREET
RALEIGH, NORTH CAROLINA

ISSUED:
21 JUN 02
REVISED:
16 AUG 02
11 SEPT 02
18 SEP 02
2 OCT 02
14 OCT 02
24 OCT 02
12 NOV 02
14 NOV 02

LANDSCAPE PLAN

MP 3


DIXIE TRAIL
HILLSBOROUGH ST.
CORDIAL DR. (PVT.)
PARKWAY DR. (PVT.)
CONCORD ST. (PUB.)
SKETCH 1
SKETCH 2
CONCORD AVE.
5' SIDEWALK
BOLLARDS
NORTH
STREETSCAPE AND PARKING PLAN
SCALE: 1" = 50'
NOT FOR CONSTRUCTION
STANHOPE CENTER
STANHOPE AVE AND HILLSBOROUGH STREET
RALEIGH, NORTH CAROLINA
MASTER PLAN
MP 3A