ORDINANCE (2003) 444 ZC 536
Effective: 5/6/03

Z-17-03 (MP-4-02)(SSP-1-03) Creedmoor Road and Crabtree Valley Avenue, southeast quadrant, being Wake County PIN's 0796.18-31-4150 and 0796.18-30-8642. Approximately 10.927 acres rezoned to Shopping Center with Planned Development Conditional Use Overlay District and Pedestrian Business Overlay District in accordance with the Master Plan document dated April 15, 2003, and the Streetscape and Parking Plan dated April 14, 2003.

REVISED: APRIL 15, 2003
Z-17-03/MP-4-02

MASTER PLAN

THE PROMENADE AT CRABTREE

MIXED-USE DEVELOPMENT
PROPOSED PLANNED DEVELOPMENT DISTRICT

10.927 ACRES
CRABTREE VALLEY AVENUE AT CREEDMOOR ROAD

OWNER AND DEVELOPER:

CRABTREE AVENUE INVESTMENT GROUP, LLC.

CONSULTANTS:

Lacy H. Reaves – Attorney

Rivers & Associates, Inc.– Land Planners

Strahan Associates - Architects

CH Engineers, Inc. – Transportation and Civil Engineers

0102092.08
LIB: RA

I. INTRODUCTION

This document and the accompanying exhibits (collectively, the "Master Plan") are provided pursuant to provisions of the Raleigh City Code (the "Code") dealing with the Pedestrian Business and Planned Development Overlay Districts for The Promenade at Crabtree (the "Development"), a mixed-use development proposed by Crabtree Avenue Investment Group, LLC (the "Developer"), a group of Raleigh-based builders, designers and developers. The Development will be a pedestrian-oriented, urban development with complementary residential, recreation, office, and commercial land uses (as those terms are utilized in Section 10-2071 of the Code) at densities appropriate to the location of the Development, the nature of adjoining land uses, and the City's investment in existing infrastructure. The commercial classification of land uses is generally referred to as "retail" development.

II. LOCATION AND CONTEXT

The Master Plan for the Development deals with approximately 10.927 acres southwest of Crabtree Valley Avenue and east of Creedmoor Road (the "Property") near the intersection of the two roads. The Property is currently the site of Kidd's Hill Shopping Center and a Pizza Hut Restaurant, but does not include the parcel upon which is located the Steak and Ale Restaurant. Parcels comprising the Property will be recombined and a recombination plat will be submitted at the time of construction drawing submittal and recorded prior to permit issuance. Similarly, demolition plans and permit application will also be submitted at the time of construction drawing submittal The Property is within the Crabtree Valley City Focus, which was the subject of the recently approved Crabtree Small Area Plan. Crabtree Valley Mall (the "Mall") is

located immediately to the northeast of the Property and currently has access to the Property via a vehicular and pedestrian bridge constructed over Crabtree Valley Avenue and linking the two developments at the western end of the Property.

III. THE DEVELOPMENT CONCEPT

For purposes of the Master Plan, there will be a maximum of two (2) buildings located on the Property, which are referred to hereafter as Buildings 1 and 2 (hereinafter individually referred to as "Building" and collectively, as "Buildings"). Each will be served by an underground parking deck containing in excess of one thousand five hundred parking spaces. The deck will be constructed with alcoves along Crabtree Valley Avenue which will be made available to artists and crafts people for the display and sale of arts and crafts. Exhibit MP-1 submitted herewith depicts the Property and the conceptual configuration of improvements to be constructed thereon. Entrances to the parking deck are shown on Exhibit MP-1 and shall not exceed the number of three (3). There is also attached hereto MP-2 Exhibits dated March 20, 2003. The Development will have the layout, massing, and design depicted in the renderings submitted with this plan.

The maximum and minimum numbers of dwelling units for the Development shall be six hundred (600) and three hundred (300) units, respectively. The foregoing notwithstanding, the stated maximum of dwelling units for the entire Development may be exceeded if the amount of commercial and/or office square footage is reduced below the maximum square footage provided in Section IV below by an amount which would ensure that the total vehicular trips generated by the Development will equal or not exceed the number of trips reflected in the Trip Generation Table attached hereo, which

was included within the Traffic Analysis submitted with this Master Plan. The Development will be constructed in two (2) phases as shown on Exhibit MP-1.

IV. THE PROMENADE AT CRABTREE MIXED-USE DEVELOPMENT PLAN

The Property will be developed as described in this Master Plan. The following uses shall be prohibited upon the Property: automotive service and repair facility; civic/convention center; movie theater; school; utility service and substation; emergency shelter Type A or Type B; landfill; manufacturing-custom; manufacturing-specialized; mini-warehouse storage facilities; telecommunications tower; adult establishment; kennel/cattery; riding stable; correctional/penal facility; and outdoor stadium, outdoor theater or outdoor racetrack.

The development criteria of the two (2) buildings shown on Exhibit MP-1 are as follows:

A. Building 1

1. Uses. Building 1 shall be sited around the perimeter of the Property as shown on Exhibit MP-1 and shall enclose one or more plazas of a minimum dimension of two hundred feet (200') by two hundred feet (200') and one hundred forty feet (140') by three hundred eighty feet (380'). The maximum and minimum densities of land uses within Building 1 shall be as follows:

Land Use	Maximum Density	Minimum Density
Commercial	184,000 Square Feet (Gross Leaseable Floor Area)	50,000 Square Feet (Gross Leaseable Floor Area)
Office	150,000 Square Feet (Gross Leaseable Floor Area)	5,000 Square Feet (Gross Leaseable Floor Area)
Residential	600 Dwelling Units	300 Dwelling Units

A portion of Building 1 may be used as a hotel. In such event, the maximum square footage available for other commercial land uses shall be reduced accordingly.

2. Building Height. Although the height of Building 1 will vary, the Building's height shall not exceed eight (8) floors plus a loft or one hundred thirty-two (132) feet. The minimum height of Building 1 shall be one (1) floor with a height of forty (40) feet. All building heights set forth in this Master Plan shall be calculated in accordance with provisions of the City Code. Only commercial and/or office uses will be located on the first floor. The second floor shall contain commercial and/or office and/or residential uses. The third through eighth floors will be used only for office and/or residential uses.

3. Building Setbacks. Setbacks shall be as provided in the Setback Table contained in this Master Plan.

B. Building 2

1. Uses. Building 2 will be sited within the plaza area and will be largely enclosed by Building 1. The conceptual siting of Building 2 is shown on Exhibit MP-1. Building 2 shall be utilized only for commercial land uses, which shall not exceed a maximum gross leaseable floor area of 42,000 square feet and shall achieve a minimum gross leaseable floor area of 20,000 square feet of commercial uses. At the election of the Developer, Building 2 may not be constructed in order to increase the open space included within the Development.

2. Building Height. The height of Building 2 shall not exceed three (3) floors or eighty (80) feet. The first floor of Building 2 will consist largely of a

passageway through the building connecting differing portions of the plaza area. The portion of the first floor not comprising the passageway, as well as the second and third floors of Building 2, shall be utilized for commercial land uses.

3. Building Setbacks. Setbacks shall be as provided in the Setback Table contained in this Master Plan.

V. UNDERGROUND PARKING FACILITY AND ORIENTATION TO CRABTREE VALLEY AVENUE

The underground parking deck within the Development shall not exceed three (3) entrances from Crabtree Valley Avenue and will be constructed in increments included within Phase 1 and Phase 2 of the Development. The entrance to the deck from Crabtree Valley Avenue closest to Creedmoor Road shall be right in, right out only. Two (2) of the entrances will be constructed in Phase I and the third entrance will be constructed in Phase 2. The deck shall consist of no more than four (4) levels. The top level of the parking deck shall also be accessible from the surface streets to be constructed on the Property and will be utilized for commercial and/or office parking. The lower levels of the deck will be utilized for commercial and/or residential and/or office parking. The entrances to the parking deck from Crabtree Valley Avenue will be landscaped for both decorative and screening purposes as shown in the Landscaping Plan submitted with this Master Plan.

With respect to the deck's setback, Building 1 will overhang the parking deck and Building 1's setback is shown in the table attached to this Master Plan. Subject to the streetscape and parking guidelines of the Pedestrian Business Overlay District and

paragraph VI.E hereafter, the Development will provide on-site parking in accordance with applicable provisions of the City Code.

VI. STANDARDS AND CRITERIA APPLICABLE TO THE DEVELOPMENT

A. Interconnectivity

As aforementioned, a parking deck, approximately one thousand (1,000) feet in width and three hundred (300) feet in depth, shall be constructed in two (2) phases as shown on Exhibit MP-1. The deck shall be constructed by grading into the natural slope of the topography. The parking deck will connect vehicular traffic entering the Development from Crabtree Valley Avenue and the surface roads to be constructed as shown on Exhibit MP-1. As further shown on such exhibit, the proximity of the recently-widened Creedmoor Road, which extends to Wade Avenue and the RBC Center, provides excellent transportation infrastructure for the Development.

B. Pedestrian Orientation

As shown on Exhibit MP-1, the Development will feature plazas within the space bounded by Building 1. Sidewalks within the Development, a minimum of five (5) feet in width, shall connect all of the plazas with existing sidewalks along Crabtree Valley Avenue and the adjacent greenway. Where sidewalks do not currently exist along those portions of the Development adjoining the right-of-way of Creedmoor Road, sidewalks shall be constructed as shown on Exhibit MP-1. A pedestrian bridge currently connects the Property and Crabtree Valley Mall. At the beginning of Phase II, a second pedestrian bridge connecting the two will be built, as depicted in MP-1, provided that the Developer is granted permits to do so by all regulatory agencies having jurisdiction with respect to construction of the bridge. Requests for all required

permits shall be submitted by the Developer within ninety (90) days of the adoption of the Ordinance approving this zoning case. The minimum width of the bridge shall be twelve (12) feet. The source of payment for the second bridge has not been determined at this time, but it is anticipated that the owners of the Property and Crabtree Valley Mall will joint venture the bridge.

C. Public Transit

Upon development, three (3) transit easements a minimum of twenty (20) feet in length (adjoining the right-of-way) by fifteen (15) feet deep will be deeded to the City of Raleigh along Crabtree Valley Avenue and Edwards Mill Road. The Developer will install a concrete pad at each easement and a transit shelter for one of the Crabtree Valley Avenue easement locations at the time of site construction. Prior to site plan approval or subdivision approval, whichever shall first occur, the Transit Division of the City of Raleigh shall review and approve the location of the easements and the construction plans for the transit shelter.

D. Open Space; Environmental and Aesthetic Concerns

In excess of fifteen percent (15%) of the area comprising the Development shall remain open space, which shall include the streetyards along the roadways and the plazas and other open public areas.

E. Vehicular Parking

Subject to the streetscape and parking guidelines of the Pedestrian Business Overlay District, off-street parking shall be provided in accordance with provisions of the City Code. Provided, however, with respect to mixed uses to which the Urban Land Institute's shared parking standards are applicable, such standards may be utilized to determine parking requirements in order to minimize impervious surfaces

and facilitate open space. If built to maximum density, as set forth in Article IV, the Development shall provide at least 1,888 off-street parking spaces. If not built to maximum density, a reduction in parking for commercial uses of up to twenty percent (20%) shall be available in accordance with Code provisions applicable to the Pedestrian Business Overlay District. Parking for office uses may be reduced a maximum of twenty percent (20%) if justified by the Urban Land Institute's shared parking standards. In all events, the provisions of the City Code shall govern off-street parking provided for residential dwelling units. On-street parking in striped spaces may be provided on interior private streets, and in such instances a thruway of at least twenty (20) feet shall be maintained

F. Unity of Development

Unity of Development Guidelines approved by the City's Planning Director shall be established for the Development prior to the issuance of building permits for new construction.

G. Transitional Protective Yards

Transitional protective yards will be provided where required by the City's Landscape Ordinance on the boundaries of the Property. The only transitional yard required is located along the east property line adjacent to a vacant lot. The vacant lot requires one-half of a type "A" transitional protective yard, which is detailed in the Landscaping Plan submitted with this Master Plan.

H. Landscape Maintenance and Location

Streetyard plantings along any zero-setback street may be installed in the right-of-way. Encroachment agreements must be approved by the City Council prior to approval of any such right-of-way planting plans.

I. **Stormwater Management**

A preliminary Stormwater Management Plan has been submitted to present a comprehensive effort to address stormwater runoff quantity and quality upon the Property. All development within the Property shall comply with the Neuse River Basin Nutrient Management Strategy.

Stormwater management infrastructure may change in size or shape at the time of submission of construction drawings. Stormwater collection systems in public rights-of-way shall conform to the City's standards and specifications. Collection systems on private property may include storage devices or other alternative design concepts.

J. **Signs**

Signage standards will be based upon the standards of the streetscape and parking guidelines of the Pedestrian Business Overlay District.

K. **Phasing**

As shown in Exhibit MP-1, the Property will be developed in two phases. All road improvements, utility upgrades, and offsite improvements (other than the second pedestrian bridge) will be built as part of Phase I.

L. **Urban Design Guidelines**

The Promenade at Crabtree follows both the letter and spirit of the Urban Design Guidelines (the "Guidelines"). By their own terms, the Guidelines "should allow for experimentation and flexibility in design approaches." As configured, the Development is a vertically-oriented, mixed-use project designed around open promenades, serving as focal points for the project. As suggested in the Guidelines, the Development establishes these focal points away from vehicular intersections framing

its geographic boundaries and internal to the project. The Development also proposes to be pedestrian- and handicapped-friendly, well-balanced in its visual impact, as well as land uses. The Development is physically concentrated to the core, as suggested by the Guidelines, and provides opportunities for retail, office and residential uses within the village atmosphere it establishes. The vertical component of the Development is self-evident as it emphasizes retail uses upon the street level, with residential and office uses above. The project facilitates an easy flow of vehicular and pedestrian traffic, while encouraging residents and other patrons to avail themselves of its openness and visually inviting promenades. The Development features an extensive parking facility underground, thereby reducing the normal visual impairment of such facilities at the street surface level. In fact, the subterranean parking facility provides the project with opportunities for construction of hanging gardens, alcoves for artists, and pedestrian-friendly open areas.

M. Justification for Extent of Retail Land Uses

In view of its vertical, mixed-use character, the Development exceeds the standard set forth at Section 10-2057 (f) (4) b. 4 of the Code, "that no more than ten percent (10%) of the gross land area of a development zoned Planned Development District shall be utilized for retail land uses." At the maximum density provided in this plan, retail uses will comprise 19.5% of the total building area of the Development.

It is submitted that the extent of retail proposed for the Development is appropriate, given the current Shopping Center zoning of the Property and the retail land uses historically and currently present upon the Property. The Property is at the center of a City Focus and adjoins Crabtree Valley Mall, which is a hub of commercial activity. The extent of retail land uses proposed for the Development is also justified by

physical limitations applicable to the further expansion of Crabtree Valley Mall. The approval of the retail land uses proposed for the Development would further the goals of the Planned Development Conditional Use Overlay District as set forth in Section 10-2011 (b) (3) g. in that the proposed project incorporates alternative designs which involve a mixture of land uses thereby promoting transit usage, more usable open space, and the preservation of land for economic-based uses. The vertical mixed-use nature of the Development protects roadway corridors from strip development and clearly contains innovative architectural elements and design. The Development also clearly promotes pedestrian activity and provides a pedestrian destination for shoppers visiting Crabtree Valley Mall.

VII. AMENDMENTS AND APPROVALS

Only the owner of the property and its successors and assigns, shall have the right to amend this Master Plan and the exhibits hereto, until transfer of authority to a condominium association formed with respect to the Property, if any.

A. Administrative Changes and Revisions

1. Within the Property, City Administration may approve minor variations in the location of land uses. "Minor variations" shall mean lateral shifts in location of ten (10) feet or less.

2. City Administration may approve minor variations in public and private street locations, and driveway access points, and changes in street or sidewalk construction standards that do not affect the traffic-carrying capacity of the respective streets or sidewalks and do not violate the streetscape and parking guidelines of the Pedestrian Business Overlay District.

3. City Administration may approve all exterior signage.

4. The City Administration may approve any changes in the phasing of the Development.

B. Planning Commission Changes and Revisions

1. For group housing and condominiums, variations in the building to building locational requirements and setbacks from buildings, rights-of-way, and outdoor living areas may be approved by the Planning Commission if it can be demonstrated that equal or better air, light, and privacy can be provided with the creative arrangement of buildings and window locations, fencing, and landscaping or other innovative design.

2. The Planning Commission shall resolve any question of interpretation of this Master Plan and its exhibits that may arise in the administrative approval of any site plan upon the Property without a public hearing, and that is not resolved between City Administration and the owner. Either the Planning Director or the applicant may appeal the judgment of the Planning Commission to the City Council.

C. City Council Changes and Revisions

1. The City Council, after a recommendation of the Planning Commission, shall approve any change in this Master Plan or its exhibits that will create an expansion of ten percent (10%) or less with respect to a building shown on Exhibit MP-1.

2. The City Council, after a recommendation of the Planning Commission, shall approve any increase of ten percent (10%) or less in the total of maximum densities or square footage allocations for a respective land use and

substantial changes in the location of uses within the Property as designated in this Master Plan. Substantial changes are those changes which are not minor variations as defined in this Master Plan.

3. The City Council or the Board of Adjustment, in accordance with applicable provisions of the City Code, will approve all special use permits or variances that may be required for specific uses proposed in site-specific development plans.

D. Amendments

The Master Plan can be amended by the re-zoning process based on the following: Only the landowners owning the property within the PDD Overlay shall have the right to amend this Master Plan and exhibits hereto. Any condominium association or property owners' association owning and/or maintaining facilities that are common to the overall development must join in all amendments to this Master Plan.

SETBACK TABLE

Setback along Creedmoor Road = 30′
Setback along Crabtree Valley Avenue = 0′
Setback along Edwards Mill Road = 15′
Setback along South Eastern Property line = 15′

TRIP GENERATION TABLE

TABLE 1 Scenario One — **ITE Trip Generation Summary**

Client: CMG, PLLC Subject: Promenade at Crabtree
Reference: ITE Trip Generation 6th
Prepared By: bls Date: 19-Dec
Reviewed By: bh Date:
CH ENGINEERING
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	Daily Trips In	Daily Trips Out	PM Trips In	PM Trips Out	[1]Reduction for existing PM Trips In	[1]Reduction for existing PM Trips Out	[2]Reduction for internal PM Trips In	[2]Reduction for internal PM Trips Out	[3]Reduction for Pass-by PM Trips In	[3]Reduction for Pass-by PM Trips Out	[4]Reduction for transit PM Trips In	[4]Reduction for transit PM Trips Out
Office (710)												
total	136		86				20%		0%		10%	
	68	68	15	71	0	0	3	15	0	0	2	8
Residential (232)												
total	2110		190				10%		0%		10%	
	1055	1055	118	73	0	0	12	8	0	0	12	8
SuperMarket(850)												
total	3075		405				20%		20%			
	1538	1538	207	198	0	0	42	40	42	40		
High Quality Restaurant(831)												
total	1620		136				20%		15%			
	810	810	91	45	10	12	19	9	14	7		
Retail Shopping(820)												
total	7710		715				15%		15%		2%	
	3855	3855	344	372	16	20	52	56	52	56	7	8
Tavern(832)												
total	n/a		70				25%		25%			
	n/a	n/a	47	24	0	0	12	6	12	6		
Total Trips Generated												
total	14650		1600				17%		15%		3%	
	7325	7325	822	764	26	32	140	122	120	100	21	18

Total Daily Trips: 14652
Total p.m. Trips: 1606

Total PM Trips after adjustment			
% adj.	IN	OUT	% adj.
37.3%	516	503	36.8%

Notes:

[1] PM counts were taken on 11/26/02 at both existing entrances to the existing facility. Trips observed were those attracted to existing Pizza Hut, Belks offices, and Laundry

[2] This represents those trips that would be shared by the proposed land use; e.g. 10% of the residentiel is expected to work at the proposed shopping or adjacent Crabtree Valley and therefore would not enter the street traffic. Other internally generated trips include those residents on the way home from work and trips of dual purpose within this shopping area and Crabtree Valley Mall

[3] Pass-by trips include those trips that are already on the adjacent roadway but elect to stop by this while on their way to other destinations (entrances still reflect these trips)

[4] Transit reduction are those trips that elect to take transit system. An existing bus transit hub is locate approximately 1/4 mile east of the site. The residentiel, office, and the shopping are adjusted slightly for this.

TRIP GENERATION TABLE

TABLE 1 Scenario Two — **ITE Trip Generation Summary**

Client: CAIG, PLLC Subject: Promenade at Crabtree
Reference: ITE Trip Generation 6th
Prepared By: bls Date: 18-Dec
Reviewed By: kh Date:
CH ENGINEERING
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	Daily Trips In	Daily Trips Out	PM Trips In	PM Trips Out	[1]Reduction for existing PM Trips In	[1] Out	[2]Reduction for Internal PM Trips In	[2] Out	[3]Reduction for Pass-by PM Trips In	[3] Out	[4]Reduction for transit PM Trips In	[4] Out
Office (710)												
total	657		125									
	329	329	22	104	0	0	5	31	0	0	3	11
Residential (232)												
total	2110		190									
	1055	1055	118	73	0	0	12	8	0	0	12	8
Supermarket(850)												
total	3075		405									
	1538	1538	207	199	0	0	42	40	42	40		
High Quality Restaurant(831)												
total	1620		135									
	810	810	91	45	10	12	18	9	14	7		
Retail Shopping(820) *Reduced to accommodate office*												
total	6820		630									
	3410	3410	303	328	16	20	44	50	46	50	7	7
Tavern(832)												
total	n/a		70									
	n/a	n/a	47	24	0	0	12	6	12	6		
Total Trips Generated												
total	14282		1555		8							
	7142	7142	798	775	26	32	136	116	114	103	22	16

Total Daily Trips: 14284
Total p.m. Trips: 1561

Total PM Trips after adjustment			
% adj.	IN	OUT	% adj.
37.8%	490	602	35.1%

Notes*

[1] PM counts were taken on 11/26/02 at both existing entrances to the existing facility. Trips observed were those attracted to existing Pizza Hut, Bella offices, and Laundry

[2] This represents those trips that would be shared by the proposed land uses; e.g. 10% of the residential is expected to work at the proposed shopping or adjacent Crabtree Valley and therefore would not enter the street traffic. Other internally generated trips include those residents on the way home from work and trips of dual purpose within this shopping area and Crabtree Valley Mall

[3] Pass-by trips include those trips that are already on the adjacent roadway but elect to stop by this while on their way to other destinations (entrances still reflect these trips)

[4] Transit reduction are those trips that elect to take transit system. An existing bus transit hub is locate approximately 1/4 mile east of the site. The residential, office, and the shopping are adjusted slightly for this.

TRIP GENERATION TABLE

TABLE 1 Scenario Three — **ITE Trip Generation Summary**

Client: CAIG, PLLC Subject: Promenade at Crabtree
Reference: ITE Trip Generation 6th
Prepared By: bls Date: 16-Dec
Reviewed By: trh Date:
CH ENGINEERING
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	Daily Trips In	Daily Trips Out	PM Trips In	PM Trips Out	[1]Reduction for existing PM Trips In	[1]Reduction for existing PM Trips Out	[2]Reduction for Internal PM Trips In	[2]Reduction for Internal PM Trips Out	[3]Reduction for Pass-by PM Trips In	[3]Reduction for Pass-by PM Trips Out	[4]Reduction for transit PM Trips In	[4]Reduction for transit PM Trips Out
Office (710)												
total	1329		196				20%		0%		10%	
	665	665	34	162	0	0	7	33	0	0	4	17
Residential (232)												
total	1940		175				10%		0%		10%	
	970	970	108	67	0	0	11	7	0	0	11	7
SuperMarket(850)												
total	3076		405				20%		20%			
	1538	1538	207	199	0	0	42	40	42	40		
High Quality Restaurant(831)												
total	1620		136				20%		18%			
	810	810	91	45	10	12	19	9	14	7		
Retail Shopping(820)	*Reduced to accommodate office*											
total	5910		545				18%		16%		2%	
	2955	2955	262	284	18	20	40	43	40	43	6	6
Tavern(832)												
total	n/a		70				25%		25%			
	n/a	n/a	47	24	0	0	12	6	12	6		
Total Trips Generated												
total	13874		1526				17%		14%		3%	
	6938	6938	750	781	28	32	131	112	108	96	21	17

Total PM Trips after adjustment			
% adj.	IN	OUT	% adj.
38.1%	464	524	32.9%

Total Daily Trips: 13876
Total p.m. Trips: 1531

Notes:

[1] PM counts were taken on 11/26/02 at both existing entrances to the existing facility. Trips observed were those attracted to existing Pizza Hut, Seika offices, and Laundry

[2] This represents those trips that would be shared by the proposed land use, e.g. 10% of the residential is expected to work at the proposed shopping or adjacent Crabtree Valley and therefore would not enter the street traffic. Other internally generated trips include those residents on the way home from work and trips of dual purpose within this shopping area and Crabtree Valley Mall

[3] Pass-by trips include those trips that are already on the adjacent roadway but elect to stop by this while on their way to other destinations (entrances still reflect these trips)

[4] Transit reduction are those trips that elect to take transit system. An existing bus transit hub is locate approximately 1/4 mile east of the site. The residential, office, and the shopping are adjusted slightly for this.

TRIP GENERATION TABLE

TABLE 1 Scenario Four — **ITE Trip Generation Summary**

Client: CAIG, PLLC Subject: Promenade at Crabtree
Reference: ITE Trip Generation 6th
Prepared By: bte Date: 16-Dec
Reviewed By: bth Date:

CH ENGINEERING

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	Daily Trips In	Daily Trips Out	PM Trips In	PM Trips Out	[1]Reduction for existing PM Trips In	[1]Reduction for existing PM Trips Out	[2]Reduction for internal PM Trips In	[2]Reduction for internal PM Trips Out	[3]Reduction for Pass-by PM Trips In	[3]Reduction for Pass-by PM Trips Out	[4]Reduction for transit PM Trips In	[4]Reduction for transit PM Trips Out
Office (710)												
total	387		105				20%		0%		10%	
	194	194	18	88	0	0	4	18	0	0	2	9
Residential (232)												
total	2490		225				10%		0%		10%	
	1245	1245	140	85	0	0	14	8	0	0	14	8
SuperMarket(850)												
total	3075		406				20%		20%			
	1538	1538	207	199	0	0	42	40	42	40		
High Quality Restaurant(931)												
total	1620		135				20%		15%			
	810	810	91	45	10	12	18	9	14	7		
Retail Shopping(820) *Reduced to accommodate office*												
total	7460		660				15%		15%		2%	
	3730	3730	332	328	16	20	50	54	50	54	7	8
Tavern(932)												
total	n/a		70				25%		25%			
	n/a	n/a	47	24	0	0	12	6	12	6		
Total Trips Generated												
total	16032		1630				17%		14%		3%	
	7517	7517	838	801	26	32	141	122	118	107	23	19

Total Daily Trips: 15034
Total p.m. Trips: 1636

Total PM Trips after adjustment			
% adj.	IN	OUT	% adj.
36.9%	627	581	35.0%

Notes*

[1] PM counts were taken on 11/26/02 at both existing entrances to the existing facility. Trips observed were those attracted to existing Pizza Hut, Bella offices, and Laundry

[2] This represents those trips that would be shaved by the proposed land use; e.g. 10% of the residential is expected to work at the proposed shopping or adjacent Crabtree Valley and therefore would not enter the street traffic. Other internally generated trips include those residents on the way home from work and trips of dual purpose within the shopping area and Crabtree Valley Mall

[3] Pass-by trips include those trips that are already on the adjacent roadway but elect to stop by this while on their way to other destinations (entrances still reflect these trips)

[4] Transit reduction are those trips that elect to take transit system. An existing bus transit hub is locate approximately 1/4 mile east of the site. The residential, office, and the shopping are adjusted slightly for this.